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MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1143 Press ~~Mis.~~

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Dated 21 — 5 — ~~19~~ 1917

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Proceedings of the Madras Government, Revenue Department,
21st May 1867.

No. 324. Read the following Proceedings of the Madras Government in the Public Works Department:—

Passing orders on Madras Railway Company's Consulting Physician's first half-yearly Sanitary Inspection Report of Stations for the current year. } (Here enter 14th May 1867, No. 1,460.)

No. 325. ORDER THEREON, 21st May 1867, No. 1,143.

Miscellaneous.

1. Communicated to the Revenue Board, who will direct the immediate attention of the Collector of Cuddapah to Dr. vanSomeren's remarks on the disorderly growth of native huts in the neighbourhood of Moodanoor Station, in view to the speedy application of an effective remedy.

2. The Board will instruct all Collectors, through whose districts railroads run, to take immediate steps for the proper laying out of all available building sites in the vicinity of Railway Stations, so as to ensure all necessary facilities for future sanitary arrangements.

3. The main points to be kept in view are ample roadway, good ventilation, facilities for drainage, and conservancy of the water supply so as to keep the source pure and to turn it to the utmost advantage. Tahsildars should be held responsible for preventing all unauthorized and disorderly "*squatting.*"

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,460.
„ the Public Works Department.

Exd. S. T. Augustin.

No. 340. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 2nd May 1867, No. 135:—

Read the following letter from the Consulting Physician, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Royapooram, 5th April 1867, No. 47.

1. In the latter half of last month I completed the first half-yearly Sanitary Inspection of Stations for the current year. All stations were inspected except Cudumbathoor, Chinnamapett, Sholinghur, Mailputty, and Beypore, at the first, third, and fourth of which the trains by which I travelled did not stop.

2. On the North-West Line the condition of the stations generally was most satisfactory. A strong ammoniacal odour, however, in the Native latrines at Arconum and in the European urinary at Tripetty induces me to recommend the more frequent flushing of these places with fresh water, as well as the more liberal use of tar within them. At the former station I found the Native huts within the boundaries still too closely huddled together, and the refuse and garbage of the station thrown into a channel, which forms one of the water-sheds of a large tank to the east, a procedure which should be stopped at once, and provision ought to be made for the removal of all such offal to a distance. The ground recommended by me as a suitable site for the Chuttrum has been enclosed, perhaps for the erection of the Chuttrum, but if not, Government may deem it necessary to forbid its appropriation to any other purpose. Near the tank, north of the line, the filling up of which I advised some time ago, the growth of prickly-pear affords cover for nuisances, and on the occasion of my visit this was the most offensive spot within the Railway enclosure.

At Rajampett there was no bucket in the cess of the European urinary, and there are no earth-boxes in the Native latrines at Yerragoontla and Moodanoor. In prospect of houses and huts multiplying within the limits of Cuddapah station, permit me to recommend that some order be studied in their arrangement, and that the huts be always roofed with tiles. In the neighbourhood of Moodanoor station, the number of Native hovels springing up demand attention, with a view to roads being built at right angles through the village, and a sufficient space being left between the several adjacent huts. I beg particularly to mention Nundalore as the cleanest and best-kept station on this line.

There is but little change for the better in and about the Chuttrum at Tripetty. Its sewage, instead of flowing into a swamp within its compound, is now directed through a small and imperfect channel, just beyond its boundary, where the fluid stagnates and seethes in the sun. There is no latrine, and, consequently, human ordure is dropped along the ground, under the shadow of the Chuttrum walls. The ventilation of the building is as deficient as ever.

3. On the Bangalore branch the stations were clean and well attended to. A large earth-box in the European urinary at Bangalore is an unsightly superfluity

4. On the South-West Line the only stations that call for unfavourable remark are the following:—

(a.) Tripatore, where the ladies' closet was offensive.

(b.) Coimbatore, where the gentlemen's urinary was very offensive.

(c.) Arcot, in which one Native latrine has no earth-box, and the ladies' closet was not clean.

(d.) Avenashy road, Purley, Shoranoor, and Puttamby, in the Native latrines of which the earth-boxes had either loose covers or none at all.

(e.) Jollarapett.—Since my special report of the inspection of this station on the 29th January last, levelling operations have made scarcely any progress or none at all. There continues, therefore, to be abundant cover for nuisances of all kinds within the station boundaries. A ditch, west of the embankment on which most of the Railway quarters are built, is used as a latrine, and as this ditch drains into the station premises, and floods them during the heavy monsoons; I need not specify what the result must be. There are no earth-boxes in the Native latrines of the Locomotive Department, and there is but one privy for five separate quarters of firemen. The privies of the houses provided for Railway employés require asphalting. The European urinaries on the passengers' platform, I found, had been used as a latrine, and inquiries led me to suspect that this abuse was probably perpetrated by the signallers or other Railway servants of the station.

I may here mention that Mr. Woodroffe, the Head Assistant Magistrate of the district, met me on the morning of the 21st March at this station, to consult with me about a suitable site for a burial ground, and we fixed upon a spot, east of the line, verging upon the Madras road. The exact boundaries of the ground have no doubt already been reported to Government.

(f.) Sulur.—The gentlemen's latrine on the passengers' platform requires asphalting anew on a part of its floor. The privy attached to the running driver's and fireman's bungalow, requires to have its walls raised, and its arrangements assimilated to the improved model obtaining in Coimbatore and other large stations. A latrine is required for the Natives of the Locomotive and other departments. A heap of earth in front of the station, and near a well, should be removed, and the station premises generally need to be cleared of scrub and litter of all sorts.

5. I am sorry to be again obliged to report a total disregard in all the stations of the application of earth to the purposes for which it is provided in the several latrines. One excuse for this universal neglect may be the absence of any means for conveying the earth from its boxes to the droppings. I would, therefore, suggest that a common cocoanut-shell scoop should be placed in each earth-box for this purpose, and that in fine weather all the earth-receptacles should be kept open.

6. The condition of the grounds within the boundaries of the stations generally was not creditable. Weeds and litter still disfigure many of them, and that only a little attention and care are requisite to make them clean and neat, is proved by the admirable condition of the station at Nundalore.

7. Before concluding this report, permit me to solicit your attention to the expedient of making one person responsible for the conservancy of our principal stations. This step has been more than ever forced upon my mind by the present condition of Jollarapett, where the representatives of both the Locomotive and Traffic Departments appear to me to be truly desirous to do well, and energetic in their efforts to maintain the proper conservancy of the station, but nevertheless fail lamentably in the execution of this work. Probably their proper and more legitimate duties prevent their success in this department, which must be altogether foreign to them. It has occurred to me, that the Apothecary at each large station might be appointed head of the Conservancy department, with a staff of toties and coolies, who will be paid by him, under his immediate charge. The cost of these arrangements might be defrayed by a rate levied upon the occupants of Railway quarters, the Traffic and Locomotive departments for public latrines and urinaries, and by the workmen daily employed at the stations. If the last class pay but one pie *per diem*, the income must be considerable. However, it would be premature to enter now upon details, but if the suggestion meet with your approval, I shall be happy to submit a scheme for your consideration, which would, I believe, prove more efficient and successful in operation than that which has been hitherto tried and found wanting.

(True Copy.)

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

Proceedings of the Madras Government, Public Works Department,
14th May 1867.

1. Submitted for the information of Government.

2. With reference to the last paragraph of the Consulting Physician's report, I beg leave to explain that his proposal to place the Apothecaries at the principal stations in charge of the Conservancy Department at the principal stations along the lines of Railway, is now under consideration, and will probably be discussed at the next weekly Committee. Although many points in connection with the conservancy of the stations are capable of improvement, a great deal has already been done in the right direction, and the stations are cleaned and better kept than they were formerly. It is, however, very desirable that the conservancy should be conducted on a systematic plan, and that future as well as present wants should be provided for by careful alignment of new buildings, and by proper provision for drainage and ventilation.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 341. ORDER THEREON, 14th May 1867, No. 1,460.

RAILWAY, No. 24.

1. The Government agree with the Consulting Engineer in his remarks, and, considering the importance of the subject, they trust that the Railway authorities will see the necessity for adopting a systematic plan to ensure the conservancy of the stations on the Madras Railway being placed on a thoroughly efficient footing.

2. Steps should be taken for preventing the offal of the Arconum Station being disposed of in the manner described by the Consulting Physician, and the suggestion for removing it to a convenient distance should receive attention.

3. The latter portion of paragraph 2 of Dr. vanSomeren's letter regarding the Chuttrum at Tripetty will be communicated to the Collector of North Arcot, with reference to Proceedings No. 251, of the 25th January 1867, with a request that he will expedite the further report promised by him on the measures necessary for the improvement of that Chuttrum.

4. Attention should be given to the matters brought to notice in connection with the Jollarapett Station.

5. It is hoped that the renewed representation of the utter disregard which has been observed in all the stations in applying earth to the purposes for which it is provided in latrines, will lead to inquiries into the causes of this neglect, and to the adoption of such measures as will effect the object sought to be attained.

6. The Government regret that Dr. vanSomeren is compelled to report unfavourably on the condition of the grounds within the boundaries of the stations. They trust that the matter will commend itself to the officers of the Railway as one of much importance and deserving prompt attention.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department.
,, Collector of North Arcot.
,, Editors' Table.

Dxd. S. T. Augustin.

Revenue 1867. Sept.
Proc. of Government for May
No. 1257

Proceedings in the
F. W. Department —

Dated 14th May 1867.
Received 15th May 1867.
No. 1460.

Papers ordered on Madras Railway Company's Consulting Physician's first half yearly Sanitary Inspection Report of Stations for the current year.

No. 1143-21 May 67

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