Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 285-6R

DATED 3rd May

[Despatch Abstract.]

Bezwada-Madras Railway.— Ordered that the financial issue of the Capital revised budget Estimates of the Madras Eunnur section of the— for 1894-95 and 1895-96, be forwarded to the Govt of India.

Forwarding with remarks the financial issue of the Capital revised budget Estimates of the Madras Eunnur Section of the— for 1894-95 and 1895-96.

Indered.

P. W. D.
11-5-95

BACK PAPERS.

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

FURTHER PAPERS.

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

PRELIMINARY ISSUE.

SHORANUR-COCHIN RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1895-96

AND

BUDGET ESTIMATE FOR 1896-97.

SHORANUR-COCHIN RAILWAY SURVEY.

Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893-94.	Actual expenditure incurred during 1894-95.	Budget estimate for 1895-96.	Revised estimate for 1895-96.	Budget estimate for 1896-97.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
I. Preliminary Expenses.							
Survey expenses	36,600	..	11,372	15,000	5,202	..	
Plant				3,500	..	..	
Establishment (including salaries, allowances and contingencies).				10,500	10,098	..	
Total ..	36,600	..	11,372	29,000	15,300	..	

MADRAS,
30th November 1895.

(Signed) L. S. MOSS,
Agent and Manager.

(Signed) H. WEST,
Chief Engineer.

PRELIMINARY ISSUE.

CALICUT-CANNANORE RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1895-96

AND

BUDGET ESTIMATE FOR 1896-97.

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Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893–94.	Actual expenditure incurred during 1894–95.	Budget estimate for 1895–96.	Revised estimate for 1895–96.	Budget estimate for 1896–97.	Remarks.
	RS.	RS.	RS.	RS.	RS.	RS.	
I. Preliminary Expenses.							
Survey expenses	31,200	..	21,545	7,000	4,525	..	
Plant				660	2,003	..	
Establishment (including salaries, allowances and contingencies).				5,340	6,478	..	
Total ..	31,200	..	21,545	13,000	9,000	..	

MADRAS,
30th November 1895.

(Signed) L. S. MOSS,
Agent and Manager.

(Signed) H. WEST,
Chief Engineer.

NOTE by the Examiner, Guaranteed Railway Accounts, on the revised and budget estimates of the Calicut-Cannanore and Shoranur-Cochin Surveys for 1895–96 and 1896–97.

Calicut-Cannanore Survey.

The budget estimate was passed for Rs. 13,000, the revised estimate is submitted for Rs. 9,000 and no provision has been made for 1896–97, as it is anticipated that the work will be completed by the end of the current official year.

2. The estimate for the survey was sanctioned for Rs. 31,200, and the actual outlay is expected to amount to Rs. 30,545.

Shoranur-Cochin Survey.

3. The budget estimate was sanctioned for Rs. 29,000, of which Rs. 10,000 were withdrawn in Government of India letter, No. 345 A.R., dated 26th July 1895. The revised estimate is submitted for Rs. 15,300 and a saving of Rs. 9,928 is expected on the sanctioned estimate of Rs. 36,600.

4. The survey will be completed by the close of the current official year, and no provision has consequently been made for 1896–97.

5. Both estimates have been recast into the proper form by this office.

(Signed) E. A. WALLER, Major, R.E.,
Examiner, Railway Accounts, Madras.

No. 853 R., 12TH DECEMBER 1895.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent and Manager, Madras Railway, dated 5th December 1895, No. 8131/1070.

ORDER—No. 853 R., dated 12th December 1895.

Ordered that the preliminary issue of the revised and budget estimates, Shoranur-Cochin and Calicut-Cannanore Railway Surveys, for the years 1895–96 and 1896–97, with note thereon by the Examiner of Railway Accounts, be forwarded to the Government of India.

[Here enter No. 854 R., dated 12th December 1895.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Railway Accounts, Madras.

Exd. Shaik Karim.

Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated December, 12th.

Read. *Encl.*

G.O. No. 853 R., 12th Dec. 1895.

DECEMBER.

Shoranur-Cochin and Calicut-Cannanore Railway Surveys

Ordered that the preliminary issue of the revised and budget estimates, —, for the years 1895-96 and 1896-97, with note thereon by the Examiner of Railway Accounts, be forwarded to the Government of India.

PRELIMINARY ISSUE.

SHORANUR-COCHIN RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1895-96

AND

BUDGET ESTIMATE FOR 1896-97.

SHORANUR-COCHIN RAILWAY SURVEY.

Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893-94.	Actual expenditure incurred during 1894-95.	Budget estimate for 1895-96.	Revised estimate for 1895-96.	Budget estimate for 1896-97.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
I. Preliminary Expenses.							
Survey expenses	36,600	..	11,372	15,000	5,202	..	
Plant				3,500	..	..	
Establishment (including salaries, allowances and contingencies).				10,500	10,098	..	
Total ..	36,600	..	11,372	29,000	15,300	..	

MADRAS,
30th November 1895.

(Signed) L. S. MOSS,
Agent and Manager.

(Signed) H. WEST,
Chief Engineer.

PRELIMINARY ISSUE.

CALICUT-CANNANORE RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1895-96

AND

BUDGET ESTIMATE FOR 1896-97.

CALICUT-CANNANORE RAILWAY SURVEY.

Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893–94.	Actual expenditure incurred during 1894–95.	Budget estimate for 1895–96.	Revised estimate for 1895–96.	Budget estimate for 1896–97.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
I. Preliminary Expenses.							
Survey expenses	31,200	..	21,545	7,000	4,525	..	
Plant				660	2,003	..	
Establishment (including salaries, allowances and contingencies).				5,340	6,478	..	
Total ..	31,200	..	21,545	13,000	9,000	..	

MADRAS,
30th November 1895.

(Signed) L. S. MOSS,
Agent and Manager.

(Signed) H. WEST,
Chief Engineer.

NOTE by the Examiner, Guaranteed Railway Accounts, on the revised and budget estimates of the Calicut-Cannanore and Shoranur-Cochin Surveys for 1895–96 and 1896–97.

Calicut-Cannanore Survey.

The budget estimate was passed for Rs. 13,000, the revised estimate is submitted for Rs. 9,000 and no provision has been made for 1896–97, as it is anticipated that the work will be completed by the end of the current official year.

2. The estimate for the survey was sanctioned for Rs. 31,200, and the actual outlay is expected to amount to Rs. 30,545.

Shoranur-Cochin Survey.

3. The budget estimate was sanctioned for Rs. 29,000, of which Rs. 10,000 were withdrawn in Government of India letter, No. 345 A.R., dated 26th July 1895. The revised estimate is submitted for Rs. 15,300 and a saving of Rs. 9,928 is expected on the sanctioned estimate of Rs. 36,600.

4. The survey will be completed by the close of the current official year, and no provision has consequently been made for 1896–97.

5. Both estimates have been recast into the proper form by this office.

(Signed) E. A. WALLER, Major, R.E.,
Examiner, Railway Accounts, Madras.

No. 854 R., 12TH DECEMBER 1895.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

F. R. UPCOTT, ESQ.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to forward, herewith, the preliminary issue of the revised and budget estimates, Shoranur-Cochin and Calicut-Cannanore Railway Surveys, for the years 1895–96 and 1896–97, together with note thereon by the Examiner of Railway Accounts.

I have the honour to be,
Sir,
Your most obedient servant,

Joint Secy. to Govt., P.W.D.,
Railway Branch.

MADRAS,
12th December 1895.

Exd. Shaik Karim,
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated December, 12th.

Recd. *Encl.*

No. 854 R., 12th December 1895.

DECEMBER.

Shoranur-Cochin and Calicut-Cannanore Railway Surveys

Forwarding the preliminary issue of the revised and budget estimates, —, for the years 1895–96 and 1896–97, with note thereon by the Examiner of Railway Accounts.

PRELIMINARY ISSUE.

SHORANUR-COCHIN RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY.

EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1894-95

AND

BUDGET ESTIMATE FOR 1895-96.

SHORANUR-COCHIN RAILWAY SURVEY.

Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893-94.	Actual expenditure incurred during 1894-95.	Budget estimate for 1895-96.	Revised estimate for 1895-96.	Budget estimate for 1896-97.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
I. Preliminary Expenses.					200		
Survey expenses	~~36600~~ ~~16,000~~	..	1137-2	15000	5430 ~~10,000~~	" ~~5,000~~	
Plant				3500	" ~~5,000~~	" ~~2,000~~	
Establishment (including salaries, allowances and contingencies).				10500	~~1,000~~ 10098	" ~~4,000~~	
Total ..	~~15,000~~ 36600	..	1137-2	29000	~~5,000~~ 15228	~~10,000~~ 13300	

MADRAS,
~~December 1894.~~
30th November 1895.

(Sd) Louis S. Moss,
Agent & Manager.

(Sd) Henry West,
Chief Engineer.

PRELIMINARY ISSUE.

CALICUT-CANNANORE RAILWAY SURVEY.

41. MISCELLANEOUS RAILWAY.

EXPENDITURE—IMPERIAL.

REVISED ESTIMATE FOR 1894-95

AND

BUDGET ESTIMATE FOR 1895-96.

CALICUT-CANNANORE RAILWAY SURVEY.

Main and sub heads of accounts.	Sanctioned estimate.	Actual expenditure incurred to end of 1893-94.	Actual expenditure incurred during 1894-95.	Budget estimate for 1894-95.	Revised estimate for 1894-95.	Budget estimate for 1895-96.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
I. Preliminary Expenses.							
Survey expenses	~~31,200~~	..	21545	7000	~~15,000~~ 4525	..	
Plant	~~60,000~~			660	~~2,500~~	..	
Establishment (including salaries, allowances and contingencies).				5340	~~13,000~~ 6478	..	
Total ..	~~30,000~~ 31,200	..	21545	13000	~~60,000~~ 13503	..	

MADRAS,
~~December 1894.~~
30th Novr: 1895.

(Sd) Louis S. Moss,
Agent and Manager.

(Sd) Henry West
Chief Engineer.

Note by the Examiner, Guaranteed Railway Accounts, on the revised and budget estimates of the Calicut-Cannanore and Shoranur-Cochin Surveys for 1895-96 & 1896-97.

Calicut-Cannanore Survey.

1. The Budget Estimate was passed for Rs 13.000, the revised estimate is submitted for Rs 9.000 and no provision has been made for 1896-97, as it is anticipated that the work will be completed by the end of the current official year.

2. The estimate for the survey was sanctioned for Rs 31.200, and the actual outlay is expected to amount to Rs 30.545.

Shoranur Cochin Survey.

3. The Budget estimate was sanctioned for Rs 29.000, of which Rs 10.000 were withdrawn in G of I. letter N° 345 A.R, dated 26th July 1895. The revised estimate is submitted for Rs 15.300 and a saving of Rs 9,928 is expected on the sanctioned

9 Annas

estimate of Rs 36,600.

The survey will be completed by the close of the current official year, and no provision has consequently been made for 1896-97.

Both estimates have been recast into the proper form by this office.

E. Wallen
Major R.E.,
Examiner, Railway Accts,
Madras.

Lt.

To, A. M. ✓
C. R. /

20/12/95

(R.) Form No. 3.

A 853 R dy 12th December 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from A. M. No: 8131/1090 dy 5th December 1895.

Ordered that the preliminary issue of the revised and budget estimates, Shoranur-Cochin and Calicut-Cannanore Railway Surveys, for the years 1895-96 and 1896-97 with note thereon by the Chief Engr. of Railways be forwarded to the Govt. of India

M. C. No. 853 R dy 12th Dec/95

To

The Secy. to the Govt. of India
P. W. D.

Sir

I am directed to forward herewith the preliminary issue of the revised and budget estimates, Shoranur-Cochin and Calicut-Cannanore Railway Surveys for the years 1895-96 & 1896-97 together

together with a note thereon
by the Examiner of Rly. Accts.

FRM
R
12-12-95

A

No. 853 / 854 R a/12 Dec/95

All communications should be addressed to the Secretary.

No. 148 of R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

To The Joint Secretary to the
Government of Madras,
Public Works Department,
Railway Branch.

Calcutta, the 7th March, 1896.

Sir,

With reference to the Revised Estimate for 1895-96 of the Calicut-Cannanore Railway Survey, received with your letter no. 854 R dated 12th December 1895, I am directed to state that the Government of India have withdrawn a sum of Rs. 1000/- from the grant for this survey for the current official year.

2. With this reduction the grant for 1895-96 will stand at Rs. 9000/-

I have the honour to be,
Sir,
Your most obedient servant,
R. W. Burn
Offg. Under Secy. to the Govt. of India.
FRM
7/3/96

Documents accompanying:-
Nil.

2480

Rec: 11.3.96

P.W. Permit No 2480

Letter No 148 A. R of 7th March 1896 from the Govt of India.

No 847 / 12-3-96 Copy forwarded for information to the Agent & Manager M.R.
" Examiner P&T Audits Madras

Y.N.C.

for E R
11-3-96

W 12/3

BACK PAPERS.

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

FURTHER PAPERS.

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

No. 610 R., 24TH SEPTEMBER 1895.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Agent and Manager, Madras Railway, No. E. 481/805, dated 6th September 1895.

ABSTRACT.—Forwarding plan and estimate for the proposed Engineering Workshops at Arkónam and requesting that sanction may be conveyed for the required outlay of Rs. 20,000 chargeable to Revenue.

ORDER—No. 610 R., dated 24th September 1895.

Sanctioned.

2. This sanction has been registered as No. 22 R. of 1895–96.

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.
„ Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiayngar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated September, 24th.

Recd. *Encl.*

G.O. No. 610 R., 24th Sept. 1895.

SEPTEMBER.

Engineering Workshops

Estimate of Rs. 20,000 for the proposed — at Arkónam, Madras Railway, sanctioned.

Extract from a letter from the Chief Engineer No. C/836, dated, 17th August 1894.

Transfer of Terminal Workshops to Arkonam.

I beg to advise you that it will be desirable to make a portion of the above transfer as soon after the 1st September next as possible inasmuch as the Sheds now occupied at Arkonam as Workshops for the 1st Division S. W. Line and 1st Division N. W. Line will be vacant on that date. The Telegraph Engineer will then be in a position to collect Artizans and tradesmen from among those who are being dispensed with on the Divisions and continue to employ them, thus obviating the necessity of our granting these men a gratuity.

In the meantime as soon as the land required for the new workshops buildings has been handed over, I propose to dismantle the Terminal Workshops Sheds at Rayapuram and re-erect them at Arkonam. These with the addition of the existing Sheds at Arkonam, will it is considered be sufficient to commence with.

Under these circumstances I shall feel obliged if you will communicate the necessary Sanction to the expenditure during the Current half year of Rs 10,000 for which formal plans and estimate will be duly Submitted.

/ True Extract /

Agent and Manager.

Encl. No. 1 to E. R's G. No. 4527 of 1894
Letter No. 2822F dated 20-8-94
From A.M.Ry 660

(No. II.) 5,000—14-11-85.

No. 7822 F
660

MADRAS RAILWAY.

Appl 21/8/94 CR

AGENT AND MANAGER'S OFFICE,

MADRAS, 20th August 1894.

From

The Agent and Manager,
M. R. Co.

To

The Consulting Engineer for Railways,
Madras.

SIR,

I have the honor to forward herewith, for your information, an extract from a letter addressed to me by the Chief Engineer on the subject of the transfer of a portion of the Perambur Workshops to Arkonam during September next and to request that the sanction of Government may be conveyed to me for a Sum of Rs 10000/- chargeable to Revenue being expended during the current half year on the erection of the new workshops buildings at Arkonam.

Plans and Estimate for the proposed work will shortly be submitted.

Authority is requested to proceed with the work in anticipation of formal Sanction to the Estimate.

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

Agent and Manager.

Money can be found from current budget sanction.

REGISTER
No. 4527
FILE
No.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. No.

Form No. 21.

EXAMINER'S OFFICE
22 AUG. 94
ACCOUNTS, MADRAS.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 21st August 1894.

No. 2626

OFFICE NOTE.

Subject
Sanction of Rs 10000
for the erection of
the new workshops
buildings at Arkonam
station.

Letter from the Agent & Manager Madras Railway, No. 7822 F/60 dated 20th August 1894, forwarded to the Examiner of Railway Accounts for favour of ~~check~~ remarks.

A.B.G. Shelley
Capt R.
for E.R.

EXAMINER'S REPLY.

Many sanctions of
by ER vide item 5 section C of Appendix
A to the Special Order Manual.

Agreed
O/C CR
27/8

Sd ER for orders
ADES
22/8/94
Sanctioned
27/8

FORM No. 4.
M.S.

MADRAS, 27th August 1894

To

AGENT AND MANAGER, M. R.

No. 2685 Reply No. vide Ans No. 7573 4/10/94 dated

SIR,

Reminders.

With reference to your letter No. 7822 E/660 of 20th August 1894, I have the honour to communicate the approval of Government to the work in connection with the erection of the new workshop buildings at Arkonam being put in hand subject to formal sanction to the Estimate amounting to Rs. 16000 chargeable to Revenue.

Subject.

No. 3349
29-10-94

Madras Railway Company
Chief Engineer's Office
Madras 27th September 1894

No. C/6849
984

The Agent and Manager

Dear Sir

Transfer of Engineering Workshops to Arkonam.

Your No. 7822/8364 of 25 September 1894

I desire to explain that a large stock of barbed wire fencing was procured from England by this Department prior to the date of receipt of Circular No. 6 of 20th December 1892 issued by the Director General of Railways, and efforts are being made to utilize it whenever it is practicable to do so. The circular referred to directs that "such fencing should not be used on a railway at a less distance than 21 feet from either a highway or land in the occupation of others"

At Arkonam it is proposed to erect it round the new Workshop yard temporarily until funds will admit of the construction of a boundary wall which will ultimately replace it. Besides, the workshop premises are over 200 feet distant from the Railway and

and are situated on land in the possession of the Company.

If, however you consider it inexpedient to use barbed wire fencing in this case ordinary wire can be easily substituted in which case the figures in the Estimate will not be affected. I accordingly return the estimate sent with your letter.

Yours faithfully
Sd/ Henry C. West.
Chief Engineer.

/True Copy/

Sd/ M.V.S
Agent and Manager.

Encl. No.	1 to C. No.	5727 4
Letter No.	757	1.10.94
A.C.		

EXAMINER

(1 Enclo) (No. I.)

No. 7822[F]

757

To CR.
Also put up tabled order re barbed fencing
Stating 1st order not to be retrospective
5.10.94

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE, Stat

Madras, 1st October 1894

From

The Agent and Manager.
M. R. C.

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your letter No. 2685 of the 27th August last, I have the honour to forward herewith for the sanction of Government an Estimate amounting to Rs. 10,000 chargeable to Revenue on account of a portion of the expenditure which it is proposed to incur in connection with the transfer of the Engineering Workshops from Rayapuram to Arkonam.

2. The portion of the sheds and the necessary siding (of old rails) to be constructed under this Estimate is shewn in red on the accompanying sketch.

3. Provision is made in the estimate for barbed wire fencing which it is proposed to erect round the new workshop yard temporarily until a boundary wall is constructed.

Copy

EXAMINER

Copy of a letter from the Chief Engineer on the subject is enclosed for your information.

4. Information as to provision in the Budget and date on which sanction will lapse is given on the Estimate.

I have the honour to be,
Sir,
Your most obedient servant,

Agent & Manager.

5127

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. No.

FORM No. 21.

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
Regd. No. 4555
11 OCT. 94
Enclosures

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 5th oct 1894.

No. 3099

OFFICE NOTE.

Letter from the Agent, S. Manager, Madras Railway, No. 7822 F/757 dated 1st octobr 1894, forwarded to the Examiner of Railway Accounts, for favor of check as to allocation and

Subject. Estimate for erecting new workshops at Arkonam

budget provision

The outlay of 1000 rupees sanctioned by me vide Govt. circular Proc. dated 3 inst. is considered to be sufficient to cover the cost of the proposed new workshop at Arkonam. It may be seen from the letter of the Agent that the work will be completed by the end of the current half year. The question is whether the outlay should be charged to Revenue or Construction. I would request to be favored with your opinion in the matter to enable me to submit a detailed estimate for the sanction of the Government of India if necessary.

A B C Shelley R.E.,
Consulting Engineer for Railways.
14/10

EXAMINER'S REPLY.

An estimate is required for the total outlay that will be incurred on works in consequence of the transfer of the Terminal Workshops to Arkonam and not merely for the amount sanctioned (in E. R's No. 2685 dated 27th august 1894,) to be charged to Revenue during the current half year. This should now be called for as the sanctioning of outlay piece-meal is opposed to Code Rules vide para 6 chapter VI, Vol: II, 5th Edition of the P. W. D Code.

When this estimate is sanctioned, the sanction will supersede that given provisionally in E. R's letters quoted above.

Agent 11/10
offg. CR
12

A.S.Y.S. 11.10.94

To ER

I dont see how we are to sanction the partial estimate for Rs 10,000 submitted in compliance with our 2685 dated 27 Aug 1894 - I would suggest we ask A.M to submit the complete estimate when we shall know within whose power the sanction lies - A.S.Y.S. 11/10/94 11-10-94

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17th October 1894.

To

AGENT AND MANAGER, M. R.

No. 3199 Reply No. 417, dated 30-4-95
808 6-8-95

Sir,

With reference to your letter no 757 dated 7th October. I have the honor to request the submission of a complete estimate for the total outlay to be incurred on works in consequence of the transfer of the Terminal workshops to Arkonam, as the sanctioning of piecemeal estimates for an individual work is opposed to Code rules.

2. The work may in the meantime be proceeded with.

Dowb
16.10.94

No 3348
29-10-94
Copy to C. R.

Reminders.

No. 3199/1 dy 5-12-94
CMM.S.

No. 3199/2 dy 8-2-95 Dowb 9/2/95.

No 3199/3 dy 12.3.95 Dowb 12/3
CMM

No 3199/4 dy 25-4-95 HH 25/4

No 3199/5 6.6.95
No more reminder to issue
CMM 7/5/6

Subject.

(A. & M. I.)

(A. & M. I.)

No. 7822b.
1107

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 30th April 1895

From

The *Agent and Manager.*
M. R. Coy.

To

The *Consulting Engineer for Railways.*
Madras.

Sir,

With reference to your reminder No. 3199/4 of the 26th instant, I have the honor to inform you that as complete estimate for the total outlay to be incurred on works required in connection with the transfer of the Terminal Workshops to Arbonam is under preparation and will be forwarded to you shortly.

I have the honor to be,
Sir,
Your most Obedient Sl.

A. Edmonds
for Agent and Manager

(A. & M. 1.)

No. 6481
805

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 6th September 1893.

From

The Agent and Manager.
Madras Railway

To

The Consulting Engineer for Railways.

Sir,

In compliance with the request contained in your letter No. 3199 of the 17th October 1892, I have the honor to forward herewith a complete estimate, with plan No. 3428, for the proposed Engineering Workshops at Arkonam and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 2,000, chargeable to Revenue.

The delay in the submission of this Estimate has been due to the difficulty experienced in the selection of a suitable site for the Workshops in question

Information as to provision in the Budget and date on which sanction will

lapse

Form No. 21.

Copies is given on the Estimate.

I have the honor to be,
Sir,
Your most obedient servant,

Agent & Manager.

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd. No.

FORM No. 21.
500—8-6-59.

EXAMINED
No. 416
10 SEP. 95
RAILWAY ACCOUNTS, MADRAS

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 9th September 1895.

No. 2849

OFFICE NOTE.

Letter from the Agent, ~~Manager~~, Madras Railway, No. G. 481/805, dated 6th September 1895, forwarded to the Examiner of Railway Accounts, for favour of check as to allocation and budget provision.

for E. R.

EXAMINER'S REPLY.

The estimate is correct as to allocation and requires the sanction of the Local Govt.

12/9

Land in Class A. so no provision is necessary

~~Nothing to put down in Estimate~~

~~Land & Two plans or Sets are sent with the Estimate~~

~~Premium item already in W. Cs proposals.~~

No detail drawings. The buildings are portable. Does Govt require them?

1/9

8, The Mr Ry applied for 40·96 acres of land for the construction of workshops at Arkonam & 2·7 for Staff quarters. All these with the exception of 3a 62c have been made over to the Ry.

17.9.95.

Put the purpose of discussion about this - meeting were held last year with agent to President 13/9/95

C/R.

Lee
12/9

Certain proposals for effecting economies in the working of the Madras Ry. were discussed in Govt. 93 & approved by the Directors in March 94 - Recommended for the favourable consideration of the Govt. of India in April 94 & sanctioned by them in July 94 - Inter alia - there was a proposal to move the engineering workshops from Royapuram to Arcotnam & place them under control of the Telegraph engineer - An estimate & plan amounting to 20,000/- is submitted for sanction by the local Govt.

This may be sanctioned chargeable to Revenue

Mdu 20/9/95.

Mr Evatt may see please.

Approved
W
22 Sep

610 R

A

No 610. R. dated 24.9.95.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent & Engineering Madras Ry } No No E482/805 d 6 Sept 95

forwarding plan & estimate for the proposed workshops at Arkonam & requesting sanction may be conveyed for the required outlay of Rs 20000 chargeable to Revenue.

Sanctioned.

2. This sanction has been registered as No 22. R of 1895-96.

Y. Rau
23/9 R

OCT. 95

To The Agent & Chief Engineer Madras Ry for his copy & subsequent action.
Ext Govt Railways.

D

A/-

No 610. R. dated 24.9.95

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper:—

From Major O. V. BODDY, R.E., Superintending Engineer, VI. Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 22nd August 1894, No. 849 T.C.

I have the honour to request that you will be good enough to inform me if G.O., No. 1762 W., dated 13th July 1894, directing that when wire fencing is provided for Government lands or buildings, it should be of plain, not barbed, wire, is to have retrospective effect.

2. The compound of the new taluk cutcherry at Musiri in the Trichinopoly division has been fenced with barbed wire, which was purchased before the receipt of the Government Order quoted above, but the Head Assistant Collector has asked for plain wire to be put up.

3. In my opinion the barbed wire is preferable.

Order—dated 31st August 1894, No. 2151 W., Public Works.

G.O. No. 1762 W. of 13th July 1894 was not intended to have retrospective effect, and the Government is not prepared to incur the expense of substituting plain wire for barbed wire to all existing buildings, but will be prepared to consider favorably proposals for such substitution in cases where barbed wire may be found to be specially objectionable.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, VI Circle.
" all other Superintending Engineers.
" the Chief Engineer for Irrigation.
" the Consulting Architect to Government.
" the Departments of the Secretariat.

Exd. C. A. Munisawmy.
Spare Copies

Returned to ER.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 31*st*.

Recd. *Encl.*

G.O., 31st Aug. 1894, No. 2151 W.

AUGUST.

Wire fencing

Stating that the Government order directing the substitution of plain instead of barbed — for Government lands or buildings was not intended to have retrospective effect, but that proposals for such substitution will be favorably considered where barbed wire may be found to be specially objectionable.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From the Executive Engineer, Kistna Northern Division, to the Superintending Engineer, II Circle, dated 21st June 1894, No. 70 S.E.

With reference to your No. 744 K.S., dated 14th June 1893, I have the honour to state that I have a great objection to barbed wire fencing on purely humanitarian grounds.

To my own knowledge, if the wire fencing round the Public Works Department compounds at Bezwada had been barbed, three horses would have been cut to bits during the past three years.

Horses are quite unable to see wire until too late and (as happened to myself a few weeks ago) go straight into it before they can be stopped.

District officers must often have to leave their horses standing in the compounds of the civil buildings now being built at Narasaraopet and elsewhere, and, if one gets frightened and breaks loose, it is absolutely certain that he will gallop straight on to the wire. If the wire is barbed the horse is sure to get seriously injured.

On these grounds I request sanction to substitute plain for barbed wire fencing.

No. 721 K.S.

Forwarded to the Chief Engineer, Public Works Department, with a strong recommendation that the use of barbed wire should not be encouraged.

2. The undersigned a few months ago saw its effects on a valuable horse, the wounds having the appearance of large gashes made with an axe. In this case the barbed wire fencing had no effect in confining the animal, and it is almost certain that plain wire is as effective in keeping out trespassers, while, when an accident does happen, the results are not as serious.

(Signed) W. L. C. BADDELEY, Major, R.E.,
Superintending Engineer, II Circle.

30th June 1894.

ORDER—dated 13th July 1894, No. 1762 W., Public Works.

The Government agrees in the views expressed in the foregoing correspondence, and directs that when wire fencing is provided for Government lands or buildings, it should be of plain, not barbed, wire.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

To Superintending Engineers.
" the Chief Engineer for Irrigation.
" the Consulting Architect to Government.
" Departments of the Secretariat.

Exd. S. J. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated July, 13*th*.

Read. *Encl.*

G.O., 13th July 1894, No. 1762 W.

JULY.

Wire Fencing

Directing that when — is provided for Government lands or buildings, it should be of plain, not barbed, wire.

BACK PAPERS.

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

FURTHER PAPERS.

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

No. 590 R., 20TH SEPTEMBER 1895.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Acting Sanitary Commissioner for Madras, to the Chief Secretary to Government, dated Fort St. George, 3rd May 1895, No. 890 S.

On my journey to inspect the festival at Tiruvannámalai (*vide* this office letter No. 879 S., dated 1st May 1895), I was much impressed with the inadequacy of arrangements made by the railway authorities, to meet the sanitary requirements of the pilgrims. The trains were disgracefully overcrowded. This being the case as to the journey there, it seemed to me probable that on the return of the pilgrims the sanitary condition might well be worse. I have therefore collected from various officers reports as to facts observed. Extracts from these are embodied in the statement attached. They show clearly that, whilst it is true that in landing a passenger suffering from cholera, it did not necessarily result that a widespread epidemic took place in the locality, in several instances where local conditions favoured dissemination of the poison lamentable loss of life occurred. I need therefore hardly say I am most fully in accord with the Collector of South Arcot (Mr. Castlestuart Stuart) as to necessity for the creating of rulings that shall not leave such important matters in future to mere chance.

2. It is extremely improbable that persons suffering from cholera should be able to conceal the existence of the complaint from fellow passengers, in railway carriages. Nevertheless, it is shown (cases A, B, C) that persons were allowed to travel without segregation, under section 71, Indian Railways Act, 1890. It is therefore desirable that strict attention should be required from the railway authorities to this regulation in future.

3. It seems to me possible that bye-laws could be made under the section just quoted, which would ensure that pilgrims suffering from cholera shall not be dropped by the railway authorities, where they choose, but only on spots appointed before the occurrence of a festival in consultation with the authorities of districts through which pilgrim trains pass.

4. It also would seem reasonable that in trains carrying over, say, 100 *bonâ fide* pilgrims, there should be attached to each a special latrine carriage not latrine arrangements in separate carriages. To these latrine carriages all pilgrims should be required to proceed, instead of their using those on the platform of stations passed (*vide* case D). The special latrine carriage contents should invariably be carefully disinfected, and be disposed of as in the case of choleraic matter.

5. Again, a carriage reserved and fitted solely for ambulance purposes should be attached to each train carrying over 200 pilgrims, so that persons suffering from cholera could at once be segregated until arrival at the spot appointed by the District authorities, where medical attendance should be available.

6. In the district of occurrence of the festival, it might be possible to arrange that a medical subordinate should travel within the ambulance, by arranging a system of reliefs along the line.

7. Somewhat similar suggestions to the above were put in force lately in Russia during the prevalence of cholera.

8. In directing the attention of the District Sanitary officer, Vizagapatam (Surgeon-Lieutenant-Colonel Leapingwell), to the fact that certain pilgrims from an infected festival were about to pass into his district and advising observation, he suggested to me that a system of "passes" might be arranged for in communication with Railway and District authorities, and that the return of pilgrims by rail to their destination could always be notified to the District Sanitary officer. By using a code, it could be arranged cheaply to keep all authorities informed of the number of pilgrims and special localities to which they were returning.

ENCLOSURE.

EXTRACTS from reports showing spread of cholera by rail.

NELLORE DISTRICT.

By District Medical officer, Nellore.

Potlapudi Village.—"It appears that from Potlapudi, a village with a population of 871, situate about 12 miles south-east of Nellore, about 30 people went to the festival held at Tiruvannámalai. On arrival there they learned by tom-tom that cholera was present; they, however, did not leave till two days afterwards, and on the return journey in the train on the morning of the 14th December 1894, the first case occurred in a woman who died next morning, about one hour before the train arrived at Nellore, where her body was buried. Next morning as they were travelling to Potlapudi, a boy was attacked (since recovered), and same day a woman living in the same house as the boy was seized and died that night. The disease at first appeared only in the houses of those who had gone to the festival, but afterwards spread to the houses of other residents in the village. When it was found that cholera was present in their midst, many of the villagers went to their fields and stayed there till it had died out. . . . . He (hospital assistant) experienced great difficulty in dealing with the sick, as the relatives in most instances would not allow disinfection of stools, or their instant removal to a distance and buried as he advised, but threw them on the manure heap in the backyard usually, and only in some instances covered them with earth. . . . . The dead were buried within 12 hours, some in their clothes; but the clothes of others were removed by relatives and given to the dhobies to be washed; the relatives as well as the dhobies refused to use disinfectants in the water for washing them as recommended by the hospital assistant. They also refused to have their houses limewashed.

* * * * * *

"It seems to me to be of little use sending a hospital assistant to an affected village, unless he or some revenue official there be given some powers to enforce simple sanitary precautions against the spread of the disease, such as disinfection and burial of stools without delay, and early disinfection of clothing and houses of those attacked."

NORTH ARCOT DISTRICT.

By District Medical officer, North Arcot.

Vellore.—" . . . Cholera was imported into the town by pilgrims on their way from the Tiruvannámalai festival, which took place about the 10th December. A number of people were seized with the illness on the journey and were sent on to Vellore in the train or from Kátpádi in jutkas by the railway apothecary or other railway official. The first case was that of a resident of Madras aged 20 years. He was brought in a cart from the South Indian Railway station to the hospital, on the 12th December, and died next day. The next case, also a resident of Madras, was attacked with the disease in the train and was taken into hospital on the 13th, and died the same evening. In like manner seven other cases were brought by train to the hospital, of whom six died in all.

* * * * * *

"A hospital assistant was deputed to visit all infected houses, and to see that thorough cleaning and disinfection were carried out under his own supervision, with directions to pay particular attention to infected clothing and to the discharges. . . . ."

SOUTH ARCOT DISTRICT.

By the Civil Apothecary, Chidambaram Municipality.

Chidambaram.—"The first case of cholera was that of a pilgrim, a Malayalee, who with his relatives alighted in a house in the eastern part of the town on the 14th instant, coming directly from Tiruvannámalai, whither he had been for the festival; he is reported to have taken bad the same night and died by the morning of the 15th. . . . . The other patient was found on the Railway Company's premises suffering from cholera, and he was sent on to the hospital on the forenoon of the 15th instant, where he died a few hours afterwards in spite of treatment. As he was in a greatly exhausted condition, a detailed account of his attack could not be obtained, but it is ascertained that he was also a pilgrim coming directly from Tiruvannámalai and was a native of Salem."

By the First-Class Hospital Assistant, Porto Novo.

"The man had been to Shiyali, where he was attacked at 6 P.M. on the 13th instant and brought down by his relatives to Porto Novo, his native place, on the same night by the mail train.

"I hear that cholera is prevailing at Shiyali, being imported by the pilgrims, who had been to Tiruvannámalai for Karthigai festival."

* * * * * *

By the Hospital Assistant, Vanur.

"In forwarding the enclosed cholera report, I beg to report that the first case occurred in one named Papooraya Mudali, who had been for the Karthigai festival at Tiruvannámalai where cholera prevailed."

* * * * * *

By First-Class Hospital Assistant, Cuddalore Old Town.

"I beg to report that three pilgrims, natives of Tinnevelly district (one female and two males), on their return from Tiruvannámalai festival last midnight were attacked with cholera, of whom the female died this morning in a choultry near the railway station."

* * * * * *

By Second-Class Hospital Assistant, Panruti.

"I beg to bring to your kind notice that cholera of virulent type was imported from Tiruvannámalai by the pilgrims who had been there for the late Karthigai festival; none of them were the residents of this place, but belonging to different parts of this district excepting one who was a native of Tanjore district. All of them that were attacked were Hindu males who actually brought cholera with them. Amongst the three who were attacked, two of them had been suffering from the complaint on their way home by the rail; since they were objected to proceed further to their destination, they alighted at the station, and halted at their friend's place and fell victims to the dire disease. . . . ."

CHINGLEPUT DISTRICT.

By the Civil Apothecary, Conjeeveram Municipality.

Conjeeveram.—". . . . On the 13th current, a Hindu male, weaver by profession, a resident of Conjeeveram, by name Kundasawmi Mudali, returned to his permanent residence at Pillapaliam (Conjeeveram) from Tiruvannámalai by train. He went to attend the Karthigai festival that took place on the 10th idem. He stopped at Tiruvannámalai from Monday morning to Wednesday morning. He left the place as he was warned to leave it at once, as cholera was reported to have broken out in Mattupatty (cattle-market) . . . . About 7 miles from Conjeeveram when coming by the South Indian train on the 13th instant, he vomited. On arrival at Conjeeveram station he walked into the latrine on the platform, vomited and purged once therein, and then went on walking homewards. On the way, he entered Kamatchiamman temple, washed his hands and feet and rinsed his mouth in the tank of the temple and then walked away; approaching another temple Kachapeswaraswami's, he had another motion; still further on at the bend of Katchapeswaran Mada street he had one more motion. There was a fourth motion at the bend of Akkapparantan street. After this he appears to have been much exhausted, and fell down unable to walk near the Manjaneer channel. . . . ."

TANJORE DISTRICT.

By District Medical officer, Tanjore.

Shiyali.—"I have the honour to inform you that the Civil Apothecary at Shiyali reports that, on the morning of 12th December 1894, on arrival of the 9 A.M. train at the Shiyali station from Villapuram, a person named Kuppusawmy Iyer was found to be suffering from cholera.

"2. It appears that, on his way from Tiruvannámalai Karthigai festival, he took the train at Villupuram at 3-40 A.M., and shortly afterwards was attacked with cholera; he passed several motions in the carriage and vomited several times. According to the account furnished to me by the apothecary, he was allowed to proceed from several stations before Shiyali, although he was seen to be vomiting by some of the railway officials."

"*P.S.*—Since writing the above I have received a report from the Medical officer at Shiyali that three more cases of cholera were discovered in the train, all patients were returning from the Tiruvannámalai Karthigai festival. I intend proceeding to Shiyali myself at once."

By the Assistant Surgeon, Tanjore.

B. ". . . The patient had been to the infected place (Tiruvannámalai). On the 14th December 1894 at 5 P.M., while she was travelling in the train from Chidambaram to Tanjore, the attack commenced with vomiting and purging. The stools and vomited matters were voided in rags and thrown out of the carriage."

By the Chairman, Municipal Council, Máyavaram.

C. ". . . . The deceased had been to Tiruvannámalai (the attacked locality) and was in contact with an affected person. . . . The deceased had the attack while in attendance on another person. But considering as ordinary diarrhœa left the place Shiyali (where the other person was dropped from the train as cholera-stricken) and was on his way to his native place Alangudy. The date and time of attack said to be early morning of 13th December 1894. The deceased had purging and vomiting.

"The stools while at Shiyali were voided in a tope, in his clothes while in train. How disposed of with the stools, &c., during transmission not known. He was picked up in the railway station, and sent to the hospital where he was attended to. . . . ."

No. 781, Local and Municipal.

Transferred to the Public Works (Railway) Department.

FORT ST. GEORGE,
5th June 1895.

(Signed) C. G. TODHUNTER,
Ag. Assistant Secretary.

From the Officiating Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th July 1895, No. 628.

I have the honour to acknowledge the receipt of your letter No. 1945, dated 20th June, enclosing copy of a letter from the Acting Sanitary Commissioner for Madras reporting on the inadequacy of arrangements made to meet the sanitary requirements of the pilgrims attending the recent festival at Tiruvannámalai on the South Indian Railway.

2. In reply I desire to explain that the general aspects of this subject were fully considered at the last railway conference, and I enclose you a copy of a letter in which the expression of my views was submitted in compliance with the request from that body that the opinions of the managers of the several railways might be obtained.

3. I have also the pleasure to forward a copy of a letter from the Company's Medical Officer, whose opinion was invited on the several points raised by the acting Sanitary Commissioner.

ENCLOSURES.

From the Medical officer, Madras Railway, to the Officiating Agent and Manager, dated Rayapuram, 6th July 1895, No. 927.

Acting Sanitary Commissioner's report.

[Your No. 8620/5915 of 21st ultimo.]

I duly received your above quoted letter forwarding your office docket No. 8620 containing the Sanitary Commissioner's report on circumstances which came under his notice while inspecting the festival at Tiruvannámalai, with his suggestions for preventing cholera poison being carried into various districts by pilgrims returning from such gatherings. As you have invited my opinion on the Sanitary Commissioner's suggestions, I have carefully examined the latter and beg to submit a few comments thereon. If it is intended to make reflections on the South Indian Railway Company for overcrowding their pilgrim trains, I don't think it is reasonable. The natives resort to such feasts as the one under reference in large numbers and the resources of the companies are taxed to the very utmost, and so some overcrowding is quite inevitable.

2. I am not quite in agreement with paragraph 2 of the Sanitary Commissioner's letter. A person may be suffering from cholera with painless symptoms and not attract the notice of fellow passengers, and even if they did, the person's fellow passengers would most probably be friends or relations and would very likely keep silent about the circumstances in case the railway officials would remove the individual from the train and place him down at some station very far from his home. The pilgrims know that it is the practice of the railway officials to be especially active on the occasion of a feast in looking out for travellers with symptoms of illness and in removing them from the train.

The railway apothecaries at such times move freely about among the pilgrims, while the latter are waiting at stations and the ticket collectors and porters are always instructed to scan the faces of the pilgrims well in order that cases of sickness may be detected and sent to hospital. The pilgrims therefore combine to conceal cases and the difficulties of the railway officials in detecting them are far greater I fear than the Sanitary Commissioner thinks. The report by the District Medical Officer, Nellore, shows how little assistance the authorities may expect from natives in detecting cases of cholera and stamping out the disease.

When the South Indian Railway authorities detected a case of cholera among the pilgrims returning from Tiruvannámalai, they appear to have acted with promptitude as you will observe from the report made by the 2nd-class hospital assistant, Panruti, on page 7 of the extract of reports accompanying the Sanitary Commissioner's letter to Government. The railway officials refused to allow the cholera-stricken people to remain in the train after the disease had declared itself, and set them down where medical relief was available.

3. I don't see any evidence in the extract of reports that the railway authorities dropped pilgrims suffering from cholera at unsuitable places, as suggested in paragraph 3 of the Sanitary Commissioner's letter. Wherever the pilgrims were dropped, medical attendance appears to have always been available. I am in entire agreement with the Sanitary Commissioner that some understanding should exist between the authorities of districts and the Railway Companies as to the stations at which cholera cases should be removed from the train. The district authorities should erect cholera sheds near some of the larger stations along the line where medical subordinates are stationed. There are such sheds on this railway and when a case is removed from a train, the railway apothecary renders first aid, places the patient in the shed, sends an intimation to the Government medical subordinate and hands over the case to him when he arrives. These sheds need not be expensive structures, and although that is so, it is very difficult to get district authorities to put them up. This department has been trying for a long time without success to induce the district authorities at Jalarpet to erect a cholera shed near that station to replace one that was demolished several months ago.

4. The suggestion in paragraph 4 that a latrine carriage should be attached to pilgrim trains is not one that I would like to support. The habits of natives are such that it would be difficult to induce the healthy pilgrims to enter such carriages and the latter would certainly prove to be serious nuisances. The latrine accommodation on platforms should suit healthy pilgrims quite well, and if the latrines are cleaned out and thoroughly disinfected immediately after the departure of the pilgrim train, any danger that might follow the use of the platform latrines by the pilgrims would be removed.

5 and 6. An ambulance carriage attached to trains carrying over a certain number of pilgrims would be useful. In my No. 449 of 27th March last to your address, I offered some remarks on the desirableness of having such carriages attached to pilgrim trains. I adhere to what is stated in that letter in this connection, and would only like to add that the patients' stools should be thoroughly disinfected and removed at some station, and buried deeply in the ground at some distance from houses and wells. Perhaps I should also say that instead of a railway apothecary accompanying the train over his own length only, it might be better if a Government medical subordinate travelled in the ambulance carriage the whole journey, and so the

continuity of the patient's treatment would not be interrupted. There might not be time during a short stoppage for an apothecary to acquaint his successor with all the particulars of cases then under treatment, and I think it would be better if a Government medical subordinate treated the cases throughout.

I would only seek to add that I am sure railway companies do their best to prevent the spread of cholera and other infectious diseases through any agency of theirs. When it is considered that the incubative stage of cholera may be five or ten days or even twenty days and that persons who attend one of these feasts and never take ill themselves may bring the disease to their homes, it would be very unreasonable to blame railway companies for helping to carry the poison to these villages. Again persons may have cholera on them, and yet not be apparently ill, or only slightly ill, and in that way the task of railway officials in selecting dangerous cases is very difficult. I think a great deal could be done by district authorities at these feasts to prevent cholera breaking out. The pilgrims reach the feast after a fatiguing journey in many cases, and this predisposes them to cholera. It is therefore important that the pilgrims should have opportunities of buying good wholesome meals at these fairs, that good well water should be available for their use; and that no vendors of decayed fruit should be allowed to ply their calling among the pilgrims.

I beg to return herewith your office docket above referred to.

From the Officiating Agent and Manager, Madras Railway Company, to the Secretary, Railway Conference, Simla, dated Madras, 13th May 1895, No. 8537/4656.

I have the honour to acknowledge the receipt of your letter No. 024 of 8th February 1895, forwarding copy of letter No. 713 R.T. of 13th December 1894, from the Government of India with enclosures regarding the stoppage of trains at short intervals to enable passengers to obey the calls of nature.

2. In dealing with this subject attention is invited to the very different conditions under which pilgrim traffic is conducted on the Madras Railway, compared with those which exist on the Oudh and Rohilkund and other railways in Northern India. On the Madras Railway pilgrims reach their destination in 3 or 4 hours, and the existing latrine accommodation provided at stations is found to suffice; most of the trains conveying passengers halt at the principal intermediate stations for 15 minutes or more and mail trains stop at all large stations both in the morning and evening for about half an hour; drinking water is distributed on the platforms of nearly every station; and the present arrangements for coping with pilgrim traffic appear to afford satisfaction.

3. On the general question raised, and in regard to the difficulties encountered on other lines when the journey by train extends to over 24 hours, the Heads of Departments, to whom the subject was referred, concur with me that any system for utilizing the carriages for latrines does not commend itself. It does not suit the habits, customs and convenience of the bulk of native passengers, as they are, as a rule, ignorant of the proper method of using the type of latrine usually provided in carriages, and the difficulty in preserving cleanliness in the carriages is an insuperable objection. The pollution, moreover, of the road both within station limits and throughout the line, the consequent dissemination of disease, and the demand on the permanent-way gangs to undertake the duties of scavengers, are adduced as further reasons for condemning the system. These objections, however, do not affect the provision of latrines in one of the carriages in ordinary trains for the use of females and children recently adopted.

4. In the opinion of this office, the other alternative appears to be preferable in many ways, although it entails detention to the trains. I would therefore advocate that all trains conveying pilgrims should stop for at least 45 minutes at sunrise, and again at sunset, at specially selected temporary stations, to permit pilgrim passengers to perform their necessary ablutions and make use of the ordinary conveniences which should be provided. With this object the selected stations should be far from large towns and fixed at sites where open plains would afford space for the erection of the requisite sheds and latrines (for both sexes) which should be of a temporary character. The sites chosen should also contain an ample supply of good water, and a special temporary staff of scavengers should be retained for keeping the premises scrupulously clean and ready for the use of the following train load of passengers. On lines where large pilgrim traffic is annually dealt with, it will doubtless be practicable to time all trains carrying pilgrims so that they will arrive at these temporary halting stations at sunrise or sunset. The outlay and upkeep of these temporary latrine conveniences would be fully repaid by the resulting benefits to be derived. The outbreak of an epidemic would be restricted to the temporary halting stations; the risk of its importations into large towns would be minimised; the cleanliness of the line and stations would be secured; and the comfort and convenience to passengers would be fully appreciated.

5. In regard to sickness during the journey the company's medical officer suggests that in cases where pilgrims are attacked by cholera they should be removed to a hospital van (to be attached to the train) in which separate latrine accommodation for both sexes should be provided. The apothecary of the section could travel in the van, taking with him his medical chest, and would commit the charge of the patients to the apothecary of the next section, and the repetition of this procedure would secure for all who required it, the benefit of medical aid throughout the journey. I consider this proposal worthy of consideration.

6. With reference to the utilization of covered goods wagons to meet the requirements of abnormal traffic, there appears to be no reason why these should not be converted into temporary 3rd class carriages by the introduction of suitable ventilation, both at the ends and on the roof of these vehicles.

From the Acting Agent, South Indian Railway, to the Consulting Engineer for Railways, Madras, dated Trichinopoly, 30th August 1895, No. 797.

Referring to your endorsement No. 1946 of 20th June 1895, forwarding copy of the Acting Sanitary Commissioner's letter (Local and Municipal Department, No. 890, dated 3rd May 1895), to the Chief Secretary to Government of Madras, I have the honour to collate the following extracts from reports by the Superintending Physician and the Acting Traffic Manager of this Railway, on the subjects referred to in the Acting Sanitary Commissioner's letter.

The Superintending Physician writes the arrangements made by his department during the Tiruvannámalai festival of 1894 were as follows:—

"The apothecary of the section (located at Villupuram) visited Tiruvannámalai daily and stayed several hours, and inspected the station grounds, latrines, &c. Disinfectants were freely used about the grounds, and especially on spots where pilgrims sat about or washed, &c. All rubbish was swept twice daily and burnt in the incinerator. The waterman was stationed at the well to serve out water and prevent its pollution. Disinfectants were served out to the station staff for use when required and a supply of cholera medicines was left with the stationmaster. The apothecary during the festival month made special inspection of stations on his section and was absent from head-quarters for twenty-one days on this account. It is the general practice during festivals for the apothecary of the section, in whose length of line a festival occurs, to act as above specified. This is done at Kumbakónam, Tirupati, Chidambaram, &c."

"The transport of large numbers of semi-civilised and unruly pilgrims with horrid and insanitary ways is a difficult traffic question and so much of it as is related to medical management is certainly not, in my opinion, happily solved by the Acting Sanitary Commissioner in his letter to the Chief Secretary to Government, copy of which you send me with your above-quoted letter. The special latrine carriage proposed by the Acting Sanitary Commissioner has yet to be invented, and when used by large numbers of pilgrims is more likely to be a nuisance on wheels than a measure appertaining to sanitation, and to prevent *bonâ fide* pilgrims from using the station latrines would mean the stationing of two ticket examiners at the double latrines at stations (some of our stations have more than two latrines) to scrutinise the tickets of passengers, essaying towards the calls of nature. This would mean further a prohibitive waste of time at stations."

"The Acting Sanitary Commissioner appears to be under the impression that cholera-stricken passengers are allowed to travel together. This is a great mistake. No sooner does a passenger show any symptom of the disease than every other passenger in the carriage is removed to other parts of the train and the cholera-stricken passenger alone carried in the polluted carriage. The patient is *not* dropped by the railway authorities where they choose, but put down at the nearest large station where there is a hospital The polluted carriage is then subjected to a process of disinfection. I pointed out a few years ago that no process of disinfection practicable for a carriage would satisfy theoretical requirements, still the carriage is well scrubbed and washed with an antiseptic fluid, and then fumigated (closed) with sulphur."

"It is my belief that in 99 per cent. of cases of cholera showing itself in passengers, the disease manifests itself only *after* the journey has commenced, the patient being free from the disease at the time of purchasing his ticket. For a person with the actual disease dominant on him to pass the ticket collector's gate, and walk or be carried up the platform of the station and put into a carriage, without being detected by the railway servants, or being objected to by other passengers, is well nigh an impossibility."

"I may here say, with reference to the Acting Sanitary Commissioner's proposal to have a reserved ambulance carriage, that the present practice obtaining on this railway of removing healthy passengers from a carriage contaminated by a cholera patient and allowing the patient to travel in it alone is preferable."

"But medical necessaries may be carried by the chief guard in his van at festival times."

"Similarly I do not see good reason for a medical subordinate to travel, as proposed by the Acting Sanitary Commissioner, in the district of occurrence of the festival. Such pilgrims as come away from an infected area (themselves being poisoned) usually manifest the disease only after a good distance is travelled—fifty miles and upwards, and if, as is proposed, the district authorities should inform the Railway authorities at what points along the line in the district cholera-stricken patients are likely to alight, the reason for travelling subordinates is still less evident."

"I do not think anything more can be done than is now done in the transport of large numbers of pilgrims. Perhaps for ethical reasons, if for nothing else, stricter orders may be issued as to prevention of overcrowding of trains. But all over the world occasions continually arise when it is necessary to carry a passenger *some how* and to crowd into a compartment nearly twice the number it is meant to carry. Mere overcrowding, however offensive to one's sense of comfort and decency, will not produce cholera."

The Traffic Manager writes:—

"The measures taken by this department for dealing with the sanitation of passengers going to, and returning from, Tiruvannámalai last December, have been explained in my reports to you, dated 22nd December 1894 and 13th February 1895, respectively."

"It will be seen therefrom that in every instance we followed the rules laid down as far as it lay in our power, and I fail to see anything in the observations of the Acting Sanitary Commissioner which go to prove neglect on the part of the railway authorities in respect of the cases brought to notice."

"As Mr. Birch was the traffic officer in charge at the time, I called upon him to offer what remarks he might be desirous of making upon the report of the Sanitary Commissioner, and I now beg to quote from his memorandum the following expression of his views:—

"'The bulk of the passengers who attend this festival and cattle fair come from adjacent places, a large majority being residents of places within 100 miles. I call attention to this as the Acting Sanitary Commissioner's remarks imply otherwise. A continuous stream of persons walk into, and away, from Tiruvannámalai during several days of the fair, many of them bringing or removing cattle. The unchecked spread of disease by these persons is not touched upon by the Sanitary Commissioner. The disease was certainly not conveyed there by our passengers, since its prevalence at a village, only seven miles distant, was officially notified by the District Magistrate before the festival commenced. . . . . ,"

"'So far as could be known, no person suffering with choleraic symptoms was permitted to get into the trains, but it may reasonably be supposed that premonitary symptoms passed unnoticed in such large crowds.'"

"'No cases were detected either in trains or at stations until the festival was over and the rush to leave the place commenced.'"

"'The station staff, largely aided by auxiliaries, and under personal superintendence of the District officer, assisted by a contingent of the reserve police, moved day and night amongst the returning passengers, and several suspicious cases were removed from the premises to the local hospital.'"

"I may say that our duties in regard to passengers suffering from contagious or infectious disease are very simple. If any case is discovered in the train the carriage in which the person is travelling is cleared of other passengers and the patient is taken out at the nearest station where medical aid can be rendered. The vehicle is then detached and disinfected."

"I admit there is at times some difficulty in detecting these cases, especially if the sick person is accompanied by his family or friends who may be averse to the interference of the authorities, being wishful to take, if possible, the patient to his house."

"As a rule passengers alighting at their destination pass away immediately from the company's premises and we have nothing more to do with them. They then become subject to the care of the town or district authorities."

"I understand, however, that at the festival we are referring to the people had no regular camping grounds, and squatted, without sanitary provisions, in the open grounds about the town."

"That amongst a concourse of over 100,000 people with such conditions prevailing, it is not to be wondered at that sickness broke out."

"If the Acting Sanitary Commissioner would direct attention to the necessities of the people *during their stay at the festival*, much good would result. That is the time and place for adopting preventive measures."

"With regard to returning passengers, no doubt many of them have to wait some hours before they can be entrained. On three closing days of the festival we despatched no fewer than 25,000 people, which fact will convey some idea of the stress of work put upon the traffic staff."

"If the people themselves, when sickness has declared itself amongst them, would call attention to their cases, the evil might be better combated, but there is, as before stated, the desire to hide the fact in order to avoid detention and to get home."

"I come now to the suggestions put forward by the Acting Sanitary Commissioner, who in paragraph 4 of his report recommends the attachment of a latrine carriage to each train carrying over 100 pilgrims."

"I do not see the necessity for this."

"These passengers do not travel great distances on our line. I would venture the remark that the average time they are in the train is not more than six hours."

"An healthy person would be able to contain himself during this time and any one having sudden motions could use the latrines at station passed en route."

"The instances of cholera-affected persons in trains are, fortunately, few in our experience and the provisions now in force for dealing with them have so far proved satisfactory."

"What would be the result if a latrine carriage were provided.?"

"I will preface my answer to this question by stating that people generally attend these feasts in village or family groups five or ten or more together and the most intelligent person of the party transacts business, buys tickets, &c. If, therefore, one of the party required to go to the latrine carriage, which would be, I presume, in the rear of the train, he would, in all probability, have his friends accompanying him thither, fearing to lose one another. In such an event the confusion and the risk of accident would be great when handling a full train of many hundred persons."

"The station latrines are always available, and sanitary precautions adopted, particularly at times of festival traffic, as pointed out by the Superintending Physician, with whose remarks on this part of the subject I thoroughly agree."

"With regard to paragraph 5 of the Acting Sanitary Commissioner's report as to a carriage reserved and fitted solely for ambulance purpose being attached to each train carrying over 200 pilgrims, I also think this unnecessary. If we had this carriage and a latrine carriage, with an apothecary travelling in the former as suggested in paragraph 6 of the Acting Sanitary Commissioner's report, on each train carrying over 200 passengers (only required at festival times), we should have to increase our rolling-stock and medical staff. It seems to me the difficulty might be met in a simpler and less expensive manner by halting special trains carrying pilgrims at certain intervals or at principal stations for thirty minutes during which time the Company's apothecaries could carry on a cursory examination of the passengers and the passengers themselves be able to visit the latrines, or what would be better, some grounds near by, with trenches ready made, set apart for their use."

"It might also be considered advisable to have some bottles of cholera mixture available in the chief guard's van, which the guard could give out in prescribed doses when necessary; in the initial stage of a choleraic attack this might have some beneficial effect."

"In conclusion, I beg to assure you that the subject is one which will continue to receive my careful attention."

With reference to the foregoing I am of opinion that the procedure adopted by the Railway Company is in the right direction, and on the most practical lines possible, under the circumstances only a general supervision of such crowds as frequent the railway premises and trains at festival times can be attained, and to attempt anything more would involve not only so serious an interference with the travelling public as to result in their avoiding the railway, but would entail a very considerable increase in the Company's working expenses in the matter of rolling-stock and staff without adequate result.

I believe that a latrine carriage attached to a train would in many ways be more harmful than its absence, and an ambulance carriage would certainly scare many pilgrims into the most desperate straits before they would submit to being incarcerated in such a vehicle.

I think that during festivals more might be done, and with greater advantage on the lines on which the railway administration now works, if the Company's Superintending Physician and the Government Medical officers in charge of the respective districts traversed by the line of railway, put themselves beforehand in communication and conjointly agreed on the measures that could best be taken with the staff and materials at their command to combat the epidemics and the insanitary influences at work or expected.

ORDER—No. 590 R., dated 20th September 1895.

The Sanitary Commissioner, in the report above quoted, enters a strong protest on the pilgrim traffic of the South Indian Railway as regards overcrowding—failure to detect and treat pilgrims suffering from cholera—and suggests need of latrine carriages and ambulance carriages.

2. Regarding the first complaint, it appears to His Excellency the Governor in Council that the reports reveal the great insufficiency of the rolling-stock and he desires the attention of the railway administration be drawn to this. It also appears desirable that, pending the construction of more carriages, arrangements should be made to obtain by hire or otherwise third-class carriages from the Southern Mahratta Railway durin; times of much traffic.

3. Certain proposals are before the Government of India to allow the use of covered wooden wagons in emergencies, but this should not delay the provision of third-class carriages above alluded to.

4. That failure, to detect and segregate pilgrims suffering from cholera, has occurred does not appear to be borne out by the reports, but it seems desirable to make a trial of attaching one ambulance carriage or to reserve two compartments (one for each sex) on a pilgrim train and to provide the guard with the necessary remedies.

5. This system would supersede the present one of removing all the passengers from a carriage in which there is a detected patient and which system is tantamount to converting that carriage into an ambulance carriage, besides causing great inconvenience and discomfort to the healthy passengers.

6. As regards the supply of latrine carriages, the evidence goes to show that it is practically impossible, and that the best way to deal with the wants of passengers in pilgrim trains is to stop the train between stations at convenient places where trenches should be dug and screens erected and sweepers provided.

7. In view of the profit directly derived by the railway from this traffic, it appears to His Excellency the Governor in Council that except in cases of wealthy municipalities, it should devolve on the Railway Company to provide both the latrine accommodation above referred to as well as temporary cholera camps for the treatment of patients on removal from the train at places where no regular hospitals exist.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Sanitary Commissioner, Madras.
„ Local and Municipal Department.

Exd. C. M. Brisson
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated September, 20th.

Read. *Encl.*

G.O. No. 590 R., 20th Sept. 1895.

SEPTEMBER.

Pilgrim Traffic

Orders on report from the Sanitary Commissioner on the inadequacy of arrangements to meet the sanitary requirements of pilgrims on the South Indian Railway.

Extracts from Reports showing spread of Cholera by Rail.

By District Medical Officer. Nellore.

Nellore District. Pottapudi Village: "It appears that
"from Pottapudi a village with a population
"of 871 situate about 12 miles South East of
"Nellore about 30 people went to the festi-
"val held at Tiruvaimanulai. On arrival
"there they learned by Tom-Tom that
"Cholera was present, they however did
"not leave till 2 days afterwards, and on
"the return journey in the train on
"the morning of the 14th December 894 the
"first case occurred in a woman who
"died next morning, about one hour
"before the train arrived at Nellore,
"where her body was buried. Next morn-
"ing as they were travelling to Pottapudi
"a boy was attacked (since recovered)
"and same day a woman living in
"the same house as the boy was seized
"and died that night. The disease
"at first appeared only in the houses
"of those who had gone to the festival,
"but afterwards spread to the houses
"of other residents in the village. When
"it was found that Cholera was present
"in their midst, many of the villagers
"went to their fields and stayed there
*(Hospital Assistant) "till it had died out. x x x x x x. *He ~

experienced

North Arcot Dist. Vellore. + + + "Cholera was imported
"into the town by pilgrims on their way
"from the Tiruvannamalai festival, which
"took place about the 10th December. A
"number of people were seized with
"the illness on the journey and were
"sent onto Vellore in the train or from
"Katpadi in Jutkas by the Railway
"Apothecary or other Railway Official. The
"first case was that of a resident of
"Madras, aged 20 years. He was brought
"in a cart from the South Indian Railway
"station to the Hospital, on the 12th December
"and died next day. The next case,
"also a resident of Madras, was at
"tacked with the disease in the
"train and was taken into Hospital
"on the 13th, and died the same even-
"ing. In like manner seven other
"cases were brought by train to the
"Hospital of whom 6 died, in all."

× × × ×

"A Hospital Assistant was deputed
"to visit all infected houses, and to see
"that thorough cleaning and disinfection
"were carried out under his own
"supervision, with directions to pay
"particular attention to infected
"clothing and to the discharges + + + +"

"experienced great difficulty in dealing
"with the sick as the relatives in most
"instances would not allow disinfection
"of stools, or their instant removal to a
"distance and burial, as he advised, but
"threw them on the manure heap in
"the backyard usually, and only in
"some instances covered them with
"earth. + + + + + + The dead were buried
"within 12 hours, some in their clothes
"but the clothes of others were removed
"by relatives and given to the dhobies
"to be washed: the relatives as well as
"the dhobies refused to use disinfectants
"in the water for washing them as
"recommended by the Hospital Assistant
"they also refused to have their houses
"limewashed".

× × × ×

"It seems to me to be of little use
"sending a Hospital Assistant to an affected
"village, unless he or some revenue
"official there be given some powers
"to enforce simple sanitary precautions
"against the spread of the disease, such
"as disinfection and burial of stools
"without delay and early disinfection
"of clothing and houses of those attacked."

By the Civil Apothecary – Chidambaram Municipality.

South Arcot District – Chidambaram. "The first
"case of Cholera was that of a pilgrim, a
"Malayalee, who with his relatives alighted
"in a house in the eastern part of the
"town on the 11th instant. Coming directly
"from Tiruvannamalai whither he had been
"for the festival, he is reported to have
"taken ill the same night and died
"by the morning of the 15th. × × × × the
"other patient was found on the Railway
"Company's premises suffering from
"Cholera, and he was sent on to the
"Hospital on the forenoon of the 15th in-
"stant where he died a few hours
"afterwards in spite of treatment. As
"he was in a greatly exhausted condition,
"a detailed account of his attack could
"not be obtained, but it is ascertained that
"he was also a pilgrim coming directly
"from Tiruvannamalai and was a native
"of Salem."

By the 1st Class Hospital Assistant

Porto Novo. "The man had been to
"Shiyali, where he was attacked at
"6 P.M. on the 13 instant and brought
"down by his relatives to Porto Novo, his
"native place on the same night by the
"mail train."

"I hear that Cholera is prevailing
"at Shiyali being imported by the pilgrims
who

"who had been to Tiruvannamalai
"for Karthigai festival."

× × × × × ×

South Arcot Dist. By the Hospital Assistant – Vanur.

Vanur. "In forwarding the
"enclosed Cholera report I beg
"to report that the first case
"occurred in one named
"Pappiraja Mudali who had
"been for the Karthigai festival
"at Tiruvannamalai where Chol.
"prevailed."

× × × ×

— do — Cuddalore Old Town – By Police Hospital Asst.

"I beg to report that 3 pilgrims,
"natives of Tinnevelly District
"(are female and two males) on
"their return from Tiruvannamalai
"festival last wednesday were
"attacked with Cholera, of whom
"the female died this morning
"in a Choultry near the Railway
"station."

× × × ×

Parruti. By 2nd Class Hospital Assistant. South Arcot Dist.

I beg to bring to your kind notice that cholera of virulent type was imported from Tiruvannamalai by the pilgrims who had been there for the late Karthigai festival. Many of them were the residents of this place, but belonging to different parts of this district excepting one who was a native of Tanjore District. All of them that were attacked were Hindu males who actually brought cholera with them. Amongst the three who were attacked two of them had been suffering from the complaint on their way home by the rail, since they were objected to proceed further to their destination, they alighted at the station and hilled at their friend's place and fell victims to the dire disease. x x x.

By the Civil Apothecary-Conjeevaram Municipality

Chingleput District. — Conjeevaram. x x x. On the
"13th current a Hindu male, means
"by profession, a resident of Conjeeva
"by name Ramdasawmi Mudali, re
"turned to his permanent residence
"at Pillapaliam (Conjeevaram) from
"Tiruvannamalai by train. He went
"to attend the Karthigai festival that
"took place on the 10th idem. He stopped
"at Tiruvannamalai from Sunday
"morning to Wednesday morning. He
"left the place as he was warned
"to leave it at once, as cholera was
"reported to have broken out in Kath
"jatty (cattle market) x x x x. About
"5 miles from Conjeevaram when coming
"by the South Indian train on the
"13th instant, he vomited. On arrival
"at Conjeevaram station he walked
"into the latrine on the platform,
"vomited and purged once therein,
"and then went on walking home
"wards. On the way, he entered
"Ramatchiamman Temple, washed
"his hands and feet and rinsed
"his mouth in the tank of the
"temple and then walked away,
"approaching another temple.
"Kachapeswaraswami's he had
"another motion, did further on

at

"at the head of Katchapeswaran
"Nada Street he had one more motion.
"There was a fourth motion at the
"head of Akkaparantan Street. After
"this he appears to have been much
"exhausted and fell down unable
"to walk near the kanjanees
"Chavadi. + + + + + + + "

By District Medical Officer - Tanjore

Shiyali. "I have the honor to in- Tanjore District
"form you that the Civil Apothecary
"at Shiyali reports that on the
"morning of 12th December 1894, on
"arrival of the 9 a.m. train at the
"Shiyali station from Villapuram
"a person named Rappusawmy
"Iyer was found to be suffering
"from Cholera.
"2. It appears that on his way
"from Tiruvarimamalai Karthigai
"festival he took the train at Villa-
"puram at 3.40 a.m.; and shortly
"afterwards was attacked with
"Cholera. he passed several motions
"in the carriage and vomited
"several times. According to the
"account furnished to me by the
"Apothecary he was allowed to
"proceed from several stations
before

A

"before Shiyali although he was seen
"to be vomiting by some of the Railway
"officials. + + + + "

"P.S. Since writing the above I
"have received a report from the Medical
"Officer at Shiyali that 3 more cases
"of Cholera were discovered in the
"train, all patients were returning
"from the Tiruvamamalai Karthigai
"Festival. I intend proceeding to
"Shiyali myself at once."

By the Assistant Surgeon - Tanjore

Tanjore. "+ + + + The patient
"had been to the infected place (Tiru-
"vamamalai). On the 14th December
"1894 at 5 P.M. while she was travel-
"ling in the train from Chidambaram
"to Tanjore the attack commenced
"with vomiting and purging. The
"stools and vomited matters were
"voided in rags, and thrown out of
"the carriage. + + + + + "

B

By the Chairman Municipal Council - Mayaveram

Tanjore District. Mayaveram. "+ + + + The deceased
"had been to Tiruvamamalai (the at-
"tacked locality) and was in contact
"with an affected person + + + The deceased
had

"deceased had the attack while
"in attendance on another person.
"But considering as ordinary diarrhœa
"left the place Shigali (where the
"other person was dropped from
"the train as Cholera stricken) and
"was on his way to his native
"place Alaiguidy. The date and time of
"attack said to be early morning
"of 13th December 1894. The deceased
"had purging and vomiting."

"The stools while at Shigali
"were voided in a tope - in his
"clothes while in train. How dis-
"posed of with the stools &c during
"transmission not known. He was
"picked up in the Railway station,
"and sent to the Hospital where
"he was attended to. x x x x"

True Extracts

J W Moore

Surgn: Lt Col:

Dy: Sanitary Commrs:

P. W. Encl 1
4478/95

Enclosure to No. 890/S
of 3rd May 1895 from the
Sanitary Commissioner
for Madras.

No. 890/S

Office of Sanitary Commissioner,

Fort St. George, 3d May 1895.

Local & Municipal Dept.
CURRENT No.

From

Surgeon Lieut.-Col. W. G. KING, M.B., C.M., D.P.H.,

ag. Sanitary Commissioner for Madras,

To

The Chief Secretary to Government,
Local and Municipal Dept.

Enclosure. /

Sir,

On my journey to inspect the Festival at Tiruvannamalai (vide this office letter No 879/S dated 1st May 1895) I was much impressed with the inadequacy of arrangements made by the Railway Authorities, to meet the sanitary requirements of the pilgrims. The trains were disgracefully overcrowded. This being the case as to the journey there, it seemed to me probable that on the return of the pilgrims the sanitary condition might well be worse. I have, therefore, collected from various Officers reports as to facts observed. Extracts from these are embodied in the Statement attached. They show

show clearly that, whilst it is true that in landing a passenger suffering from cholera it did not necessarily result that a widespread epidemic took place in the locality, in several instances where local conditions favoured dissemination of the poison lamentable loss of life occurred. I need, therefore, hardly say I am most fully in accord with the Collector of South Arcot (Mr. Castle Stuart Stuart) as to necessity for the creating of rulings that shall not leave such unimportant matters in future to mere chance.

2. It is extremely improbable that persons suffering from cholera should be able to conceal the existence of the complaint from fellow passengers, in Railway Carriages. Nevertheless, it is shown (Cases A.B.C) that persons were allowed to travel without segregation under Section 71 Indian Railways Act 1890. It is therefore desirable that strict attention should be required from the Railway Authorities to this

this Regulation in future.

3. It seems to me possible that bye-laws could be made under the Section just quoted which would insure that pilgrims suffering from cholera shall not be dropped by the Railway Authorities where they choose, but only at spots appointed before the occurrence of a Festival in consultation with the authorities of districts through which pilgrim trains pass.

4. It also would seem reasonable that in trains carrying over, say, 100 *bona fide* pilgrims, there should be attached to each a special latrine carriage - not latrine arrangements in separate carriage. To these latrine carriages, all pilgrims should be required to proceed, instead of their using those on the platform of stations passed (vide case D.) The special latrine carriage contents should invariably be carefully disinfected, and be disposed of as in the case of Choleraic matter.

5. Again, a carriage reserved and fitted solely for ambulance purposes should be attached to each train carrying

carrying over 200 pilgrims, so that persons suffering from cholera could at once be segregated until arrival at the spot appointed by the District authorities, where medical attendance should be available.

6. In the district of occurrence of the festival, it might be possible to arrange that a medical subordinate should travel within the ambulance, by arranging a system of reliefs, along the line.

7. Somewhat similar suggestions to the above were put in force lately in Russia during the prevalence of Cholera.

8. In directing the attention of the District Sanitary Officer, Vizagapatam (Surgeon-Lt.-Col. Leaping well) to the fact that certain pilgrims from an infected festival were about to pass into his district and advising observation, he suggested to me that a system of "passes" might be arranged for in communication with Railway and District Authorities, and that the return of pilgrims by rail to their destination could always be notified to the District Sanitary Officer. By using a code, it could be

be arranged cheaply to keep all authorities informed of the number of pilgrims and special localities to which they were returning.

I have the honor to be

Sir

Your most obedient Servant,

W. E. Wray

Surgn.-Lieut.-Col.

Ag. Sanitary Commissioner

Local & Municipal Dept

Local & Municipal Dept.
CURRENT No. 1252

From,
Surg: Lt. Col: W.G. King
M.B., C.M., D.P.H.
Ag Sanitary Commissioner
for Madras

To,
The Chief Secretary
to Government
Local & Municipal Dept.

Dated 3rd May 1895
Despatched 4th
Recd. 6 MAY. 95

No. 890/5

Enclo. 1.

Subject.

Reporting the inadequacy of arrangements made by the Railway Authorities to meet the Sanitary requirements of the pilgrims during the Karthigai festival at Tiruvannamalai

/with endorsement/

[1,500—27-8-94.]

4478

Recd: 10-6-95

Enc: 1.

cs

No. 781

Transferred to the Public Works (Railway) department.

7/6/95

C. Godhumter
23.5.95
Ag. Assistant Secretary

P.R. 21/5/95
Fort Saint George
5th June
May 1895

To

The Public Works (Railway)
department.

915 Medl

Madras Railway Company
Medical officer's Office
Royapuram 6th July 1895.

No. 927.

To
The Offg. Agent and Manager

Dear Sir.

Ag Sanitary Commissioner's Report
Your No. 8620/5915 of 21st ultimo

I duly received your above quoted letter forwarding your office docket No. 8620 containing the Sanitary Commissioner's report on circumstances which came under his notice while inspecting the Festival at Tiruvannamalai with his own suggestions for preventing Cholera from being carried into various districts by pilgrims returning from such gatherings. As you have invited my opinion on the Sanitary Commissioner's suggestions I have carefully examined the latter and beg to submit a few comments thereon.

If it is intended to make reflections on the South Indian Railway Company for overcrowding their pilgrim trains I don't think it is reasonable. The natives resort to such feasts as the one under reference in large numbers and the resources of the Companies are taxed to the very utmost and so some overcrowding is quite inevitable.

2. I am not quite in agreement with para 2 of the Sanitary Commissioner's letter. A person may be

be suffering from cholera with painless symptoms and not attract the notice of fellow passengers. and even if they did, the persons fellow passengers would most probably be friends or relations and would very likely keep silent about the circumstances, in case the Railway officials as would remove the individual from the train and place him down at some station very far from his home. The pilgrims know that it is the practice of the Railway officials to be especially active on the occasion of a feast in looking out for travellers with symptoms of illness and in removing them from the train.

The Railway Apothecaries at such times move freely about among the pilgrims while the latter are waiting at stations and the ticket Collectors and porters are always instructed to scan the faces of the pilgrims well in order that cases of sickness may be detected and sent to hospital. The pilgrims therefore combine to conceal cases and the diffientties of the Railway officials in detecting them are far greater I fear than the Sanitary Commissioner thinks. The report by the District Medical officer Kellore shows how little assistance the authorities may expect from natives in detecting cases of Cholera and stamping out the disease.

When the S.I. Railway authorities detected a case of Cholera among the pilgrims returning from Tirunannamalai they appear to have acted with promptitude as you will observe

absence from the report made by the 2nd class Hospital Apiotant Ponnuti on page 7 of the Extract of Reports accompanying the Sanitary Commissioners letter to Government. The Railway officials refused to allow the cholera stricken people to remain in the train after the disease had declared itself and set them down where medical relief was available.

3. I don't see any evidence in the Extract of Reports that the Railway authorities dropped pilgrims suffering from cholera at unsuitable places as suggested in para 3 of the Sanitary Commissioners letter. Wherever the pilgrims were dropped medical attendance appears to have always been available. I am in entire agreement with the Sanitary Commissioner that some understanding should exist between the authorities of Districts and the Railway companies as to the stations at which cholera cases should be removed from the train. The District authorities should erect cholera sheds near some of the larger stations along the line where medical subordinates are stationed. There are such sheds on this Railway and when a case is removed from a train the Railway Apothecary renders first aid, places the patient in the shed, sends an intimation to the Government Medical Subordinate and hands over the case to him when he arrives. These sheds need not be expensive structures and although that is so

so it is very difficult to get District authorities to put them up. This department has been trying for a long time without success to induce the District authorities at Jalarpet to erect a cholera shed near that station to replace one that was demolished several months ago.

11. The suggestion in para 4 that a Latrine Carriage should be attached to pilgrim trains is not one that I would like to support. The habits of natives are such that it would be difficult to induce the healthy pilgrims to enter such carriages and the latter would certainly prove to be serious nuisances. The latrine accommodation on platforms should suit healthy pilgrims quite well and if the latrines are cleaned out & thoroughly disinfected immediately after the departure of the pilgrim train any danger that might follow the use of the platform latrines by the pilgrims would be removed.

(5 & 6) An ambulance carriage attached to trains carrying over a certain number of pilgrims would be useful. In my No. 1149 of 27th March last to your address I offered some remarks on the desirableness of having such carriages attached to pilgrim trains. I adhere to what is stated in that letter in this connection, and would only like to add that the patients stools should be thoroughly disinfected and removed at some station, and buried deeply in the ground at some

some distance from houses and wells. Perhaps I should also say that instead of a Railway Apothecary accompanying the train over his own length only it might be better if a Government Medical Subordinate travelled in the ambulance carriage the whole journey, and so the continuity of the patients treatment would not be interrupted. There might not be time during a short stoppage for an Apothecary to acquaint his successor with all the particulars of cases then under treatment and I think it would be better if a Government Medical Subordinate treated the cases throughout.

I would only seek to add that I am sure Railway Companies do their best to prevent the spread of cholera and other infectious diseases through any agency of theirs. When it is considered that the incubative stage of cholera may be five or ten days or even 20 days and that persons who attend one of these feasts and never take ill themselves may bring the disease to their homes it would be very unreasonable to blame Railway Companies for helping to carry the poison to these villages. Again persons may have cholera on them and yet not be apparently ill or only slightly ill and in that way the task of Railway officials in selecting dangerous cases is very difficult. I think a great deal could be done by District authorities at these feasts to prevent cholera breaking out. The pilgrims reach the feast after a fatiguing

fatiguing journey in many cases and this predisposes them to Cholera. It is therefore important that the pilgrims should have opportunities of buying good wholesome meals at these fairs, that good well water should be available for their use and that no vendors of decayed fruit should be allowed to ply their calling among the pilgrims.

I beg to return herewith your office Docket above referred to.

Yours faithfully
Sd/ J. Currie
Medical Officer
Madras Railway

/True copy/
Henry C. Leach
Offg: Agent & Manager.

ENC. No. 1 TO E. [illegible] No. 3052 1895
LETTER No. 628 dt. 11-7-95
FROM A.M.

Madras Railway Company,
Agent and Manager's Office,
Madras, 13th May 1895.

No. 8537
4656

From

The Offg. Agent and Manager
Madras Railway Coy.

To

The Secretary,
Railway Conference,
Simla.

Sir,

I have the honour to acknowledge the receipt of your letter No. 624, of 8th February 1895 forwarding copy of letter No. 713 R.J. of 13th December 1894 from the Government of India with enclosures regarding the stoppage of trains at short intervals to enable passengers to obey the calls of nature.

1. In dealing with this subject attention is invited to the very different conditions under which pilgrim traffic is conducted on the Madras Railway compared with those which exist on the Oudh and Rohilkund, and other Railways, in Northern India. On the Madras Railway pilgrims reach their destination in 3, or 4 hours, and the existing latrine accommodation provided at stations is found to suffice; most of the trains conveying passengers halt at the principal intermediate stations for 15

minutes

minutes or more, and mail trains stop at all large stations both in the morning and evening for about half an hour; drinking water is distributed on the platforms of nearly every station; and the present arrangements for coping with pilgrim traffic appear to afford satisfaction.

2. On the general question raised, and in regard to the difficulties encountered on other lines when the journey by train extends to over 24 hours, the Heads of Departments to whom the subject was referred concur with me that any system for utilizing the carriages for latrines does not commend itself. It does not suit the habits, customs and convenience of the bulk of native passengers, as they are, as a rule, ignorant of the proper method of using the type of latrine usually provided in carriages - and the difficulty in preserving cleanliness in the carriages is an insuperable objection. The pollution moreover, of the road both within station limits and throughout the line, the consequent dissemination of disease, and the demand on the permanent way gangs to undertake the duties of scavengers, are adduced as further reasons for condemning

the

the system. These objections however, do not affect the provision of latrines in one of the Carriages in ordinary trains for the use of females and children-recently adopted.

3. In the opinion of this office the other alternative appears to be preferable in many ways although it entails detention to the trains. I would therefore advocate that all trains conveying pilgrims should stop for at least 45 minutes at sunrise, and again at sunset, at specially selected temporary stations, to permit pilgrim passengers to perform their necessary ablutions and make use of the ordinary conveniences which should be provided. With this object the selected stations should be far from large towns and fixed at sites where open plains would afford space for the erection of the requisite sheds and latrines (for both sexes) which should be, of a temporary character. The sites chosen should also contain an ample supply of good water, and a special temporary staff of scavengers should be retained for Keeping the premises as scrupulously clean and ready for the use

of

of the following train-load of passengers.
On lines where large pilgrim traffic is annually dealt with, it will doubtless be practicable to time all trains carrying pilgrims so that they will arrive at these temporary halting stations at sunrise or sunset. The outlay and up-keep of these temporary latrine conveniences would be fully repaid by the resulting benefits to be derived. The outbreak of an epidemic would be restricted to the temporary halting stations; the risk of its importations into large towns would be minimised; the cleanliness of the line and stations would be secured; and the comfort and convenience to passengers would be fully appreciated.

11. In regard to sickness during the journey the Company's Medical Officer suggests that in cases where pilgrims are attacked by cholera they should be removed to a hospital van (to be attached to the train) in which separate latrine accommodation for both sexes should be provided. The apothecary of the section could travel in the van, taking with him his medical chest, and would commit the charge of the patients

to

to the Apothecary of the next section, and the repetition of this procedure would secure for all who required it the benefit of medical aid throughout the journey. I consider this proposal worthy of consideration.

5 With reference to the utilization of Covered Goods wagons to meet the requirements of abnormal traffic, there appears to be no reason why these should not be converted into temporary 3rd class Carriages by the introduction of suitable ventilation both at the ends and on the roof of these vehicles.

I have &c

(Sd) Henry C. West,

Offg: Agent & Manager.

I True copy

Henry C West.

Offg: Agent & Manager.

The Consulting Engineer
for Railways.

(No. I.)

No. 628

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th July 1895

From

The Agent and Manager.

To

The Consulting Engineer for Railways

SIR,

I have the honour to acknowledge the receipt of your letter No 1945 dated 20 June, enclosing copy of a letter from the Acting Sanitary Commissioner for Madras reporting on the inadequacy of arrangements made to meet the sanitary requirements of the pilgrims attending the recent festival at Tiruvannamalai on the South Indian Railway.

2. In reply I deeire

to explain that the general aspects of this subject were fully considered at the last Railway Conference, and I enclose you a copy of a letter in which the expression of my views was submitted in compliance with the request from that body that the opinions of the Managers of the several Railways might be obtained.

3. I have also the pleasure to forward a copy of a letter from the Company's Medical Officer, whose opinion was invited on the several points raised by the acting Sanitary Commissioner.

I have the honour to be,
Sir
Your most obedt Servt

Henry Weeks.

Offg Agent & Manager

Brandt

3052
187-95

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd. No.

Letter to Am in Ro 25-74

9-8-95

No. 797 Public

South Indian Railway Co., Ld.

AGENT'S OFFICE,

TRICHINOPOLY, 30th August 1895.

From

Aq:
THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Referring to your endorsement No. 1946 of 20th June 1895, forwarding copy of the Acting Sanitary Commissioner's letter (Local and Municipal Department No. 890 dated 3d May 1895/5) to the Chief Secretary to Government of Madras, I have the honor to collate the following extracts from reports (acting) by the Superintending Physician and the Traffic Manager, of this Railway, on the subjects referred to in the Acting Sanitary Commissioner's letter.

The Superintending Physician writes the arrangements made by his Department during the Tiruvannamalai Festival of 1894 were as follows:—

"The Apothecary of the Section (located "at Villupuram) visited Tiruvannamalai daily "and stayed several hours, and inspected the "Station grounds, latrines, &c. Disinfectants were "freely used about the grounds, and especially "on spots where pilgrims sat about or washed, &c.

"All

"travel

3760
2.9.95

From

The Agent,
South Indian Railway,
Trichinopoly,

To

The Consulting Engineer for
Railways,
Madras.

Dated
Received } 189 .

No.

Enclosure.

(2) 24

"All rubbish was swept twice daily and burnt in the
"incinerator. The waterman was stationed at the well
"to serve out water and prevent its pollution. Disinfectants
"were served out to the Station Staff for use when required
"and a supply of Cholera medicines was left with
"the Station Master. The Apothecary during the
"festival months made special inspection of Stations
"on his Section and was absent from Head Quarters
"for 21 days on this account. It is the general practice
"during festivals for the Apothecary of the Section,
"in whose length of line a festival occurs, to act
"as above Specified. This is done at Kumbakonam
"Tirupati, Chidambaram, &c."

The transport of large numbers of
"semicivilised, and unruly, pilgrims with horrid
"and insanitary ways, is a difficult traffic question
"and so much of it as is related to Medical —
"Management is certainly not, in my opinion
"happily solved by the Acting Sanitary Commissioner
"in his letter to the Chief Secretary to Government
"Copy of which you send me with your above
"quoted letter. The Special latrine Carriage proposed by
"by the Acting Sanitary Commissioner has yet
"to be invented = and when used by large numbers of
"of pilgrims is more likely to be a nuisance
"on wheels than a measure appertaining to
"Sanitation, and to prevent bonafide pilgrims
"from using the Station latrines would mean
"the Stationing of two ticket Examiners at
"the double latrines at Stations (some of our
"Stations have more than two latrines) to
"Scrutinise the tickets of passengers, essaying
"towards the Calls of nature. This would
"mean further a prohibitive waste of time
"at Stations"

"The Acting Sanitary Commissioner
"appears

"based

"appears to be under the impression that Cholera-Stricken
"passengers are allowed to travel together. This is a
"great mistake. No sooner does a passenger show
"any Symptom of the disease than every other passenger
"in the Carriage is removed to other parts of the train
"and the Cholera stricken passenger alone carried
"in the polluted Carriage. The patient is not dropped
"by the Railway authorities where they choose, but
"put down at the nearest large Station where there
"is a hospital. The polluted Carriage is then
"subjected to a process of disinfection. I
"pointed out a few years ago that no process
"of disinfection practicable for a Carriage
"would Satisfy theoretical requirements, Still
"the Carriage is well Scrubbed and washed
"with an antiseptic fluid, and then fumigated
"(closed) with Sulphur."

"It is my belief that in 99% of cases
"of Cholera shewing itself in passengers, the
"disease manifests itself only after the journey
"has commenced, the patient being free from
"the disease at the time of purchasing his ticket.
"For a person with the actual disease dominant
"on him to pass the ticket Collector's gate, and
"walk or be carried up the platform of the
"Station and put into a Carriage, without
"being detected by the Railway Servants, or
"being objected to by other passengers, is
"well nigh an impossibility"

"I may here say with reference to
"the Acting Sanitary Commissioner's proposal
"to have a reserved ambulance Carriage
"that the present practice obtaining on this
"railway of removing healthy passengers
"from a Carriage contaminated by a
"Cholera patient and allowing the patient to
"travel

"travel in it alone is preferable."

"But medical necessaries may be carried by the Chief Guard in his van at Festival times"

"Similarly I do not see good reason for a Medical Subordinate to travel as proposed by the Acting Sanitary Commissioner in the district of occurrence of the festival. Such pilgrims as come away from an infected area (themselves being poisoned) usually manifest the disease only after a good distance is travelled - 50 miles and upwards. and if, as is proposed, the District authorities should inform the Railway authorities at what points along the line in the district Cholera Stricken patients are likely to alight - the reason for travelling Subordinates is still less evident."

"I do not think anything more can be done than is now done in the transport of large numbers of pilgrims. Perhaps for ethical reasons, if for nothing else, Strict orders may be issued as to prevention of overcrowding of trains. But all over the world occasions continually arise when it is necessary to carry a passenger somehow and to crowd into a compartment nearly twice the number it is meant to carry. Mere overcrowding however, offensive to one's sense of comfort and decency, will not produce Cholera." ——

The Traffic Manager writes:—

"The measures taken by this Department for dealing with the Sanitation of passengers going to, and returning from, Tiruvannamalai last December have been explained in my reports to you dated 22nd December 1894 and 13th

"13th February 1895 respectively".

"It will be seen therefrom that in every
"instance we followed the rules laid down as far
"as it lay in our power, and I fail to see anything
"in the observations of the Acting Sanitary
"Commissioner which go to prove neglect on the
"part of the Railway authorities in respect of
"the cases brought to notice."

"As Mr. Birch was the Traffic officer
"in charge at the time, I called upon him to
"offer what remarks he might be desirous
"of making upon the report of the Sanitary
"Commissioner, and I now beg to quote from
"his memorandum the following expression
"of his views:—

"The bulk of the passengers who attend
"this festival and Cattle fair come from
"adjacent places, a large majority being
"residents of places within 100 miles. I
"call attention to this as the Acting Sani
"-tary Commissioner's remarks imply
"otherwise. A continuous stream of
"persons walk into, and away, from
"Tiruvannamalay during several days
"of the Fair, many of them bringing or removing
"cattle. The unchecked spread of disease
"by these persons is not touched upon by
"the Sanitary Commissioner. The disease
"was certainly not conveyed there by
"our passengers since its prevalence at a
"village only 7 miles distant was officially
"notified by the District Magistrate before
"the Festival commenced. x x x x.

"So far as could be known no
"person suffering with Choleraic Symptoms
"was permitted to get into the trains but

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"it may reasonably be supposed that
"premonitary symptoms passed unnoted
"in such large Crowds".

"No cases were detected either in trains
"or at Stations until the Festival was
"over and the rush to leave the place
"commenced".

"The Station Staff, largely aided
"by auxiliaries, and under personal
"Superintendence of the District Officer
"assisted by a Contingent of the Reserve
"Police, moved day and night amongst
"the returning passengers, and several
"Suspicious cases were removed from
"the premises to the local hospital".

"I may say that our duties in
regard to passengers suffering from Contagious
or Infectious desease are very simple. If any
case is discovered in the train the Carriage
in which the person is travelling is cleared
of other passengers and the patient is taken
out at the nearest Station where medical aid
can be rendered. The vehicle is then detached
and disinfected."

"I admit there is at times some
difficulty in detecting these Cases, especially
if the Sick person is accompanied by his
family or friends who may be averse to the
interference of the authorities, being wishful
to take if possible, the patient to his house."

"As a rule passengers alighting at their
destination pass away immediately from the
Company's premises and we have nothing
more to do with them. They then become
subject to the care of the town or district
authorities."

"I understand, however, that at the
"festival we are referring to, the people had no
"regular Camping Ground, and squatted, without
"sanitary provisions, in the open grounds about
"the town."

"That amongst a Concourse of over 100,000
"people with such conditions prevailing, it is
"not to be wondered at, that sickness broke
"out".

"If the Acting Sanitary Commissioner
"would direct attention to the necessities of the
"people during their Stay at the festival, much
"good would result. That is the time and
"place for adopting preventive measures."

"With regards to returning passengers
"no doubt many of them have to wait some
"hours before they can be entrained. On three
"closing days of the festival we despatched
"no fewer than 25,000 people which fact will
"convey some idea of the Stress of work put
"upon the traffic staff."

"If the people themselves, when sickness
"has declared itself amongst them, would
"call attention to their cases the evil might
"be better combated, but there is, as before
"stated, the desire to hide the fact in order
"to avoid detention and to get home."

"I come now to the suggestions put forward
"by the Acting Sanitary Commissioner, who in
"para 4 of his report, recommends the attachment
"of a latrine Carriage to each train carrying
"over 100 pilgrims".

"I do not see the necessity for this."

"These passengers do not travel great
"distances on our line. I would venture the
"remark that the average time they are in
"the

CURRENT No. 1435

Reference No 295

Residency Office

Trivandrum, 8th October 1895.

From

James Thomson Esquire

Resident in Travancore and Cochin

To

The Chief Secretary to Government

Fort St George

Sir,

With reference to G.O dated 28th May 1895 No. 881 R forwarded with your Endorsement Dis. 1166 of the 31st idem, I have the honor to submit herewith copies of the marginally noted Communications from the Dewans of Travancore and Cochin and from Mr. E. K. Black, Honorary Secretary, Cochin Chamber of Commerce reporting on the petition from certain inhabitants of North Travancore and Cochin objecting to the line recently surveyed by the Madras Railway Company for the proposed railway from Shoranore to Ernakulam.

2. It does not seem to me that any good ground appears for deviating from the track settled at the conference at Trichur. It is clear that taking the line in that track will open up the country: While

No 3120 P.W dated 24th August 1895 from the Dewan of Travancore Core

No 1585 dated 27th August 1895 P. 247 from the Dewan of Cochin and Enclosure.

dated 9th September from Mr. E. K. Black.

the 11 (or 13) extra miles would be the cause of diverting produce, to any appreciable extent, to other markets - and therefore in deciding on the route there appears to be more reason for considering through which districts the native traffic (passenger and goods) would be the most extensive, and if the longer route promises such results, I can think of no reason why it should not be adopted

I return the tracing herewith and remain

Yours Sincerely

(Signed) Ernest K. E. Black

/True Copy/

F. L. Darbyshire Capt.

Asstt Resident

for Resident

1894

Dis. No.

Pkt. 4

G. No. 1166

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8143/95

while, adhering to the 1871 route involves branches as suggested in G.O dated 7th May 1895 - No. 336R.

3. A matter that has occured to me as worthy Consideration at present is the meeting place of the metre and broad gauge in Travancore. That raises a question whether the Madras Railway would be likely to extend South beyond Cochin. I have talked this over with the Dewan of Travancore who suggests Kottara Kara near Quilon as that quarter through which the Tinnevelly Quilon Railway would run. So far as I can judge at present it is the interior that requires to be opened up and propetions Southward would naturally be from Perumbalur if the Circuit round that place is adhered to.

I have the honor to be
Sir
Your most obedient Servant

J. L. Dashwood Capt.

Asstt: Resident
for Resident

Pdg

BN.