M.R.O. 14–5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 374 — Press / ~~Mis.~~

177-178

Dated 14 – 2 – 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 14th February 1867.

No. 177. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating paragraphs 6 and 7 of letter from Collector of North Arcot, requesting Government to re-consider their decision with respect to the rate fixed on the building lots at Arconum. } (Here enter 25th January 1867, No. 251.)

No. 178. ORDER THEREON, 14th February 1867, No. 374.

Miscellaneous.

1. The Government are not at present disposed to reduce the rate of Rupees 5 per acre, annual assessment, fixed for calculating the upset price at twenty-five years' purchase of the assessment, for the sale of the building sites at the Arconum Junction Station.

2. The rate was purposely fixed high in order to discourage large speculative purchases by mere land jobbers.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Collector of North Arcot.
,, the Board of Revenue.
,, the Public Works Department.

Exd. S. T. Augustin.

No. 567. Read the following Endorsement of the Deputy Consulting Engineer for Railways, dated Madras, 15th November 1866, No. 439 :—

Read the following letter from the Consulting Physician, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Royapooram, 7th November 1866, No. 160.

1. Having set out on Monday, the 15th October, on my half-yearly Sanitary Inspection of Stations on the Lines of the Madras Railway Company, I returned to Madras on the 26th of that month, and proceed to report the results of my inspection.

2. On the South-West Line the condition of most of the stations, in all their parts, was clean and creditable. There were some exceptions to this general statement, which I have brought to the notice of the Traffic Manager, but one demands special remark here, and that is Jollarapett, as a Junction Station, and one therefore in which the traffic must be considerable. I am aware that difficulties in the way of carrying out sanitary arrangements must be many and great, but still they are not insuperable. Permit me to point to Coimbatore as a place where almost equally great difficulties have been overcome, and its present state furnishes a strikingly favorable contrast to what that state was two years ago. The inequalities of surface within the Company's premises, mounds here and pits there in the neighbourhood of the Drivers' and other servants' bungalows, as well as near the Locomotive Workshops and sheds, heaps of scoriæ from the engines, and defective drainage of the Station, overcrowding of the fireman's bungalow, and faulty conservancy arrangements generally, combine to render Jollarapett about the worst and most unpleasant station on the line. I inspected it both on the 19th October on my journey westwards, and again on the 24th October, when I was accompanied by Mr. Bliss, Head Assistant to the Salem Collector, in Tripatore, and on both occasions I found the condition of the necessaries themselves most filthy, and that of their neighbourhoods polluted and pestiferous. The air, as it blew upon us in some parts of the premises, was offensive to a degree, because contaminated with emanations from ordure deposited under cover of the mounds and pits, which abound in all directions. In one of the latrines refuse from engine furnaces was used as a substitute, and necessarily a most inadequate substitute for earth ; in another asphalte had not been laid down on the floor. In one privy provided with seats, the filthy condition of these led me to suspect that Natives must have used them and not Europeans, for whom the place was from its construction obviously intended, and in and around another the accumulation of weeks, if not months, rendered the place and its vicinity positively sickening ! I beg it may be particularly noted that, in this description, I am referring, not to the places of resort connected with the passengers' station, but to the privies (within the station enclosure) of the different departments, and especially of the Locomotive. And as for the disposal of sewage I was informed that it is all thrown by scavengers behind the several bungalows, just outside the hedge of the old enclosure ! Need I urge that in this state of matters we have a prolific source of danger and disease, and adequate remedies cannot be too soon applied ! Measures should be at once taken to fill up all pits with the material of the present mounds on the two terraces occupied by the station generally. Scoriæ from the engines should be, like sewage, disposed of out of the Station

premises, and sent to a distance. Earth conservancy should be carried out strictly, and a sufficient number of scavengers appointed for the purpose. Not only should the number of these menials be adequate, but discipline be maintained among them. This can be most efficiently done by making them the servants of the Company, instead of allowing them to be the servants of the Company's employés. The Company would then pay them, and recover their pay by the levy of a sufficient charge upon their employés, but the arrangement would bring the whole body of scavengers under one responsible head, who would see that their work is properly done, and visit failures in duty with suitable fines. Men committing nuisances ought to be indicted before the Tahsildar, who (Mr. Bliss informs me) has been directed to attend the Station weekly and dispose summarily of such complaints, and sufficient accommodation should be provided for all servants of the Company. With reference to this last particular, I may mention that in the bungalow of the running firemen, there are four cots, and in the two rooms containing them I was informed as many as fifteen persons have been obliged to pass the night at the same time.

3. On the North-West Line the only place which requires notice in the present report is Tirupetty, and this not with reference to the Railway Station itself, but to the Chuttrum in its neighbourhood, which Government desired me to inspect, I regret being obliged to give an unfavorable account of the place. Whatever may have been the charitable design of the builder, that design is to a great extent marred and frustrated by the shocking condition in which the Chuttrum is kept. Its drainage is most faulty, for its sewage flows through a shallow and narrow open channel towards one corner of the compound, where it overflows and forms a disgusting swamp, while just outside and around the structure, the ground is used as a latrine. The building itself, too, is ill-ventilated. Under these circumstances wayfarers, while finding an asylum at the Chuttrum of Tirupetty, are very likely to find disease as well, and should there be a large assemblage of them there at any one time, that disease may become epidemic, and prove both formidable and fatal. It seems all the more necessary to pay early and earnest heed to these defects, because the number of Chuttrums in the neighbourhood of our Railway Lines is likely to increase. Already there is a large one building near the Bangalore Station, and rumour tells of one about to be erected near Moodoonoor. Government will doubtless deem it important to see not only that the obvious defects of that at Tirupetty are repaired, but also that they are not re-produced and repeated in similar constructions elsewhere. There is also a Pettah springing up rapidly in the neighbourhood of Tirupetty Station, and ere it be too late, means should be taken to have the huts built at suitable distances from each other, and with due regard to the proper perflation of air both between and through them. Neglect of these precautions must interfere with the cleanliness, and consequent healthiness, of the place, and I feel it consequently incumbent on me to bring the subject prominently to notice, both with respect to this Station, and also that of Malloor, on the Bangalore Branch, where a number of huts are being run up, and require supervision and arrangement.

4. On the Bangalore Branch the gentlemen's urinal in the Terminal Station was offensive, partly from defective ventilation, and partly because the fall was insufficient, and fluid stagnated in that place of resort.

Proceedings of the Madras Government, Public Works Department, 27th November 1866.

5. I was sorry to remark generally a neglect of earth-conservancy throughout the several lines. There are earth-boxes and earth in them, but that earth is not utilized, and the object of its provision entirely defeated.

6. In several of the Stations of the western division of the South-West Line, there is an earth-box in only *one* of the latrines, the other is improved, but this want should be supplied.

7. It is with regret I noted the slovenly appearance of some of the Station compounds of the several lines of the Company. Weeds and litter still abound in all directions, and of course constitute cover for garbage and vermin.

8. One more observation demands notice. In many Stations the retiring rooms were kept closed, and the commodes within them were closed also. These latter, when clean, should invariably be kept uncovered, and the former ought, when unoccupied, to have their doors and windows thrown wide open. A shut door is generally suspicious, and suggestive of a desire for concealment of something which had better not be seen, but whether such suspicion be just or not, the practice of closing chambers renders them musty and more or less offensive, and should be discouraged in every way.

9. During my recent tour, all Stations but those of Cudumbatoor, Chinnamapett, and Mailputty were inspected.

(True Copy.)
(Signed) W. G. SMART,
Acting Agent and Manager.

---

1. Submitted for the information of Government.

2. The Acting Agent and Manager has drawn the attention of the Acting Chief Engineer and Traffic Manager to the several points noticed by Dr. vanSomeren. With reference to the remarks upon the condition of the Jollarapett Station compound, I may mention that an estimate amounting to Rupees 7,097 was sanctioned on the 26th September last, on account of sanitary arrangements. Of which sum Rupees 4,503 are for levelling the compound.

3. Adverting to paragraph 4 of G. O. dated the 6th August last, No. 2,475, Dr. vanSomeren reports upon the Chuttrum at the Tirupetty Station.

4. An extract from the report has been communicated to the Collector of North Arcot, and the Commissioner of Mysore has been furnished with a copy of the portion of the report that refers to the huts which are being built at the Maloor Station on the Bangalore Branch.

(Signed) H. N. D. PRENDERGAST, Major, V. C., R. E.,
Deputy Consulting Engineer for Railways.

No. 568. ORDER THEREON, 27th November 1866, No. 3,767.

RAILWAY, No. 45.

1. The Government hope that active measures are being adopted by the Railway authorities for the removal of the nuisances which are brought to notice in paragraphs 2, 4, and 7 of the Consulting Physician's Report.

2. Dr. vanSomeren will be requested to make a special inspection of the Jollarapett Station two months hence, say by the end of January next, and to report what has been done towards remedying the nuisances pointed out by him.

3. Adverting to paragraph 3, the Government desire to be informed of the action which has been taken by the Collector of North Arcot for enforcing the improvement of the ventilation and drainage of the Chuttrum at Tirupetty, and for the prevention of the nuisances which are now committed within its compound and in its immediate vicinity. Mr. Robinson's particular attention is drawn to Dr. vanSomeren's remarks regarding the points to be kept in view in the erection of huts in the neighbourhood of the Tirupetty Station.

4. Stringent orders should be issued for a strict adherence to the dry earth system of conservancy at all the Stations of the Madras Railway.

5. The suggestion in paragraph 8 should be at once attended to.

(True Extract.)

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

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

No. 511. Read the following letter from the Magistrate of North Arcot, to the Chief Secretary to Government, Fort Saint George, dated Stripurushamangalam, Wandawash Talook, 9th January 1867, No. 2 :—

Dated 27th November 1866, No. 3,767, Public Works Department.

1. I have the honor, with reference to the Proceedings noted in the margin, to report that, for months past, I have been endeavouring to bring building operations and the conservancy of the Chuttrum at the Ranegunta (Tirpatti Railway Station) under closer control. Several reports, with sketches of the ground, had already, on my requisition, been submitted by the Deputy Collector in charge of the Division and the Range Officer, but as I had an early visit to the spot in contemplation, I deferred taking any definite action on these papers until I could satisfy myself, from personal inspection, what was the best mode of laying out the ground, and dealing with the evils complained of, in and around the Choultry.

2. This I was able to do in the early part of December last, when the building blocks and streets were all staked off, and are now being laid down in a plan of the ground, which I hope shortly to submit, with my proposition, for the consideration and orders of Government.

3. I may now state generally, that I propose to deal with the building lots for the new Petta at Ranegunta, on the same principles which are to regulate similar arrangements at the Arconum Junction Station.

4. In order the better to control operations at Ranegunta, I have resumed, with the consent of the parties, certain parcels of ground which had been given on Puttah by the local officers, but which are now required for the purpose of giving compactness and regularity to the new Petta, as now being laid down in the plan.

5. To carry out the programme in detail, several huts and other obstructions must be removed, and for these compensation will have to be paid to the owners. The amount thus payable as compensation (which will be trifling) I would propose, in the first instance, to advance from Local Funds, to be re-placed hereafter from the proceeds realized by the sale of the ground under the Freehold rules.

6. As the arrangements which have been adopted for Arconum may very properly be made applicable to Ranegunta, it will not be out of place, if I respectfully ask Government to re-consider their decision with respect to the rate (Rupees 5 per acre) fixed on the building lots at the former place. I would earnestly recommend, that both at Arconum and Ranegunta, an uniform rate of Rupees 2 per acre should be adopted. The high rate at Arconum has already seriously impeded private speculation, and no one would come forward to compete, when an attempt was made, after the fullest previous publicity, to dispose of the plateau at that place lying north of the Railway Station on the present terms. At neither place is the land intrinsically worth more than from Rupee 1 to 1½ per acre, and at the rate I propose (Rupees 2 per acre) Government would get its full dues, and the rapid development of both these new settlements be infinitely facilitated. If Government is pleased to accede to this recommendation, I would propose that all settlers who have already built, or otherwise appropriated any building lots at either place,

should be required to pay for such a proportionate average of the prices obtained for unoccupied land over and above the upset price, which would (if my rate be accepted) be Rupees 2 per acre.

7. I respectfully solicit the early orders of Government in regard to the reduction of the rate at Arconum, as, on the present terms, building operations have come to a stand still. If it be objected, that land at Arconum is prospectively more valuable with reference to its central position to three lines of Railway than at Ranegunta, I would answer, that the cost of all building materials there will be infinitely greater than at the latter named place, which adjoins some of our best forest tracts. Arconum, on the other hand, lies in the middle of a vast plain, where there is no timber of any kind, except palmyra, and that small in size, and not very plentiful.

8. As regards the Choultry at Ranegunta, the difficulties which present themselves are considerable. The owner has expended from first to last some Rs. 6,000 in its erection, and neither is the building itself nor the premises in any respect complete. Neither Appacooty Pillay, the owner, nor any of his representatives attended on the occasion of my visit, and from all I could learn they are not a little disheartened at the trouble and expense into which their charitable efforts thus far have brought them.

9. They say, as is perhaps true enough, that the accommodation provided is far superior to what is to be found in the vast majority of chuttrums with endowments of Government land, and that any more airy plan of building would be utterly distasteful to the native travellers who frequent such places. The ordinary plan of native chuttrum may not fulfil the European standard of ventilation, but if the construction of such places of accommodation at Railway Stations is to be left at all to private charity, any interference of Government in this direction would probably be fatal to the undertaking. In saying this, I would not be understood to defend the present state of the new chuttrum and premises at Ranegunta. The sanitary arrangements are most defective, and the building itself has not yet been finished off even on its own plan. In the absence of any of the representatives, (who are said to be either unable or unwilling to spend more money on the building,) it is very difficult to come to any understanding on the subject of these improvements, but, in the meantime, the Range Officer is preparing a specification of further requirements. This, when ready, will be forwarded to the proprietor, with a request that he will at once declare what he can and will do towards providing for them. The result of these overtures will then be communicated to Government.

10. As the place has for some months past been declared to be within the operation of the Police Act, and a part of the Constabulary located at Kirkambadi has been recently transferred to it, a fair degree of cleanliness and comfort should, meanwhile, if the Police do their duty, be easily maintainable.

No. 512. ORDER THEREON, 25th January 1867, No. 251.

CIVIL WORKS, No. 101.

1. Paragraphs 6 and 7 of this letter will be referred to the Revenue Department for consideration, with reference to the Orders in that Department No. 1,092, dated 8th May 1866.

Proceedings of the Madras Government, Public Works Department,
25th January 1867.

2. The Government will await the receipt of a further report from the Collector on the subject of the Chuttrum at Tirupetty.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Revenue Department.
" Consulting Engineer for Railways.
" Collector of North Arcot.

Exd. S. T. Augustin.

Pro 8 May/66 A 145-6

11-3-90 ✓

Rec = 1867 - Oct.
Pro of Grant for February
No. 266.

Proceedings in the
Ct. Dr. Office —

Dated 25th. May
Received 28th. 1867.
No. 284.

Fee £1 ✓

Commencing paras 6 & 7 of letter from Capt. of North Arm Col requesting Govt. to re-consider their decision with respect to the rate fixed on the building lots at Arconnum —

A. 1774 + 178

Colonial 17.2.67.
Not granted as per annexed memo.
appears.

No. 874.

The Govt. are not prepared to recommend to the Secretary of State for the Colonies any annual assessment fixed for calculating the interest upon the 25 years purchase money for the sale of the building sites at the Arconnum Junction Station.

The sites are already fixed high in order to discourage large speculations in purchases by mere land jobbers.

1 — Lt. Col. R. Lamb Deputy
11 " Lieut.
21 Public Works Officers

14th July 67.

No. 376-14th July

L