(1) பக்கங்களின் எண்ணிக்கை 46
(2) புதுக்கித் திருப்பிய நாள் 12/85
(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

138

தமிழ்நாடு அரசு

PWD துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	169	அச்சகம் பலவகை
நாள் :	19.1.1891	~~198~~ .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

23 sheets

ஆவண. கா-1—18,006—15-6-87.

(5)

19th January 1891, No. 169 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following papers :—

From H. IRWIN, Esq., C.I.E., Consulting Architect to the Government of Madras, to the Chief Engineer, Public Works Department, dated Chepâk, 13th November 1890, No. 2501.

With reference to your memorandum No. 4244 C., dated 18th October 1890, I have the honor to state that, in case of fires, the two fire-engines in charge of this department will require not less than sixteen men to work each of them. I do not, however, think it necessary that this number of men should be employed permanently, but that four men be engaged who should be taught the use of the engines and made acquainted with the position of the hydrants, &c., two of them being on duty day and night, and, in case of necessity, the additional men employed for the occasion. The four men should assist in cleaning and taking care of the engines and be present at the monthly inspection of the Ordnance overseer. Their services may also be utilised in watering the grass plots with the engines, so that they may be always in a state of preparedness for emergencies.

2. I presume that it is not the intention of Government to revive the system of night watchmen abolished in G.O., No. 1739 W., dated 1st July 1889. If this is intended, eight men would be required as before, four for the Public Works Department and four for the Revenue Board offices in addition to the four men specially required for the fire-engines.

3. On receiving further orders an application for the establishment with the rules for guidance will be submitted.

4. In connection with this subject I may state that the present fire-engine shed is very inconveniently situated and is barely sufficient to contain the two engines with their appurtenances. Instead of erecting a new building I beg to suggest that the cricket pavilion, which is to be abandoned, may be purchased at a reasonable cost from the committee, the wooden structure entirely removed and the masonry portion can be well adapted with a little expense for housing the engines and other garden implements, for which room is much wanted. I think the situation of it is convenient, being nearer the Revenue Board buildings and the Senate House than if situated at the south of the Public Works Department buildings as at present.

From H. IRWIN, Esq., C.I.E., Consulting Architect to the Government of Madras, to the Chief Engineer, Public Works Department, dated Chepâk, 25th November 1890, No. 2589.

In reply to your memorandum No. 4753 C., dated the 19th instant, I have the honor to state that a fire-engine is kept in the new police station built on the road to the Chepâk park, which is about 1,100 yards, while the cricket pavilion is about 400 yards only, in both cases the measurements being taken from these places to the College of Engineering.

2. I do not consider it absolutely necessary for the fire-engines to be kept at the Chepâk park, as the new police station is not far off, but there is a considerable

difference in favor of the pavilion which in case of emergency would be a great advantage; besides there would be three engines available instead of one.

3. I enclose a plan of the cricket pavilion, showing how I propose to utilise it; should it not even be required for the engines, I consider that it will be very useful for keeping stores, implements for repairs to buildings, garden implements, &c., for which accommodation is required.

4. The following is the approximate cost—

	RS.
(*a*) The cost of the pavilion as it stands is worth to Government I consider not more than	1,500
(*b*) Fitting it up for the fire-engines and gear	200
(*c*) Value of materials to be sold after alteration	500
(*d*) The space required for the fire-engines alone is 30′ × 16′ = 480 square feet, the cost of which will amount to	1,200
(This, if built, should be placed on the east side of the canal in close proximity to the Revenue Board bridge as the most convenient position.)	
(*e*) The existing engine house may be converted into a coach house (*vide* G.O., No. 2897 W., dated 3rd November 1890); the amount saved in this direction will be	250

The relative cost of the proposals will stand as follows:—

	RS.
1. Adapting the cricket pavilion (1,500*a* + 200*b*) — (500*c* + 250*e*) = ...	950
2. Building a new engine house (1,200*d* — 250*e*) = ...	950

ORDER—dated 19th January 1891, No. 169 W., Public Works.

The Government considers that greater protection against fire is required for the Chepâk offices than is afforded by the two manual fire-engines now kept in the Public Works offices and directs that immediate measures be taken to procure a steam fire-engine of suitable capacity.

2. Pending the receipt of this fire-engine, the proposals of the Consulting Architect in para. 1 of his letter No. 2501 of 13th November 1890 are approved as a temporary measure, and the necessary proposition statement should be submitted at an early date.

3. The Government does not approve the proposal to purchase the existing Cricket Club pavilion for use as a fire-engine shed and directs that an estimate be submitted for the construction of a new building for this purpose on the piece of ground to the east of the floating latrine.

(True Extract.)

Major, R.E.,
Under-Secy. to Govt., P.W.D.

To the Consulting Architect to Government.
„ Superintending Engineer, V Circle.
„ Examiner, Public Works Accounts.
„ Revenue Department.

Exd. A. D. Xavier.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated January, 19th.

Recd. *Encl.*

G.O., 19th Jan. 1891, No. 169 W.

JANUARY.

Steam Fire-engine for the Chepak Offices

Passing orders regarding the provision of a —.

169

I do not approve the suggested Draft. The Consulting Architect points out that 2 men will be required in the case [illegible] to work the engine. The Govt. fire engines at Chepauk [illegible] a permanent [illegible] to keep up men as [illegible] to look after them. I leave the ~~[illegible]~~ question of the Steam engine at the new Police Station ~~in~~ Govt. House compound out of consideration in dealing with the question now raised. I am decidedly of opinion that the 2 Govt. hand engines at Chepauk are quite useless for putting out a fire — & that if a fire occurs, unless there is a steam fire engine available, there would be a serious catastrophe. There is undoubtedly less risk of fire here than at Simla, but I doubt whether there is greater reason for [illegible] than there is more woodwork in the Simla offices than in ours here. They are entirely not fireproof & [illegible] structures.

Note

With reference to the notes of the Honourable the Governor and the Hon'ble Mr. Bliss, the undersigned has the honor to observe that the scope of the question under reference appears to have been somewhat misunderstood.

2. The papers submitted had reference solely to the arrangements proposed for the protection of the building at Chepauk, and for these the undersigned submits that the three existing manual fire engines, two (belonging to Govt. at Chepauk) and a third (belonging to the Municipality) at the new Police Station, are likely to be sufficient.

3. There is no analogy between these buildings,

& 3 solidly

solidly built and with very little combustible material in their composition, and those at Simla, into the construction of which wood enters largely and where fires are much more freely used.

4. The smallest useful size of steam fire engine with its accessories would cost about £ 600, and require for its management the permanent employment of two skilled attendants, while for the class of fire which is likely to occur in the Chepauk offices it would be really no more efficient than the small manual fire engines already provided.

5. The remarks of the Hon'ble Mr. Bliss bear reference to the protection of the city at large; in these remarks the undersigned entirely concurs, but submits that the subject is one beyond the province of this department; and should be dealt with in the Local and Municipal Department, if by Govt. at all.

6. The enclosed disposal is suggested.

W.
B. 12

---

thinks that the Consulting Architect [illegible] that they are so [illegible] solidly built — [illegible]

I am sure few Offices — buildings. I have much more [illegible] in [illegible] than the [illegible] of this Revd. Bd. Offices &c; is [illegible] with [illegible] whether [illegible], belonging to the Revd. Survey — [illegible] [illegible] I propose to locate the old fire Engine shed.

I consider that [illegible] at our [illegible] the [illegible] of Water for a steam fire Engine of the best pattern & of about the same size as ~~that sent out~~ for Simla — or ~~[illegible]~~ It costs £600 or 1600 £ — & that on its arrival the 2 Govt. hand Engines should be moved into Fort St. George, where, if worked by relays of English Artizans, they might be of some use in case of a fire!

The [illegible] should be permanently entertained to look after the ~~[illegible]~~ [illegible] Engine & if the employment of ~~[illegible]~~ night watchmen is sanctioned for the Revd. Offs. & D.P.W. Office buildings, these men should be [illegible] in helping to lay down the hoses, fix them, light the engine fire — fill the boiler &c — as they will be [illegible] in case of a fire at the Offices.

There need be no horses kept for this engine up to now but it should be always about. [illegible] to supplement the [illegible] kept at the Municipal Engine [illegible] & Police Stations &c: should also be a steam one — & to [illegible] &c: horses should always be kept ready at the Station [illegible] is a diff[illegible] [illegible]; the question of the [illegible] [illegible] 3 of the [illegible] [illegible] is [illegible] — [illegible] The purchase of the [illegible] [illegible] as a [illegible] [illegible] will depend on [illegible] the M. C. [illegible] [illegible] are willing to give it up for that purpose —

I don't agree with the Con: Archt. in thinking that 16 natives could work 2 hand engines. They might work one for 5 minutes or half an hour, but they would not have the strength to pump the water to a height of [illegible] or 50 feet. This was seen at the late fire at the Harbour Trust Office. On the [illegible] hand [illegible]

164

Ex 4

Fire engines are [illegible] independent of relays of coolies & can throw water to a great height.

7/12/90

Fire engines [illegible]

10 DEC 90

C. S. 10·XII·90

Con. 13·XII·90

169

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Cons. Architect to Govt. — H. No. 2501 dt 13th Novr 1890

From do. do. — " No. 2589 dt 25th Novr 1890.

I think it would be a good thing to get a steam fire engine but I don't understand the Hon. the Govt's remark that no horses need be kept to move the engine about. How is it to be got to the scene of a fire?

I don't like the purchase of the old pavilion, and should prefer the erection of a new shed for the fire engine at the back of the P.W. Offices. The Madras Cricket Club have got quite enough out of Govt. under G.O. 17 Nov 90 No. 3066.

W.S.

My remark about horses not being needed for this steam fire-engine was intended to apply to it if needed for putting out a fire at Chepauk.

The Government considers that greater protection against fire is required for the Chepauk Offices than is afforded by the two manual fire engines now kept in the P.W. Offices, and directs that immediate measures be taken to procure a steam fire engine of suitable capacity.

2 Pending the receipt of this fire engine the proposals of the Consulting Architect in para 1 of his letter No. 2501 of 13th November 1890 are

are approved as a temporary measure, and the necessary proposition statement should be submitted at an early date.

3. The Govt. approves of the purchase of the existing cricket pavilion for conversion into an engine shed, provided the Committee of the Madras Cricket Club are willing to sell it for the sum of Rs. 1500/.

20.12

only. It w^d. be so close to the buildings that it w^d. be used and the whole distance is merely by means of a line. If in case of it is wanted for a fire in any part of the city it must be drawn there by horses – which w^d. have to be supplied by the Police – who w^d. have to keep ~~some~~ two horses at the Police station at Govt. House, to harness these steam fire engine when they gallop – & some of these horses w^d. be used for moving the Chepauk engine. Long [illegible] that this engine w^d. be required a special house of its own. I also prefer a new building for storing the engine in, to buying the old cricket pavilion.

J.H.G.
30/12

I agree

J.G.
3/1

Revise the draft acc^g.

U.G.S.

To
The Consg. Architect to Govt.
S. S. IV Circle.

169

Note

The accompanying revised draft has been prepared from orders given in Council last Thursday.

2 It is proposed to indent for a No. 2 patent equilibrium pattern engine as described at page 45 of the accompanying catalogue with the accessories described at page 46, and with a hand hose reel as illustrated on page 79 -

3. The total cost will be about £800 or with freight to Madras about £900. One of the smaller sizes (A. B. or No. 1) would be rather cheaper, but they are not so efficient, and if a steam fire engine

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is

is used at all it is better
to get a fairly powerful
one.

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W.
20.xi

~~[illegible]~~
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

Again to [illegible]
Notes

[illegible]

Ent: 20.XI.90
R 5.1.91
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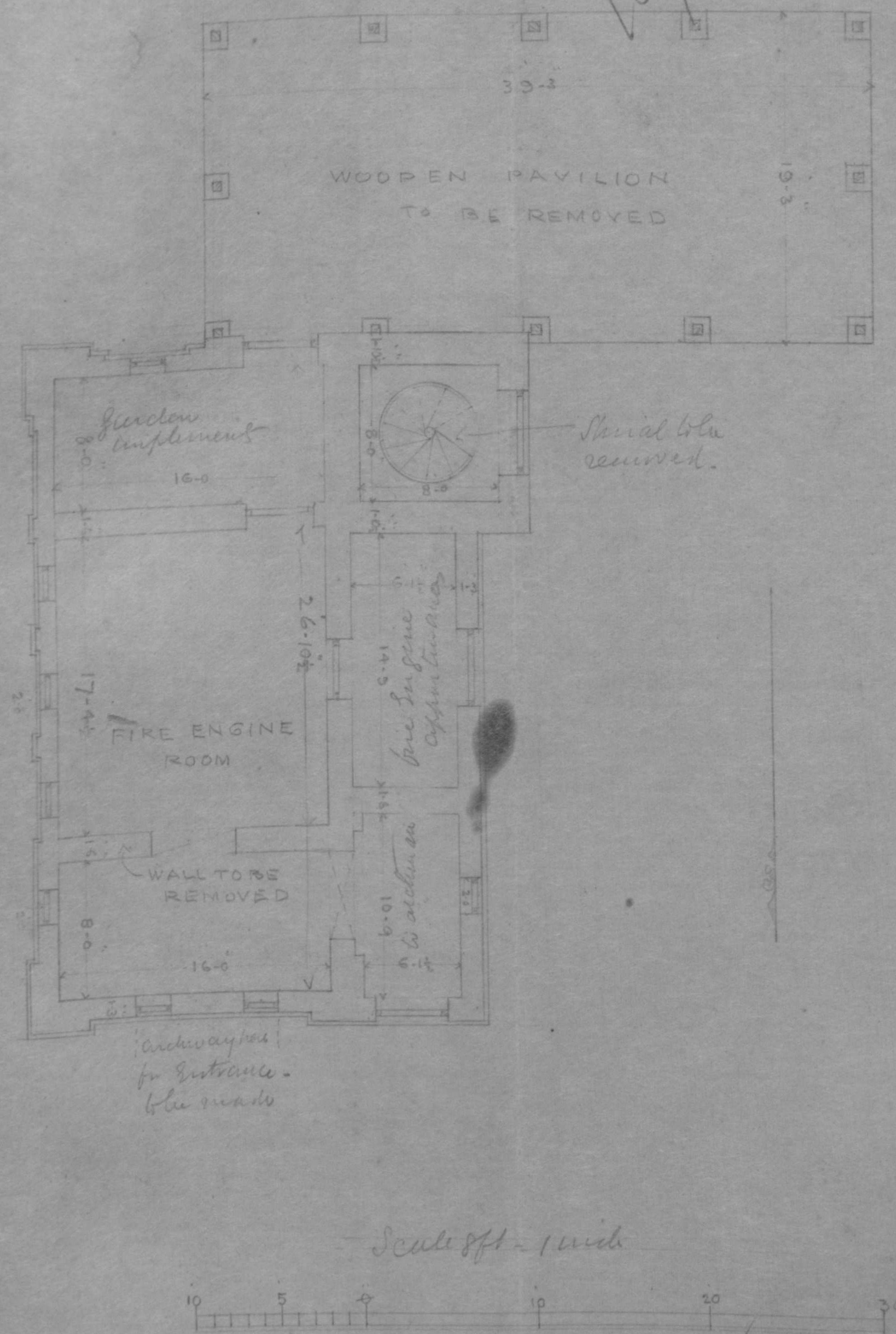
R 7.1.91

Plan of the Cricket Pavilion — [illegible]

169



Scale 8ft = 1 inch

Henry Irwin
Consg Archt to Govt

& latrine - 8

The

P/1
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02 / 5Hw a1

169

PUBLIC WORKS DEPARTMENT

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Consg. Architect to Govt: No. 2501 d/ 13th November 1890.

From the Consulting Architect to Govt. No. 2589 d/ 25th November 1890.

The proposals in para 1 of the Consulting Architect's letter of the 13 Novr: 1890 are approved, and the necessary proposition statement should be submitted at an early date.

2. The Government does not approve of the proposal to purchase the existing Cricket Club pavilion for use as a fire engine shed, and an estimate will be submitted for the construction of a new building for this purpose, on the piece of ground to the East of the floating latrine.

The

3. The question of the provision of additional means for the protection of the city in general against fire, will be considered in the Local and Municipal department.

10.12

To The Consg. Architect to Govt.
" Local & Munl. Deptt.
with copies of minutes by the Hon. the Governor & the Hon'ble Bliss.

169

P. W. DEPARTMENT.

READ the following:—

Letter from the Consg. Archt. to Govt. H.S. No. 2501 d/ 13 Nov. 1890
———— Do ———— No. 2589 d/ 25 Nov. 1890

FOR ORDERS.

With reference to instructions given in Council on the 18th instant.

For the reasons given by the Consulting Architect the undersigned thinks it would not be advisable to give up the fire engines now kept at Chepâk and depend upon the one belonging to the Police Station.

With regard to the place where the engines should be kept, there are three alternatives

Apparently there are 2 fire engines — both worked by hand-power — one at the D.P.W. office Chepauk & the other at the new Police ~~Office~~ Station behind Govt. House. I consider that both of them be disposed of (if they are Govt. property) as worn-out machines & their places taken by 2 new steam fire-engines of the [illegible] [illegible] for the protection of ~~State~~ the public buildings at [illegible].

The best place to house the new fire engines at

(a) To leave them where they are

(b) To utilise the present cricket pavilion

(c) To construct a new shed on the east side of the Canal near the Revenue Board office.

(a) is objectionable on account of want of space and inconvenient situation.

The only objection to (b) is that the appearance of the grounds would probably be improved by the entire removal of the present pavilion, but this objection is much less important than those which attach to the construction of a new shed anywhere between the Canal and the existing buildings.

The cost of (b) and (c) is practically the same

Chepauk is on the piece of ground to the east of the Printing Office. I do not approve of buying the cricket pavilion & placing the engines ~~it~~ there. –

J. H. G.

3/12/90

Circ: to the Hon. Mr. Bliss

I entirely agree as to the necessity of obtaining some steam fire engines – I have long been of opinion that the want of them would some day lead to a lamentable catastrophe – given a strong wind and fires simultaneously breaking out in Black Town and Triplicane, and there is no reason why half of each of these towns should not be reduced to ashes before the conflagration could be stopped. Of course the Municipality should provide proper appliances for the extinction of fire, but ~~they~~ it has not the money to do so, nor is it likely to have. If therefore anything is to be done it must be done by ~~the~~ Govt. – The cost will be heavy if the arrangements are to be efficient.

I had an opportunity in 188 of thoroughly inspecting the arrangements in Calcutta, which seemed to me excellent. They have 4 steam fire engines, there all kept at the Police Commr's Office in the centre of the town. One of these engines is always kept in steam by means of a ~~[illegible]~~ small fixed boiler connected with the engine by a moveable pipe – In the yard ~~[illegible]~~ the horses of the European Insprs &c of the force are stabled and harness is always ready. The first engine can therefore always be got out, whether by day or night, in about 3½ minutes, with a pressure of about 10 lbs of steam in the boiler, which, as the engine fire is ready laid & is lighted the moment the alarm is given, has risen to 80 or 100 lbs by the time the burning building is reached. The moment one engine is sent out another is attached to the stationary boiler & steam raised to 10 lbs so that if a second steamer is required at the fire one is ready at once. This is a comparatively cheap system. Calcutta covers a small area and the horses cost practically nothing as they have to be kept for other purposes. Housing the engines will be no difficulty. We ought to have three at least, I think; one at the Custom House; one at the new Police Station at Triplicane; and one at Chepauk. The Fort also requires protection, but plenty of strong arms are there available, so that a better use can be made of hand engines there than in any other part of the City, and a steamer may there be

and on the whole the undersigned thinks (b) will be the best, assuming that the cricket club Committee are willing (as they probably will be) to accept Rs1500 for the present pavilion.

In the first of the two letters sent up herewith the Consulting Architect recommends the permanent employment of four men to keep the Engines in order, and be ready to work them when required, the additional men (14 for each engine) required for actual working being engaged when wanted.

These proposals appear sound, and it is recommended that they be sanctioned.

The subject of para 2 of the Consg. Architect's letter of the 13th instant has been referred to the Revenue department, but is independent of the questions now under consideration

D

W 28.11

dispensed with.

As for horsing the engines, the Comr. of Police has quite enough horses, but, if they are all kept up at his office at Egmore, they are not in the right places for the required purpose. But he might be able to make different arrangements. I would suggest that he be told that Govt. proposes to purchase so many steam fire engines, and asked if he can suggest any arrangement for using the Police horses to draw them to the site of fires.

H.S.
5.12/90

[illegible] 1.90 [illegible] 6/12 R6.4.11

FOR ORDERS.

Draft G. O. 11306

S. Atkins 10.4.11

The proposals in para 1 of the C. E.'s letter are approved, and the necessary proposition statement should be submitted at an early date.

The Govt. also [illegible] approve of the proposal to purchase the existing Cricket Club pavilion for use as a [illegible] and general [illegible] will be submitted estimates for the construction of a new building for this purpose, on the [illegible] of funds to the credit of the floating balance —

The question of the provision of additional means for the protection of the city in general against fire, will be considered in the L. & M. D. -

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ffice of the Consulting Architect to Govt.,
Chepauk, Madras.

letter of the 13th instant

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Office of the Consulting Architect to Govt.,
Chepauk, Madras.

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letter of the 13th instant

submitted at an early date.

The Presidt. approves of the purchase of the existing cricket pavilion for conversion into an engine shed, provided the Committee of the Madras Cricket Club are willing to sell it for the sum of Rs 1,500.

S 15.12

× so efficient, and if a steam fire engine is used at all it is better to get a fairly powerful one.

S 17/12

Note

The accompanying indent draft has been prepared from orders given in Council proceedings.

It is proposed to indent for a No 2 patent equilibrium pattern engine, as ~~detailed in~~ described at page 45 of the accompanying catalogue with the accessories described at page 46, and with a hand hose reel as illustrated on page 79.

The total cost will be about £800 or with freight to Madras about £900. One of the smaller sizes (No. 3 or No. 1) would be rather cheaper but they are not ×

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Office of the Consulting Architect to Govt.,

AJ17

letter of the 13th instant

HM

12084

W

For orders –

When the papers recorded in G.O. No 3066 W of 13.11.90 were under consideration, G.O. No 2721 W of 29.10.79 was not in the file – It has now been obtained from the General records & put up.

If the ~~words~~ sentence "When the old cricket ground was cut through" to "existing building" be expunged the order will perhaps hold good, inasmuch as the present pavilion was rendered useless by the change of ground involved by cutting the canal.

Ch
19.12.90

Note

169

With reference to the notes of the Hon. the Governor & the Hon. Mr Bliss the undersigned has the honour to observe that the scope of the question under reference appears to have been somewhat misunderstood –

The papers submitted and reference notes arguments pertinent further to the protection of the buildings in Chepauk, and for them the undersigned submits that the three existing municipal fire engines, two (belonging to Government at Chepauk) and a third (belonging to the Municipality) at the new police station, are likely to be sufficient –

There is no [illegible]

149 19

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ffice of the Consulting Architect to Govt.,
Chepauk, Madra

may

17

watering

letter of the 13th instant

between these buildings, solidly built and with very little combustible material in their composition, and those at Simla, into the construction of which wood enters largely and where fires are much more freely used.

The smallest useful size of steam fire engine with its accessories would cost about £600, and require for its management the permanent employment of two skilled attendants, while for the kind of fire which is likely to occur in the Chepauk Offices it would ~~not~~ be really no more efficient than the three manual fire engines already provided.

The remarks of the Hon. Mr. [illegible] [illegible]

ffice of the Consulting Architect to Govt.,
Chepauk, Madra

letter of the 13th instant

of the city at large

in these remarks the meteorologist entirely concurs, but submits that the subject is one beyond the purview of this department, and should be dealt with in the ~~Municipality~~ Local and Municipal Dept, if by Government at all —

The enclosed draft is suggested —

8.12

Office of the Consulting Architect to Govt.,
Chepauk, Madras

watering

letter of the 13th instant

P. W. D.

Office of the Consulting Architect to Govt.,
Chepauk, Madras,
13th November 1890.

No. 2501

From
Henry Irwin, Esq., C.I.E.,
Consulting Architect
to the Government of Madras,

To
The Chief Engineer
P. W. Department
Madras

Sir,

Enclosures.

With reference to your Memo No 4244 c dated 18th October 1890, I have the honor to state that in case of fires, the two Fire Engines in charge of this Department will require not less than 16 men to work each of them. I do not, however, think it necessary that this number of men should be employed permanently but that four men be engaged who should be taught the use of the Engines and made acquainted with the position of the hydrants &c, two of them being on duty day and night and in case of necessity the additional men employed for the occasion. The four men should assist in cleaning and taking care of the Engines and be present at the monthly inspection of the Ordnance Overseer. Their Services may also be utilised in

AG 17

watering the grass plots with the Engines so that they may be always in a state of preparedness for emergencies.

2 I presume that it is not the intention of Government to revive the system of Night watchmen abolished in G.O. No 1739 W dated 1st July 1889. If this is intended, Eight men would be required as before, 4 for the P.W Department and 4 for the Revenue Board offices in addition to the four men specially required for the Fire Engines.

This question has been refer to the Rev. Dept (Reg 4520 C 24.11.

3 On receiving further orders an application for the establishment with the Rules for guidance will be submitted.

4 In connection with this subject I may state that the present Fire Engine shed is very inconveniently situated and is barely sufficient to contain the two Engines with their appurtenances, instead of erecting a new building I beg to suggest that the cricket pavilion which is to be abandoned may be purchased at a reasonable cost from the Committee, the wooden structure entirely removed and the masonry portion can be well adapted with a little expense for housing the Engines and other garden implements for which room is much wanted. I think the situation of it is convenient, being nearer the Revenue Board buildings and the Senate House, than if situated at the South of the P.W.D. buildings as at present.

169

2 ✓

I have the honor to be
Sir,
Your most obedient Servant
Henry Irwin
Consulting Architect to Govt

3

Public Works Department.

From

THE CONSULTING ARCHITECT
TO THE GOVERNMENT OF MADRAS,

To

THE Chief Engineer
P. W. D.

No. 2501

Dated 13th }
Received 14 } November 1890.

NO. OF ENCLOSURES.

Subject.

Reporting on the Establishment necessary to secure efficient service of the fire Engines at Chepak

Forwarded 14/11

P. W. D.

169

Office of the Consulting Architect to Govt.,
Chepauk, Madras,
25th November 1890.

No. 2589

From
Henry Irwin, Esq., C.I.E.,
Consulting Architect
to the Government of Madras,

To
The Chief Engineer
P. W. Department
Madras

Sir,

1 Enclosures.

In reply to your Memorandum No 4753.C dated the 19th Instant, I have the honor to state that a Fire Engine shed is kept in the new Police station built on the Road to the Chepauk Park, which is about 1100 yards, while the cricket pavilion is about 400 yards only, in both cases the measurments being taken from these places to the College of Engineering.

2 I do not consider it absolutely necessary for the Fire Engines to be kept at the Chepauk Park as the new Police station is not far off, but there is a considerable difference in favour of the Pavilion which in case of Emergency would be a great advantage; besides there would

to 20

be

be three Engines available instead of one || Both ne engines -

3 I enclose a plan of the Cricket pavilion, showing how I propose to utilize it. Should it not even be required for the Engines, I consider that it will be very useful for keeping stores, implements for repairs to buildings, garden implements &c for which accommodation is required.

4. The following is the approximate cost:

(a)	The cost of the Pavilion as it stands is worth to Government I consider not more than	Rs 1500
(b)	Fitting it up for the Three Engines & gear	" 200
(c)	Value of materials to be sold after alteration	" 500
(d)	The space required for the Three Engines alone is 30' x 16' = 480 sq ft. the cost of which will amount to	" 1200
	(This if built should be placed on the East side of the Canal in close proximity to the Revenue Board bridge, as the most convenient position)	
(e)	The existing Engine house may be converted into a Coach house (Vide G.O. No 2897 W dated 3rd November 1890) the amount saved in this direction will be	" 250

The relative cost of the proposals will stand as follows:

1 adapting the Cricket pavilion $(\overset{a}{1500} + \overset{b}{200}) - (\overset{c}{500} + \overset{e}{250}) = 950$

2 building a new Engine house $\overset{d}{1200} - \overset{e}{250} = 950$

I have the honor to be, Sir,
Your most obedient Servant
Henry Irwin
Consulting Architect to Govt.

P.W. Cons 1130

Public Works Department.

From

THE CONSULTING ARCHITECT
TO THE GOVERNMENT OF MADRAS,

To

THE Chief Engineer
P. W. D.

No. 2589

Dated 25th November 1890.
Received

No. OF ENCLOSURES. 1

Subject.

Reporting the relative cost of adapting the Cricket pavilion and building a new Fire Engine house at Chepak

No. 3066 Rev d/ 17.11.90
" 4758 C d/ 19.11.90
" 4244 C d/ 18.10.90
" 4520 C d/ 6.11.90
" 1729 W d/ 1.7.89. (original)

No. 169 W d/ 19th Jany 1891

169

PUBLIC WORKS DEPART

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Consg. Architect to Govt. No. 2501 d/ 13th Novr 1890
From do do " No. 2589 d/ 25th Novr 1890

The Govt. considers that greater protection against fire is required for the Chepak Offices than is afforded by the two manual fire engines now kept in the P.W. Offices, and directs that immediate measures be taken to pro-

steam fire engine

le capacity.

ding the receipt of

engine, the proposals

sulting Architect

1 of his letter No.

November 1890 are

approved

Lws
to Jun

G.H.S.
17/1/91

proved as a temporary
measure, and the necessary
proposition statement should
be submitted at an early
date

3. The Government do
approve the proposal
chase the existing c
Club pavilion for
a fire engine shed,
directs that an esti
be submitted for t
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building for this p
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latrine.

8.1.91

19.1

Cir 9.1.91

Steam fire engine

draft

approval

Issue

169

23

11306.

Govt. of 18 Madras.

PUBLIC WORKS.

19/1/91

Dated

Recd.

Encl.

G.O., 19th Jany 1891. No. 169W.

Steam Fire Engine for the Chepauk offices

Passing orders regarding the provision of a —

95
5

RC 19/1.

33