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**Notes on the Maps of Old Madras preserved
in the Madras Record Office.**

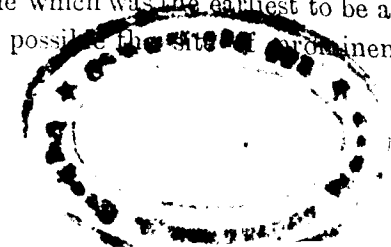
BY

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N. B.—These notes were prepared with the help of the materials collected by Colonel Davison Love and embodied in his monumental work "Vestiges of Old Madras" (Indian Records Series) 3 Vols., (1913); and the books on the history of Madras and of Fort St. George of Talboys Wheeler, Mrs. Penny, Leighton and others and also with the information culled from an examination of the maps and plans preserved in the Madras Record Office. Reference may be made to the author's article, entitled "Historical Stages in the Evolution of Madras", and published in the *Journal* of the Madras Geographical Association. Vol. II., No. 3.

The plans and maps begin in point of time from 1673—when Dr. Fryer visited the settlement, being the first man who has given a definite plan of it—down to 1822, when the City might be regarded as having grown fully into its present dimensions. The first plan is the earliest obtainable. The various stages in the growth of the original Factory House into the White Town and its subsequent enlargement into the present Fort St. George can be traced in these maps and plans. Also the gradual growth of the City, the shifting of the site of the Black Town (now George Town) and the inclusion of suburbs like Triplicane which was the earliest to be acquired, can be discerned. As far as possible the sites of prominent buildings



MAP I.

Fort St. George (1673 A. D.) after Dr. Fryer.

Dr. John Fryer, who was appointed to be the Company's Surgeon at Bombay, reached Madras about the end of July 1673, before proceeding on his return voyage to the Western Presidency. His travels extended to the interior of India and the Persian Gulf and lasted for nearly ten years. In 1691 he published an entertaining account of his travels (*A New Account of East India and Persia*) in which was included a "Conventional Plan of Fort St. George,"—the earliest plan of the settlement available. In this representation reproduced above, the Inner Fort enclosing the

The Inner citadel. Government House was flanked at the four corners by four turrets, each of which was loaded with ten guns; and on the south-east point of the walls, the flagstaff was fixed. "The forms of the Bastions are Square, sending forth curtains fringed with Battlements from one to the other."

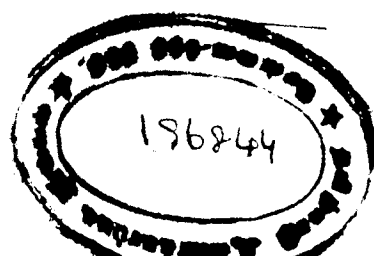
The Governor's House (Factory House) was situated in the middle of the Inner Fort and stood diagonally with the sides of the walls. There were two gates to the Inner Fort, one to the east and the other to the west. The former was approached from the sea-gate (not marked in the map) of the Outer Fort by a path of broad polished stones and was a small one. The western gate was high and surmounted by a dome; and herein was kept the main-guard, the soldiers living in chambers on either side under the wall. These are marked in the plan as Guard Houses.

The White Town enclosed by the Outer Fort was an oblong square, about a quarter of a mile in length from north to south, but much smaller in breadth; and the northern face was in reality a little longer than the southern one. To the north of the Inner Fort were three handsome streets; and there were similarly three others to the south, They were lined with fine houses, surmounted by "battlements and tarras-walk's and adorned with Italian porticos." There was a small chapel (the Capuchin Church of St. Andrew) now vanished, to the north of and close to the Inner Fort. This chapel is marked in the plan. The western face of the Outer Fort

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was in reality no wall at all except what the house-holders had as their garden-walls; and there was only one large battery of guns upon the river, which "first saluted the Banks of Fort St. George on the West." "The eastern wall was pretty high and appeared grand to the shipping in the road. All the walls were hollow within; and on the south side of the Outer Fort there was a ditch to prevent scaling by the enemy.

To the north of the Fort lay the Black Town, immediately adjoining the north curtain, and "only parted from it by a wide *Parrade* which is used as a *Buzzar* or *Mercate-Place*." The Black Town contained numerous streets and had an Exchange, situated in the Market, a Choultry for the administration of justice and a Pagoda (the Old Town Temple in the present High Court Park) now vanished, which was contained in a square stone-wall. The Black Town was surrounded by mud-walls on the north and west sides which were pierced by gates. The two northern gates stood at the southern ends of the present Broadway and Thambu Chetty Streets. The western gate, known as the Armenian Bridge Gate, adjoined a stream which flowed down Broadway and across the Esplanade (now represented only by a drain), being situated west of the present Fort Railway Station. A bridge led from the west gate of the Town across the stream into the Washermen's Town, the present Peddunaickenpetta, where the Company's cloth was washed and bleached prior to export. Large spaces were required for the bleachers and washers who could not remain in the crowded Black Town. Near the north-western corner of the Black Town was the English burying-place, presenting a variety of tombs, walks and sepulchres. The ground was that of the present Law College compound. The tombs were subsequently demolished with a single exception; and many of the tombstones were carried away to pave the yard of St. Mary's Church in the Fort.

A reference to Thomas Pitt's map of Madras (coming next) which contains the buildings and features of the settlement will enable the reader to follow Dr. Fryer's account of the place, which is extracted by Colonel Love in *pp.* 281—285 of the first volume of his *Vestiges*. Fryer's account is the first available description of the Fort and the settlement in the early stages of its somewhat rapid growth.

MAP II.

Madras in 1710—A Plan of Fort St. George and the City of Madras—Surveyed by order of Governor Thomas Pitt.

This is taken from Governor Thomas Pitt's (1698—1709) valuable map of Madras which was probably based on an accurate survey in connection with the production of a plan of the streets and buildings of Peddunaickenpetta for the settlement of the Right and Left Hand Caste disputes of 1707. The map was subsequently engraved in England, entitled "A Prospect of Fort St. George and Plan of the City of Madras, Actually surveyed by order of the late Governor, Thomas Pitt Esquire." The only copy of the engraving known to be extant was discovered in the Bodleian Library; it was made use of by the cartographer, Hermann Moll, and by Thomas Salmon who wrote a valuable description of Madras as it was in the years 1699—1700.

This map is far more trustworthy than Fryer's conventional plan and "displays the true form of Cogan and Day's square bastioned fort (The Inner Fort), and the shape of the White Town." It shows fairly clearly the three streets (Charles Street, Church Street and St. Thomas Street) lying to the south of the Inner Fort in the White Town and also the three streets of the northern portion (*viz.*, Choultry Street, Middle Gate Street and James Street). St. Mary's Church which had been built in the meantime is shown to the south of the Inner Fort (G); and the Portuguese Church to the north is also shown. In the Black Town we find the Great Pagoda in the middle, the English Burying-Place

in the north-west corner (in the present Law College compound) the Armenian Church in the south-west, and the streets of the Moors, the Chettys, etc., besides the Big Bazaar, the Herb Bazaar and the various gates in the walls which had been greatly strengthened since the time of Dr. Fryer. The "Canal of the Pedda" separated Black Town from Peddunaickenpetta, as well as the latter from Muthialpetta lying to the north of former. In the latter we find situated the burial-places of the Armenians and the Portuguese, as well as separate streets for fishermen, Malabars (Tamils) Comattys and Chettys. The sites of the present American Church and Roman Catholic

Cathedral are seen to have been "the original burying-grounds of the Armenian and Portuguese Communities." Gardens abutted on both sides of the Canal which is named in the plan 'Cannal of the Pedda.'

Peddunaickenpetta which was alternatively called Comerpetta (Kummerapettai = Potter's village, from the potters who exercised their craft on the river-bank near the Company's New Garden in the present (General Hospital grounds.) The map shows Weaver's Street (the present Nyniappa Naick Street), Washing Street, (the present Mint Street), the River Street (present China Bazaar Street) the Bazaar Street, Peddu Naick Street, etc., as well as Allingall's Pagoda (the present Ekambaresvarar Pagoda built by Alangatha Pillai, the Company's Chief Merchant), the Jewish Cemetery (still surviving in crowded Mint Street) and the sites of several garden-houses which served as the rest-resorts of the rich European merchants who had to live and transact business in the stuffy White Town and who repaired to these places for week-ends and entertainments. The Island which was then much larger than now, since the river ran much more to the east, contained the Company's Powder-Mill and the famous Pitt's Avenue (known as the Great Walk) which gave a straight vista from the Company's Garden-House. From it a ferry led on to the Triplicane-San Thome Road. A bridge connected the Company's Garden-House with the Island later on.

N.B.—Footnote. The original map was engraved in London by Messrs. Harris and Friend and dedicated to the Directors of the Company. In the Plan, a table indicates the names of the principal parts and buildings of the White Town. A hedge of thorny bushes ran along the circumference of the Island. A reproduction of this Plan and Prospect is given at the end of Volume I of Col. Love's *Vestiges of Old Madras* (1913); and an illustration of the *Prospect* alone is given as frontispiece to that volume. The illustration here given is a reproduction of the plan in the Madras Record Office which is possibly from that of Moll and is an almost exact copy of the original. The *Remarks in the White Town, in the Comer Pete Town and in Black Town and Muttal Peta* are interesting as showing the exact location of the different buildings, sites, gardens and streets.

MAP III.

Madras in 1733—Enlarged from Wheeler's Map.

The original of this map was formerly preserved in the Madras P. W. D. Secretariat and it was from this that Mr. Talboys Wheeler made small lithographed copies which were affixed to the copies of his book *Madras in the Olden Time*, Vol. III. The original has been lost; an enlarged plan was drawn of the lithographed copy for Colonel Love's *Vestiges of Old Madras*; and it was further amplified with details taken from Thomas Pitt's map.

"Its chief value lies in its indication of the village boundaries and the names of some of the streets and gardens. Its scale is too small to allow details of the buildings in the Fort and town to be represented."

The Fishermen's *Coopam* to the south of the Fort is represented, as well as the batteries and gates of the White Town which are named in the plan itself. Muthialpetta, Peddunaickenpetta, the Choultry Plain, Egmore, Purasawakam, Triplicane, Vyasarpady and their limits are all shown, as well as the various out-batteries of the defences of Black Town, like Calavai Chetty's Battery, Sunkurama's Battery, Gangarama's Battery, Colastry Chetty's Battery near the north-western corner and Badriah's Battery, near the present Elephant Gate. These were connected together by a bound-hedge of prickly pear and thorn-bushes. The walls of the Old Black Town are also outlined in the map; and their various gates named as well. We find here the location of Sunkurama's Garden in the bend of the Cooum river to the south of Moor's Mettah (the Periamet of to-day); and this and the adjoining space were formed into a new weavers village known as Chintadripetta, in 1735. The Egmore Redoubt, the remains of which can now be seen near the Egmore Railway Station, and the Spur Tank are indicated very clearly. The road to Triplicane and San Thome leading from the Island across a bridge is shown in its course; and also the road to the Mount which branched off from this and ran through the great Choultry Plain. The Island Bridge leading from the Water (Western) Gate of the Fort to the Island is also shown. The new Washing Town (present Washermanpetta) lying to the north of Peddunaickenpetta, and beginning to

grow just then, is indicated as lying to the north of the bound-hedge which later on came to be the course of the north wall of New Black Town. We come to know that the western portion of Muthialpetta adjoining the channel (of Broadway) and a good proportion of Peddunaickenpetta continued to be occupied by the garden houses of Europeans, while the Company's New Garden-House, to which the Governor retired of an evening and where he gave receptions and entertained visitors, was situated at the bend of the North River (Cochrane's Canal) in the grounds of the present General Hospital and Medical College (vide note on Map II). We can see the location of *Choonga Chuly* (the nucleus of the present suburb of Choolai and the growing residential quarter of Vepery (inhabited both by Europeans and by Moors) and the far distant village of Nungambakkam skirting the Choultry Plain Triplicane was the earliest suburban territorial acquisition of the Presidency, and later, Ennore, Purasawalkam and Tondiarpet were acquired before 1708. These were known in records as "the four old towns"—as distinguished from Tiruvottiyur, Nungambakkam, Vyasarpady, Catawak (near Egmore) and Sattangadu (west of Tiruvottiyur) which were known as "the five new villages" and were acquired for a yearly rent in that year. Vepery, which was mixed up with the Company's villages was got by a grant from the young Nawab, Muhammad Said, (son of Safdar Ali) in 1742, along with the villages of Sadyankuppam, Perambore and Pudupakkam. Garden-residences of Europeans increased not only in Vepery, but also in Komalesvaranpet, Pudupet, Pudupakkam and the large space of ground known as the Choultry Plain, being the area which lay between the Triplicane San Thome Road on the east and the Long Tank on the west including the villages of Nungambakkam, Teynampet and Royapet.

Korukkupetta is shown as lying to the south of the western end of the bound-hedge near Gangaram's Battery; the burning-ground of the Hindus of (Old) Black Town and Peddunaickenpetta is shown as adjoining Badriah's Battery, near the present Elephant Gate; but Kachalesvaran Pagoda which goes back to 1725 is not shown in Muthialpetta. The northern wall of Old Black Town ran close to the sea and ended in a block-house. Talboys Wheeler's map was issued on a scale of two inches to one mile; and Colone

Love's enlargement of it was drawn on a scale of nearly 500 yards to one inch.

N. B.—Two years before the capture of Madras, the Company, on the report of Major Knipe, planned the advancing of the west front of the Fort into the Island, and the consequent diversion of the course of the river and the filling up of its old bed. Engineer Joseph Smith, father of General Joseph Smith, submitted in 1745 two alternative plans for strengthening the west front and pushing on the western defences into the Island.

MAP IV (a).

Plan de Madras et des Fort St. Georges. Pris per les Francois, le 21 September, 1746. (New style) and 10th September, (Old style).*

This is taken from the rough sketch-plan of Madras in 1746 made by a French soldier, Captain Paradis, who won distinction in the First Anglo-French War and has been reproduced in the 2nd volume of Colonel Love's *Vestiges of Old Madras*.

La Bourdonnais' swift descent on Madras was on the 3rd (old style) September 1746, on which morning a detachment of 600 French troops landed at Tiruvembore, a few miles south of San Thome. The detachment marched along the shore and the fleet kept pace with it. At noon the ships had reached the Mile-End House (near Chepauk), one mile south of the Fort, where the rest of the troops were disembarked. The troops encamped on the east side (*n*) of the Triplicane temple (marked *O*. Grand Pagoda, in the map) and entrenched themselves for the protection of ammunitions and stores (*G. Premier Camp*). A battery of 5 mortars was erected on the southern side of the river-bar (marked *l*).

Firing began almost immediately. The English spiked the guns on the walls and bastions of Black Town and withdrew the guards into the White Town. They thought that they could defend only the White Town with their existing resources. On the 5th La Bourdonnais transferred his camp and stores to Chintadripetta

**N.B.*—The French had adopted the New Style of dates long before it came to be used by the English who followed the Old Style down to 1753. Hence the discrepancies between the dates of the English and those of the French.

marked *h*, second camp des Francois). The next day the French occupied the Governor's Garden-House where a battery of 10 mortars was constructed (marked *k* and *i* in the map) which opened shell-fire on the Fort on the 7th. During that night three French ships took their stand opposite the Fort and began to cannonade it. Firing lasted throughout the 8th; and at last La Bourdonnais consented to suspend hostilities on the following morning; and when the negotiations for the surrender of the place proved futile, he resumed the bombardment in the afternoon; he also examined the walls of Black Town with a view to take it by assault. After continuous bombardment through the night of the 9th, on the morning of the 10th, the English Governor and Council agreed to deliver up Madras, provided their right to ransom the place was fully recognised. La Bourdonnais promised to do so; and the French marched across the Island to the western gate (Water-Gate) of the White Town. In the bridge across the river before the Water-Gate, Governor Morse surrendered his sword; and then the French troops marched in; and the white flag of France was hoisted under a royal salute. (2 p. m., 10th September). In the map the ships while at the point of their disembarkation (*v. v.*) are shown. Also the position occupied by the three ships is marked as and when they bombarded the Fort (*r. r.*) The walls of Black Town (*Ville Noire*) are marked N. N. The Inner Fort, the Sea-Gate (marked K); the Royal Gate and other land-marks in the Fort are plainly seen.

The place of the first disembarkation from the ships is indicated; and also the stand taken by the three ships, *Phenix*, *L'Achille* and *Le Bourbon* is pointed out.

La Bourdonnais' *Memoirs* is "replete with details which are supported by copies of original documents." The French remained in occupation of the town for nearly three years; and the changes effected in it by them can be clearly noted from the next map—especially their destruction of that portion of Old Black Town which adjoined the north wall of the Fort.

MAP IV (b).

A Panoramic View of part of Fort St. George.

This is a copy of the well-known eighteenth-century view of Fort St. George, engraved by Jan Van Ryne, a Dutch engraver, who practised his profession in London in the years 1750-1760. This engraving has been re-published at different dates after its first publication in 1754. But it represents the town at an earlier period and shows the influence of Thomas Pitt's "Prospect" (inset to his map of Madras) and of Kirkall's print (a view based on, but in reality differing in many features from, the India Office painting of Lambert and Scott of about 1730). The original engraving is preserved in the British Museum; and according to Love—"the representation of the Round Point and the Cupola of the Fort Square shows that Van Ryne's print, like Kirkall's, depicts the Fort as it was in 1718." "The most singular feature of the engraving is that all that part of the White Town which extended north of the Fort Square is omitted from the view. Consequently the Sea-Gate whose true position was near the middle of the east front, is depicted close to the northern extremity of the wall. The hill crowned with a building which appears above the Round Point, is perhaps intended for St. Thomas' Mount, though that elevation lies eight miles south-west of the Fort; but the rest of the hilly background is the product of the imagination of earlier artists." (Love—*Vestiges*. Vol. II, p. 25).

MAPS V (a) and (b).

Fort St. George in 1749 by Engineer Apperley; and Fort St. George in September 1749.

The Treaty of Aix-la-Chapelle, concluded in October 1748, ordered the rendition of Madras into English hands. English Commissaries from Fort St. David, which was the seat of the Government during the time that Madras was in French hands, proceeded to Pondicherry to arrange for the date of the French evacuation of Madras and other details. They proceeded to Madras, and the rendition took place actually on the 21st August, 1749. The English found the place in a bad condition—"so extremely bad that we apprehend it will require to be Entirely New Fortified, all the Walls and Bastions being undermined in such a manner that they must in all probability fall down in the Ensuing Monsoon."

There are now preserved two plans, first, a 'Survey,' by John Apperley, Engineer under Admiral Boscawen, dated the 28th August 1749 marked V(a), which shows the fortifications of the White Town and the remains (the French having destroyed a portion of it) of Old Black Town and portions of the western suburb of Peddunaickenpetta and the Island. References to the markings in the plan are given in a corner of the map. These references are fairly comprehensive and include the Powder-Mill in the Island, the road to Triplicane, the Garden-House, etc., besides the several gates and redoubts of the Fort. What was known as Admiral Boscawen's Plan "has not been traced with certainty; but it may have been one of the two drawings which are now preserved at the War Office" (Apperley's and Bickerstaff's Drawings). Apperley makes a few slight mistakes in his plan. He shows the southern portion of Black Town as having been destroyed; but his location of the English Burial ground (2) and of the Town Temple (*The Gentoos Pagoda* 4) are not correct; and he marks a French burial-ground (3) to the south-west of the English one. His location of Peddunaickenpetta (The Moorata Town C), the northern glacis of the Fort marked 5, raised by the French, the dry ditch between it and the north-wall of the Fort which was also largely the work of the French, the glacis on the south side of the Fort also raised by the French;—these are all to be noted. The French were responsible for the demolition of Old Black Town to a distance of 400 yards

from the south wall of the Fort, as also for the glacis on the north and south fronts of it and for a small bridge-head with a glacis on the Island ground opposite the Water-Gate. This is the redoubt (marked 6) raised by the French opposite the Bridge Head.

The second plan [marked V (b)] was probably drawn by Mr. Bikerstaff who was the principal engineer accompanying the expedition of Admiral Boscawen. It shows the fortifications and the buildings of the White Town only, on a larger scale than that of Apperley's. The Governor's House in the Inner Citadel is marked A; B is the church of St. Mary's which was used for military purposes by the French. F; G; H; I; K; stand respectively for the Sea-Gate on the east face, San Thome Gate in the south-east, the Water-Gate in the west leading to the Island, the Choultry Gate and the Middle Gate both of them being of the northern face of the Fort. The glacis on the Island built by the French is marked M; and the new lines of wall projected by them so as to take in a portion of the Island and thus enlarge the Fort on its western side are shown as L. L. L. The Capuchin Church of St. Andrew's in the Fort was ordered to be vacated; and many houses in the Fort were confiscated to the Company*.

* Benjamin Robins, a Fellow of the Royal Society and a distinguished mathematician, and the author of *New Principles of Gunnery* (1742), (a book which was translated by Euler for Frederick the Great) was appointed in 1749 to be the Chief Engineer of the Company's settlements in the East and commissioned to report upon the additions and alterations required in their fortresses. Regarding Madras he made proposals in 1750 for the fortification of Muthialpetta and Peddunaickenpetta ("to which jointly, the appellation Black Town was now transferred in consequence of the demolition of the greater part of Old Black Town") by building an enclosing wall sufficiently strong to stand a siege. He also put forward designs for the fortification of the White Town, mainly by completing the plan of extending the west front on into the Island and diverting the course of the river as a consequence. Robins died of exhaustion and fever at Fort St. David in July 1751; and his designs had to be completed by other hands. Madras remained from 1749 to 1752 but subordinate to Fort St. David which continued to be the seat of the Government; and it was only in April 1752 that the Governor and Council removed back to our City. During all this time the chief interest of the English was centred in the military operations going on round Trichinopoly and in the fortunes of their Nawab, Muhammad Ali. Brohier, Robins, Assistant, improved to some extent the new western face of the Fort; and in 1752, Major Frederick Scott was commissioned to examine Fort St. David and Fort. St. George and prepare designs for their improvement.

MAP VI.

Fort St. George in 1753 showing Colonel Scott's proposed improvements.

Colonel C. F. Scott, who arrived at Madras in August 1753, set about in consultation with Brohier on a survey of the fortifications. Shortly afterwards he sailed for Bengal; and when he returned back to Madras in April 1754, he was in very bad health dying in the next month. Some progress had been made in the matter of the construction of the new western front of the Fort. Scott's survey, made within 10 days of his first landing at Madras, was completed by Lieutenant Barker, whose drawing, preserved in the British Museum, has been reproduced for Colonel Love's book. According to this plan, the two southern bastions projected on the west face by Smith were to be completed; these are marked G and H in the plan. Next, a larger bastion was to be constructed, marked K. "Starting from this point two new fronts were designed facing north-west and north respectively, the latter being advanced a hundred yards from the old north wall. These new fronts met in a second large bastion L, while a demi-bastion M was provided for next the sea on the north-east corner. The two new bastions (K and L) and the demi-bastion (M) were furnished with *orillons* (rounded projections at the shoulder), while *ravelins* (O.P.) were designed for both the new faces. Bomb-proofs S for troops were to be constructed under the ramparts of these faces. A glacis (long slope of earth outside the ditch, hiding the scarp-walls of the body of the place and outworks from view and fire) and a covered way (space between the outer ditch and glacis) at a lower level than the crest of the latter were to extend round the fortress from sea to sea in front of all the land-faces. The covered way had *places of arms* (expansions where troops can be massed for sorties) R, next the ravelins and elsewhere." (Love—*Vestiges of Old Madras*. Vol. II, pp. 450-451).

This design was approved by the Court of Directors in their letter to Madras (P from *Eng.* Vol. LVIII, 29th November, 1754), but was subsequently modified; and the projected north wall was eventually built close to the old wall, instead of about a hundred yards in advance of it, as first planned. Provision was also made

for the preservation of all the plans connected with the scheme. These have however been lost.

The diversion of the course of the river further west, and the filling up of its old bed which was included in the new fortifications are clearly seen from the map. The remaining northern parts of Old Black Town, which were soon to be demolished and a part of Peddunaickenpetta are shown also in the plan. Soon after Scott's death Government established a Committee of Works, a body which for over 30 years administered the department of fortifications and buildings and was largely responsible for bringing Fort St. George to its final shape.

MAP VII.

A Plan of Fort St. George and the Bounds of Madraspatnam (1755) (surveyed and drawn by F.L. Conradi 1755).

A new survey of Madras was made in 1755; and the Council ordered that Mr. Brohier should direct its completion. As a result of this we have a coloured map, now preserved in the British Museum and drawn to a scale of 60 yards to the inch, and headed "*A Plan of Fort St. George and the Bounds of Madraspatnam, surveyed and drawn by F. L. Conradi, 1755.*" Conradi very probably assisted Brohier in the survey operations and was a good hand at the drawing up of plans. This map has been reproduced for Love's work and a copy of it is kept in the Madras Record Office. The map shows all "the region from the line of Choultries (out-batteries on the outside of Peddunaickenpetta and Muthialpetta) and the Bound-Hedge on the north to Chepauk on the south and from the sea on the east to the Elambore or North River and the Chintadripetta Pagoda on the west." According to the high authority of Colonel Love this map repays careful study as it marks "the transition from ancient to modern Madras." We see the North River (now converted into Cochrane's Canal) having a new channel connecting it with the Cooum, at the point where it (the North River) takes a bend to the east round the corner of the present General Hospital grounds. It had thus made the present Island ground truly an island. Its former course skirting the White Town (Fort) is found dammed up at either end, "so that

Smith's Ditch has become the true western boundary of the fortifications and the old river-bed (between the dams) forms a pond in the middle of the fortress." This pond was later filled up and built on. The Company's Garden-House and their buildings in the Island have disappeared; but the Company's Garden itself is shown as surviving in a portion (marked 8). The bridge leading from the Company's Garden to the Island survives; and "from its northern end start two thin dotted lines marked *a a a*, and *b b b* on the map." "The first encloses the whole of Peddunaickenpetta and nearly all Muthialpetta, skirting the sea 540 yards south of the Bound Hedge, and shows Robins' scheme for fortifying the *Pettas* with an indented rampart consisting of extremely large flat bastions connected by short curtains. The second shows the more restricted line proposed by Brohier, whose bastions are smaller, but curtains longer, and whose line meets the sea 1,140 yards south of the Bound Hedge. Neither scheme (of fortifying New Black Town) was ever carried out, a more extended one being substituted at a later date."

The map shows clearly the part of Old Black Town destroyed by the French to a distance of 400 yards from the north rampart. The Town Temple, later shifted to Peddunaickenpetta, is seen to be marked 17. Both itself and the remaining portion of the Old Black Town were soon to be destroyed. In Peddunaickenpetta the Temple of Ekambaresvarar (shown in another map as Allingal's Pagoda) is marked 10. In Muthialpetta the Kachalesvarar Pagoda is shown as 14; and the Roman Catholic and Armenian Churches marked 15 & 16, are shown in the positions formerly occupied by the Portuguese and Armenian Cemeteries. The Moors' Mosque in Muthialpetta is shown as 18. The open space between the two *pettas* contains gardens and a portion of the Company's paddy-fields. Many portions of the northern parts of both the *Pettas* and all the north-western portion of Peddunaickenpetta are occupied by cultivated fields. There is an esplanade between Old Black Town and Muthialpetta, created by the demolition of houses at the time of the threatened Maratha incursion of 1740. The English burying-ground in the north-west corner of Old Black Town is marked 20. The Hospital marked 9 was situated a little to the north-west of its present site; and the Jewish Cemetery in Mint Street can also be seen. Regarding other suburbs marked in the map, we see the

Triplicane Bridge leading from the Island across the Cooum (or Triplicane River) which is there divided into two channels. The highway leading from the Bridge does not follow the present alignment of the Mount Road, but "passes behind the back of the 'Governour's (new) Garden House' just acquired from Mrs. Madeiros" and marked *I* in the map. Several garden-houses are seen in Triplicane and the adjoining area, but the south bank of the Cooum (in the present Napier's Park) had not yet been built upon.

In the Fort or White Town, the Fort Square enclosing the original Government House (A) is seen in the form which it retained till its demolition in the beginning of the next century. The Sea-Gate Colonnade, a covered way with four rows of fine black-stone pillars leading from the Sea-Gate to the Fort Square, is missing, the pillars having been taken away by the French. St. Andrew's Church has also been levelled; the English (St. Mary's) Church is marked B. The Water-Gate, the Sea-Gate, St. Thomas' Gate and the Choultry-Gate are marked respectively *E*, *F*, *H* and *G*; while the shut-up Middle Gate is *I*. The Fort's outworks on the Island are also to be seen. The old channel of the river, the wet-ditch planned for the extended Western face of the Fort and the new alignment of the river are very markedly shown, as also the various islets formed near the mouth of the Cooum and the sand-bar which is thrown across its mouth for the greater part of the year by the surf driven sand. (In the explanatory notes found at the top of the plan, the Roman letters indicate the parts of and places in the Fort and the Arabic numerals stand for the places, temples, buildings etc., in the suburbs.)

MAP VIII.

Fort St. George in 1758 showing the extension carried out by Capt. Brohier and Mr. Call.

Captain Brohier who succeeded Major Scott as Engineer put forward a plan for a combination of the schemes of both Smith and Scott. Thus "Scott's fine design of a large bastion and demi-bastion for the north front was adopted with the modification that it was to be constructed close to the old north front, instead of a hundred yards in advance. The change involved of course the suppression of Scott's large north-west bastion. For the west front Brohier adopted Engineer Joseph Smith's plan of three small bastions." The three western bastions had already been built up from the foundations to the ground-level even before La Bourdonnais' capture of Madras. Brohier also recommended "the fortification of the pettahs in the manner indicated in the map of 1755".

The southernmost of the three western bastions was finished in 1756 (B) and was afterwards called the Nabob's Bastion in honour of Nawab Muhammad Ali; and work on the other two ones was pressed on. Towards the end of that year the new works on the north were begun; and by February 1757 the west front was considered defensible. The Hospital and neighbouring buildings which occupied the rising-ground (of Hoghill) on the northern bank of the North River were demolished "as well to enlarge the Esplanade, as to remove the rising ground on which they stood to form the Ramparts and Glacis". This ground was finally and completely levelled only after a number of years by the direction of Sir Eyre Coote in the course of the operations of the Second Mysore War.

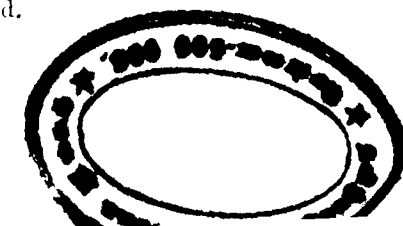
In June 1757 Brohier went away to Bengal to lay out the plan of the new Fort William; and Mr. Call took his place in Madras. Brohier had however left instructions for cutting a ditch on the south side, for strengthening the Sea-Gate, for enlarging the glacis and for equipping it with a covered way.

Call pulled down the Pagoda in the Old Black Town in 1757 and used up its bricks in the works of the north face; also he pulled down the out-choultry works of the pettahs and utilised their materials for a similar purpose. Work was carried on very briskly

in the latter part of 1757 and in the first months of the next year and (in March 1758) Call was able to submit a good account of the works completed and proposed and also a plan, accompanying it, of Fort St. George, now preserved in the British Museum. The colouring of the plan was done by Mr. Conradi; and it was reproduced for Colonel Love's work. (2nd Volume, p. 500.) Another copy is preserved in the Madras Record Office, from which the accompanying plan has been made. The portions marked pink are the buildings in the old Fort; and those coloured yellow were additions planned in the ground reclaimed by the diversion of the river; the old course of the river, running across the enlarged Fort, is marked;

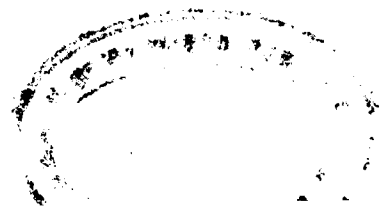
* Note on the later improvements in the fortifications: This plan may be very advantageously studied along with that given on p. 156 of Colonel Love's third Volume which shows the plan of the Fort with all its works completed; showing the various connets and ravelins protecting the walls and curtains as completed by Colonel Patrick Ross who was Chief Engineer of Madras from 1770 for over 32 years. Call had hastened the completion of his plans on the eve of Lally's siege of the Fort (1758-59). After the siege was over Call proposed to improve the east front and to effect various improvements in the north face. The west and south fronts also claimed immediate attention, particularly the Lawrence and Pigot Bastions. In 1765 Government proposed extensive alterations to the fortifications; they planned a five-years' programme of building in 1767, and appointed Bentfield, an assistant of Call, to be the Engineer of Madras. The latter finished the reconstruction of the Royal and Demi-Bastions, the rivetment of the *faussebraye* on the north front and the enlargement of the north ravelin. He became the contractor for the building of the walls of New Black Town which extended for 3½ miles along the northern and western bounds of the Pettahs and finished his work by the end of 1772. Call insisted even on the eve of his retirement in 1770 on the improvement of the west part of the Fort in the shape of a complete reconstruction of the Pigot and Lawrence bastions and the enlargement of the ravelin between them.

Colonel Ross proposed a complete change of the western face; he planned the demolition of the two decayed bastions and the prolongation of the north-west and south-west curtains to meet in one large bastion on the site of the existing ravelin and thus to reduce the three faces of the west to two and convert the Fort from a half-decagon into a semi-octagon. The large western bastion, called after St. George, was finished in 1773; and the curtains were carried on either side to the Royal and Nabob's Bastions in the next year. The latter bastion was also enlarged; and new ravelins and lunettes constructed. Subsequent improvements were made to the north-east and south-east angles and to the sea-wall. All the works were completed about 1779 during the Government of Sir Thomas Rumbold. At present all the out-works excepting the ravelins have vanished.



by slender dotted lines; also " the new enveloping north front with its extensive Royal and Demi Bastions (*F* and *H*), the three faces of the west fronts (with its Nabob, Lawrence and Pigot Bastions, marked *B*, *C*, and *E* respectively) the extension of Smith's Ditch completely round the Fort, the covered way and glacis stretching all round the fortifications from sea to sea, and the ravelins occupying the places of arms and protecting the various curtains". The plan also shows how the east front was improved by the enlargement of the redoubt before the Sea-Gate and by the extension of the covered way round the Demi-Bastion at the north-east angle and St. Thomas' Bastion at the south-east angle.

The demolition of the existing northern portion of Old Black Town was carried out at the same time and the house owners who were evicted were compensated by being given plots of ground elsewhere.



MAP IX.

Limits of Madras as fixed at the time of the starting of the Recorder's Court (1798) by the Governor in Council.

This map was drawn in 2 copies, one to a scale of 800, and the other to a scale of 900 feet to the inch. One of the two copies in its possession was made over by the India Office to the Madras Record Office. It was drawn by order of Government in order to fix the boundaries of Madras on the occasion of the establishment of the Recorder's Court. Three copies seem to have been prepared of which one was handed over to the Recorder and the other two were those in possession of the India Office. The copy in the Madras Record Office is drawn to a scale of 900 feet to 1 inch and is coloured. A copy was made from the Madras Record Office Map for the work of Col. Love: the style of lettering in the original was not preserved in the copy. Our plan is taken from the copy in the Record Office. The boundaries of the City were very much the same as those of the present Municipality. The southern limit was the southern bank of the St. Thome river as far as the road leading to the Long Tank and then the boundary ran on along the banks of that and the Nungambakam Tanks as far as Chetpat. From there the line should run along the Cooum to the villages of Kilpauk and Perambore and thence on in an easterly direction to the sea, taking in the whole village of Tondiarpet. The red lines mark the limits of the jurisdiction of the Recorder's Court.

The Fort is shown with all its out-works and we can indicate fairly clearly Fort Square, Hanover Square and other principal features. " North of the Wallajah Gate a road bounded the foot of the glacis, but there was no highway along the sea-front. The Island possessed a less unbroken outline than at present and the Triplicane River (Cooum) contained several islets. One of these was crossed by the Triplicane Bridge.....From the Wallajah Bridge two roads under double avenues of trees diverged to the west and south-west across the Island, the first leading to Periamett, Egmore Redoubt and the Poonamalle Road and the second to Triplicane Bridge and the Mound Road".....The ramparts of Black Town on the north and west are indicated; the North River, now converted into Cockrane's Canal, was outside the

western rampart. Popham's Drainage Channel skirted Muthialpetta on the west and ran south into the North River. Moor Street was the easternmost street; and the First and Second Lines Beach were non-existent. The wide foreshore of Muthialpetta was marked by the North Paddy Godown on French Prison which was later converted into the Customs House. The west wall of Black Town was skirted by a defensible tract of ground half a mile wide, providing a field for fire. It has been converted into the present People's Park and Salt Cottagers. The suburbs are all shown, like Chintadri Pettah, Triplicane, St. Thome, etc.

The Poonamallee High Road is indicated; the then existing Naval Hospital and Masonic Hall occupied the sites of the Gun Carriage Factory and the Scotch Kirk. The Egmore Redoubt is shown as a square structure. The Pantheon Road and the Commander-in-Chief's Road are also shown. Chetpat and Kilpauk are dotted with residential quarters; but Nungambakkam was almost wholly under wet cultivation; and its high road was non-existent then. The Cooum River was then of a diminished width as it wound round Chintradripetta.

We see the smaller enclosure of Government House, and the much larger enclosure of the Nawab's Palace which* was fringed by the suburb containing the habitations of his numerous followers to which the name Wallajapetta is given. The suburb of San Thome included that of Mylapore; and in the map are marked the Temple Tank of Mylapore and the old Luz Church. San Thome Redoubt was at the south-eastern end of the destroyed fortifications of the old Portuguese town. Admiralty House is shown, as well as Mowbray's Road which led straight from Royapetta to Mowbray's Gardens, now the Adyar Club. The banks of the Adyar did not possess the alignment that they have at the present day.

N.B.—The Nawab's Palace enclosure covered an immense area extending north and south from the Cooum river to the present Pycroft Road and from the beach westward as far as the present Bell's Road. This area appears in the plan as a blank. In this were situated the Kals Mahal, the Dewan-i-Am and other structures. The principal entrance to the enclosure was by the Wallajah Road, south of the Government House. The Present Triplicane High Road which prolonged into the Barber's Bridge Road was the chief thoroughfare of Triplicane, leading to San Thome; while there was no Marina, not even the present North and South Beach Roads.

MAP X.

MADRAS IN 1822.

Plan of the Town of Madras and its limits as surveyed in 1822 for the use of the Justices in Sessions by W. Ravenshaw, Captain Civil Engineer, drawn on a scale of 8 inches to the mile.

This plan, a copy of which is preserved in the Madras Record Office, and from which our picture is drawn shows the outline of the works of the Fort and the glacis surrounding it, as well as the Black Town with its streets and walls, and all the suburbs extending from the Adyar river and Quibble Island on the south to the villages of Royapuram, Attapallam and Tondiarpet on the north and interior as far as the Cooum boundary of Chetpat and the Ainavaram Tank. The Nawab's Palace (57) enclosure extended from the Cooum mouth to Pycroft's Road and west as far as the present Bell's Road. The Governor's Garden (68) lies to the north-west of the Nawab's Palace, and the road to Triplicane had been diverted before this time to the present alignment of Mount Road as far as its junction with the Wallajah Road. The General Hospital is shown in its present site; and the native burning ground was in the present People's Park. St. Mary's Cemetery and the stables of the Governor's Body Guard are shown in the north-west corner of the Island (70 & 69.) The chief buildings and houses are numbered in the original map and a list shows at one corner the names of these. Among them we see Brodie Castle in Adyar, San Thome Cathedral, St. George's Cathedral, The Observatory, St. Andrews' Kirk, and the Sea Customs House (196), The Board of Trade (197), King's Marine yard (198) and Bentinck's Building 199 along the beach. There is as yet no marina. Clive's Battery is shown at the north-east angle of the Town Wall. In the illustration with us these have been omitted; but we are able to perceive the general alignment of the Madras boundaries, and the situation of the principal suburbs.



MAP XI.**Madras and its Environs.**

Madras and its suburbs, exhibiting the following limits, Medical, Police, the Supreme Court; being also the limits of the Collector of Land Customs, Taxing limits of the Municipal Commissioners, and Abkari limits of the Collector of Madras—Scale 4 inches to the mile—drawn by H. R. Calder, G. O'Heefke, E. Clinton, J. Suares and G. Winchester; Fort St. George. The different limits are marked by different coloured lines, which, in our picture, are seen as fairly thick lines whose purpose is indicated by their letterings. The Harbour, before it attained its present shape and the pier are shown.

The map takes in a good deal of the area of the surrounding territory. The date is apparently after 1870.

C. S. SRINIVASACHARI.

EDITOR'S NOTE

We are deeply indebted to the Government of Madras for their gracious permission to photograph for this Journal the several Maps of Madras that have been preserved at the Madras Records Office. These interesting Maps, ranging over two centuries, have been brought thereby within the easy reach of all. They form a very valuable collection, tracing as they do the successive stages in the growth of the City of Madras, from the earliest days of the East India Company down to the latest years. We are glad to have been given this opportunity of placing before our readers this rare collection of Old Maps of Madras.

M. Subramaniam.

KESARI PRINTING WORKS, MADRAS.

