

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2880

Press

Mis.

50.51

Dated

4-12-1867.

Not to be folded or roughly handled

Handwritten signature/initials

1

*Proceedings of the Madras Government, Revenue Department,
4th December 1867.*

No. 50. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Recording Endorsement of Consulting Engineer }
forwarding, with remarks, Consulting Physi- }
cian's last half-yearly Inspection Report of } (Here enter 23rd November 1867, No. 3,632.)
stations on the several lines of the Madras }
Railway Company.

No. 51. ORDER THEREON, 4th December 1867, No. 2,880.

Miscellaneous.

Communicated to the Revenue Board.

(True Extract.)

(Signed) F. BRANDT,
Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 3,632.

Exd. F. R. Bantleman.

No. 501. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 8th November 1867, No. 311 :—

Read the following letter from the Consulting Physician for Railways, to the Agent and Manager, Madras Railway Company, dated Royapooram, 2nd November 1867, No. 157.

1. I beg to report the completion, on the 26th ultimo, of my last half-yearly inspection of stations on the several lines of the Madras Railway Company, Perambore and Mailputty were the only stations unvisited during my inspection.

2. On the 1st July, the Conservancy of Arcunum, Cuddapah, Vellore, Jollapett, Bangalore, Salem, Coimbatore, Paulghat, and Beypore, was placed under my direction and superintendence, so that my last tour of inspection was the first made under the present arrangement. I consequently did not expect to find much improvement in conservancy operations after only a three months' trial of a new system, but am glad to inform you that in most of the stations, for which I am responsible, I was pleased with the progress made.

3. At Arcunum, the station itself, in all its parts, was clean, and its general condition creditable. In one of the native latrines there were some recent droppings uncovered with earth, a circumstance to which the Conservancy Inspector's attention was called, at the same time that the scavengers were fined for their neglect. No hedge has yet been planted round the manure-pit, which lies near the eastern boundary of the Railway premises, and I must solicit attention to the large growth of prickly-pear, in a line, passing east of the Telegraph Workshops, from Robinson's pettah to the Railway, near the Goods' shed. On the area between this hedge, and that along the eastern margin of the Company's property, there are, on the north, a number of thatched huts, occupied by Company's servants, which are still too closely huddled together; and towards the south, the ground is very uneven, while a part of it, forming the water-shed of a tank, is furrowed with deep channels, which invite the deposit of refuse and litter of all kinds. Permit me to urge the substitution of an aloe-hedge for the prickly-pear; the erection of tiled huts at adequate distances from each other, in lieu of the present thatched hovels; the general levelling of the space which at present is so uneven; and the formation of one deep channel along the southern boundary-hedge towards the tank, east of the station.

4. At Cuddapah, the Conservancy Inspector had done his work fairly. The station throughout was clean, but the compound was weedy, and near the engine-shed there is a large accumulation of scoriae, which constitute a serious disfigurement to the premises. My attention was also drawn to the excessive growth of the aloe-hedge close behind the quarters of the Company's servants; and since this hedge has already been found a convenient harbour for snakes, I would recommend its being thinned, and reduced to half or two-thirds of its present thickness. With reference to the high heap of engine-refuse, the Locomotive Foreman has promised to have it gradually removed, and I have arranged that the scavengers of the Conservancy Department should at once remove the fresh refuse of each day.

5. At the station of Vellore, I found everything as it should be, and the Conservancy Inspector had very wisely dug his manure-pit outside the Company's limits.

6. In Jollarapett, it gives me much pleasure to report a vast improvement, but an improvement entirely due to the extensive levelling operations, and subsequent turfing carried out by the Engineering Department. There is, however, still much to be done in the same direction, towards the northern extremity of the station premises. Opposite the Dispensary, the ground continues very uneven, and consequently very difficult to be kept clean. There is also an overgrowth of weeds in the direction of the locomotive village, and an unfinished house which is used as a latrine. Near the bungalows for married men there were two unfinished privies, and I venture to urge their speedy completion, as the present privy accommodation is altogether inadequate. The spoil banks between the first three bungalows require removal, and the earth from them might be advantageously deposited around the Guard's bungalow, which lies in a swamp whenever there has been a heavy fall of rain.

I regret to state that the Conservancy Inspector has not shown himself as zealous and efficient as I hoped. The offensiveness of the urinaries and latrines, and the general want of neatness in the station, oblige me to stop half of his allowance for the current month, and to remove him to a less important charge.

The site for a burial ground, which was chosen by Mr. Woodroffe and myself in March last, as not yet been closed in, and applied to the purpose in question, in consequence of which burials still take place on the spot, mentioned in a former report as being in too close proximity to the station to allow of its being used as a Cemetery.

7. The condition of Bangalore station was satisfactory. Levelling operations were going on in front of the station, but in parts of the premises the growth of weeds demands attention.

The Chuttrum near the Apothecary's quarters is unprovided with latrine accommodation, and its ventilation is very imperfect.

Little or no heed is paid to the cleanliness of the place, and its compound was nothing better than a latrine on the morning of my visit.

Scattered over the Railway premises are several small latrines, very simple in their construction, but withal very efficient. In the centre of each enclosure there is a pit, into which the droppings are deposited, and the contents of these pits are sold from time to time, the toties receiving the proceeds. Across the centre of each pit, however, a thick board, a foot wide, should be placed for the use of those resorting to the latrines, in order to prevent the soiling, and saturation with urine, of the space between the wall and the pit.

8. The general appearance and cleanliness of Salem station reflect the greatest credit upon the Conservancy Inspector, to whose exertions in the performance of his new work most pleasing testimony was borne by Mr. Hugo, the last Assistant Traffic Manager, resident at that station.

9. It occasions me great regret to report unfavorably of Coimbatore. The establishment of scavengers was not complete, and it appeared to me that very feeble and inadequate efforts had been made by the Conservancy Inspector to obtain his complement of servants. The station was not clean. There were droppings in the native latrine, with no earth upon them. The platform was soiled with oil stains. There was a great deal of litter scattered about the Company's premises,

generally, and the Conservancy Inspector's compound was more discreditable than those of all the other employés. I have, consequently, stopped his allowance for the past month, and purpose removing him to another station.

But there are some defects at this station, which require to be remedied by other departments. The heaps of engine-refuse near the engine-shed should be removed, and, when this has been done, I shall direct the conservancy coolies to carry away the scorice daily thrown out from the engines.

There is a great deal of prickly-pear in certain parts of the premises, which should be rooted up and buried.

In consequence of the difficulty of obtaining toties at this place, I presumed to substitute two coolies on Rupees 5 each *per mensem*, for two toties on Rupees 6 *per mensem*, an arrangement which will be a trifle less expensive to the Company, and at the same time not less efficient. Before I left Coimbatore on my return journey, this modified establishment was complete.

10. All parts of Paulghaut station were clean. Within the premises there were two or three heaps of weeds and leaves, which I directed to be burnt, and the Conservancy Inspector was recommended to secure a better and neater arrangement of the sleepers which were too much scattered over the compound.

11. At Beypore, the Conservancy Inspector was a new hand, and had been scarcely four weeks at the place. His establishment of toties was a very poor one. A mere child had been enrolled in the number, and a drunken old man was also one of his staff. All these servants had evidently been allowed their own way, and Mr. Newland found it impossible to work with them. They have all, therefore, been discharged, and an establishment, modified like that of Coimbatore, has been substituted in this station also. I have not yet received intimation of its completion.

Notwithstanding the disadvantages under which he labored, the Conservancy Inspector had managed to maintain creditably the cleanliness of the station under his charge. All that I noted was a lack of neatness in the premises, but one reason for that was the accumulation of scorice near the engine-shed, for which Mr. Newland was not responsible. May I request that this accumulation be removed as soon as possible by the Locomotive Department.

12. With regard to all the other Railway Stations which I visited, it gives me pleasure to report that their sanitary condition was satisfactory. I noted some particulars which have been brought to the notice of the Traffic Manager and Chief Engineer; but they do not need specifying here.

The Chuttrum at Tirupetty, however, demands some notice. It continues without latrine accommodation, and although a rough drain has been built, leading from its south-west corner to a channel outside its compound, the south-west angle of the premises is a perfect swamp. The huts in its neighbourhood are still very much crowded together, and require roads opened out through the pettah which they form, so as to secure an adequate perfilation of air.

13. Before concluding this report, I must bring to your notice a few points, which have been pressed upon my attention during the recent inspection.

(a.) In the privies of private houses at some stations trucks have been used, on which galvanized buckets were placed to receive excreta. As these trucks wear

*Proceedings of the Madras Government, Public Works Department,
23rd November 1867.*

out, or become useless, I would not recommend their renewal. A deep saucer-shaped vessel, of zinc or galvanized iron, placed under the seat of each privy, and sufficiently large to fill the space below the seat, will be all that is necessary, equally efficient, and more economical than the present arrangement.



*No. 49. A Galvanized Swing
Water Carriers for Garden use*

(b.) At all the stations barrows are required to remove offal and ordure from the privies and compounds, generally, to the manure-pits, and for this purpose I beg to recommend barrows of the kind represented in the margin.

(c.) At Jollarapett, Mr. Read, the Locomotive Foreman, informed me that he had levied a small tax on the occupants of huts in the locomotive village, in order to meet the expense of the toties, and I venture to recommend not only that the Locomotive, but also the Traffic Department, in all the principal stations, should be requested to make similar recoveries for the same purpose, with the view of meeting the increased expenditure which present conservancy arrangements entail upon the Company.

(d.) In some stations the earth-boxes are getting out of order, and, instead of repairing or renewing them as they become useless, I think it will be a better plan to build a curved ledge, about a foot high, at the corner of each latrine, so as to cut off a space of about 3 square feet to serve as an earth receptacle.

(True Copy.)

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

1. Submitted to Government.
2. The attention of the Railway authorities has been already called to the excessive growth of prickly-pear, and to the disorderly state of the huts at Arconum; and from a communication received from the Agent, I learn that instructions have been issued to eradicate the prickly-pear, and to lay out suitable lines in regular order, in place of the huts referred to.
3. In regard to the Chuttrum at Tirupetty, the Collector of North Arcot will, in due course, report the result of the measures he has been authorized in G. O. No. 3,180, dated 14th October 1867, in Public Works Department, No. 2,389, dated the 10th October 1867, to take towards inducing the proprietor to carry out the necessary sanitary improvements.
4. The suggestion to use barrows for the removal of ordure is good, and the Agent might be authorized to make up a number, according to the sketch given, or in any way which he may consider better adapted, for use at the several stations.

*Proceedings of the Madras Government, Public Works Department,
23rd November 1867.*

5. The Agent has directed the attention of the Chief Engineer, Locomotive Superintendent, and Traffic Manager, to Dr. vanSomeren's remarks, generally.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 502.

ORDER THEREON, 23rd November 1867, No. 3,632.

RAILWAY, No. 39.

Ordered to be recorded.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

to the Consulting Engineer for Railways.
Revenue Department.

Exd. F. B. Bantleman.

Rev = 1867. Oct 14th
to of you from Dec
N^o. 3246.

Proceedings of the
P. M. Office

Dated 23rd 3rd 1867
Received 29th 1867.
N^o. 3032.

According to the
amount of Cause by & by
from and by with hands
Cause by & by
last had by & by
the return to the
Station on the
Cause by & by
Review of the

Committed to the
Severance Board.

N^o. 2880

4th Dec 73

16 copies of the above with On On 30 36 32 Dec 12 4

Rev. of Rev. Dec 10 1867
date 11/12/1867

1850-51

With Order
N^o. 2880 4 Dec