CHAPTER - V

THE MONUMENTS IN
BLACK TOWN – GEORGE TOWN

The monuments reflect the cultural evolutions of a particular dynasty or region. As far as Tamil country is concerned the monuments were mostly affiliated to religion. During the Age of Sangam the monuments were erected with perishable materials like mud, chunma and wood. Ample evidence are found in the Sangam literature, about palaces and dwelling places. The Pallavas introduced permanent edifices built of unperishable material and like Granite stone. They erected Cave temples, Monolithic Rathas and Structural temples. The Buddhist and Jains were the forerunners of the Pallavas.

The Pallavas were followed by the Cholas, the Imperial Pandyas, the Vijayanagar and the Nayaks. Of these rulers the Cholas built innumerable religious edifices not only in Tamil country, but also in overseas lands. The Vijayanagar and Nayaks made additions to the existing temples and constructed pillared mandapas and Gopuras. These religious edifices were built in Dravidian architectural style. Civil buildings were very scanty.

The Muslims, Mughals, the Nabobs of Carnatic introduced new style viz., the Indo - Saracenic style of architecture, which is the combination of Indian and Islamic architectural features. A small mosque was also built by KasiVeeranna in Black Town region.

The Europeans arrived in India, they introduced a new style of architecture. In the beginning they constructed only defensive buildings, such as Fort and later on dwelling places. Subsequently, they constructed the Churches and tombs. The materials used for the construction of building were stone, wood, brick, tiles, concrete, steel, glass and many others. The Britishers used both the Renaissance and Gothic Art, the engineering and mechanical activity provided stability but also the aesthetic consideration made the edifice beautiful.

BRITISH MONUMENTS IN BLACK TOWN

Madrasapattinam was the first settlement of the Britishers. As we have noted in the previous chapters, the European settlement was called as White Town and the Natives as Black Town. The Britishers first built edifices inside the fort, later on when the White Town became too crowded and secured they extended their settlements and constructed the buildings in the Black Town.

For the first time, a protective walls and dwelling edifice with four bastion, and three entrances were erected around the White Town. Likewise, the characteristic features of the English and Gothic Architecture were the Palladian Architecture, symmetrical, and
harmoniously proportioned building based on classical theories adapted to modern needs, suited to English taste. *The Banqueting hall* was their style. The walls of this buildings are decorated with pilasters of each floor one above the other.\(^5\)

The window belong to *High Renaissance* type having *alternating pointed* and round *pediments* on the ground floor and *horizontal cornices* held up by scroll consoles on upper floor, which has also *a fruit garland decorations* on the wall above the windows. On top of the building there is a *balustrade*.

Another notable architectural feature was the *dome in double*, rests on the *drum*, which is surrounded by a *colonnade*. There is a *tower* on each end of the *façade*. From the outside, the building looks as if it had two storeys. Likewise, the Gothic architecture is the culmination of the ideals and artistic forms of Medieval Christian art. *Its Characteristic features are pointed arch, the ribbed vaulting, clustered column and flying buttress, height. The spacious windows that flood the nave with light are filled with richly tinted glass.*\(^6\) these architectural features are also found in the British Monuments in Madarasapattinam.

The boundary of Black Town and George Town have already been described in the Chapter III.\(^7\) The first settlement of the British witnesses the growth of new and beautiful edifices. These building are studded on the present day RajajSalai, N. S. C Bose Road, the Mint Road, Broadway Road, (Prakasam Road)

Starting from the first line Beach Road, the Flower Bazaar Police Station, the State Bank of India building, the Magistrate court, the General Post office opposite to which Beach Railway Station, the Hongkong–ShankhaiBank, the Customs house, the Indian Bank buildings, the Clive Battery, the First Entrance of Port. On the north side, the Royapuram Railway Station, the MadiPoonga, the Vestiges of Black Town wall, the old Jail Road, the old Jail within the premises of Bharathi Women’s College, adjacent to Black Town wall, the MonegarChoultry, the Stanley Hospital (former Medical School), the Seven Wells are located.

In the Mint Street, the Old Mint, the Government Stationaries Office are located. The High Court, YMCA, the Dare House, Standard Chartered Bank (Demolished now) LIC Building, (former Christian College) the old Light House inside the High Court Buildings, the Pachchaippa’s Hall. A private building is located at the entrance of KasiChetty Street.

On the South, the General Hospital (Old Garden) Madras General Hospital, (Present day Rajiv Gandhi General Hospital) opposite to which the Central Station adjacent to which lies the Southern Railway Headquarters office and on the South Old Moore Market (Destroyed by fire) New Mooremarket, Victoria Hall and opposite to Which the Choultry House and a Masjid are located.
Among the Hindu edifices, the ChennakesavaPerumal Temple, ChennaMalleswara temple in George Town, theEkambareswa temple, the Kandaswamy temple are some of the important Hindu temples of this region. The Hindu temples of Black Town region were also built during British period. Some temples were transferred from beach line to interior of town. One of the Mosque was built during the British Period. The Christian buildings were the Armenian Church. Anderson Church, St.Mary’s Church and School. The ArcotLuthern Church, the Wesley church and school are found on the Broad way road. Besides these buildings, the important streets bear the names, chief merchants office, and the Europeans settlements. The Black Town later on was renamed as George Town. The buildings have been classified as religious and civil buildings. A glimpse of the buildings are given in the following pages.

HINDU TEMPLES

SENGALUNIRPILLAYAR TEMPLE(Fig No.16)

This temple lies at the entrance of the Mint Street. The legend associated with the temple goes, this temple was destroyed by the Britishers and the image was thrown out into the Bay of Bengal. It was recovered and brought back to Madarasapattinam. Since it was brought by Sembadavar i.e., the fisher folk it was called as SembadavarPillaiyar Temple. But in due course of time it got transfigurated as SengalunirPillaiyar. The inscription found in a slab installed the temple mentions the endowment made to the temple in the year S. 1757.(1835 A.D)\(^8\)

The temple is seemed to have been constructed in Brick and mortar. The architectural features are very simple, occupies a small area. It lacks aesthetic beauty in edifice.

CHENNAKESAVAPERUMAL AND CHENNAI MALLESWARA TEMPLE

It was called as ‘Twin Pagoda’ or Town Pagoda of Madrasapattinam, located to the North of the Fort St. George and was marked in the map of Sir.Thomas Pitt, in the year 1710. It was also called as Great Pagoda. It was destroyed by the French, during their siege in the year 1762, located in the old Black Town, in High Court Park.\(^9\)

A resolution was passed in Fort St. George on 17\(^{th}\) February 1762. The temple stands on GenguRamaiah Street. The governmentt allotted 565 ½ pagodas and 2230 sqst. The temple was bounded by N. S. C. Bose Road and DevarayaMudali Street, on the east IyyaMuddali Street on the north, NainappaNaicken Street on the west ManaliMuthukrishnaMudali was appointed as Dubash and Trustee of the Temple. The government contributed its share and paid an advance of 1773 pagodas, ManaliMuthukrishnan contributed 5202 pagodas. The local people contributed 15650 pagodas. The temple was completed in the year 1780.\(^10\)
Twin Temples stands facing east. The Chennamalliswara Temple and ChennaKesavaperumal are lying adjacent to the each other. A single wall separates these two temples. The temple bears Vijayanagar – Nayak style of architecture. Both the Siva – Perumal Temple have the Garbagriha, Ardhamandapa, Mahamandapa and enlarged Muhamandapa, 64Nayanmarare placed in the circumambulation of Siva Temple. On the west side sub shrines for Linga are placed. The Nataraja shrine and the Navagraha shrines are placed. On North East and south east corner of the main shrine. In the outer Prakara, the shrines for Vinayaga, Chandra, Surya, the Amman Shrine, the Bairava are placed in separate shrines. The Nandhi and Balipitha are placed in an axial line to Garbagriha.

Similarly, the Vaishnava Temple has sub shrines for 12 alvars, Kodandaramar, Thayar Sannadhi, the ParamapathaVasal, Kannan, Andal and Chakratalvar. These two have Separate Madappalli, but common temple tank. The Pillars have beautiful sculptures and the DubashManaliMuthukrishnaMudaliar is carved out in one of the Pillar of the temple. The velimandapa has also row of pillars. At present the temples are surrounded by petty shops since there is no high raised Gopura, the temple lost its significances.

Dr. Fryer Visited the temple or the Great Pagoda. He graphically described the temple and the images of the temple. He also observes that the work is inimitable durable, but admitting neither light or air more than what lamps always burning nor by open funnels above suffered to ventilate, supported by slender straight and round Pillars.11

AdiyppaNarain who was the Dubash under the Governor Benyon, he spent pagodas 18,000 to settle the weavers in this region.12 The temple is still under the trusteeship of the descendants of Manali Muthukrishna Mudali

**MALLISVARA TEMPLE (Fig. No. 17)**

Yet another Mallisvara Temple was in Muthialpet and now in Linghi Chetty Street. Till 1652, it was mentioned as Mallikarjuna old pagoda. This was the oldest temple of Black Town. The ChennakesavaPerumal and Chennamallisvara Temple is shown in the Map of Sir Thomas Pitt, drawn in the year 1710. It is shown as Great (Temple) or pagoda of Madras. This was also called PattinamPerumal pagoda. It was originally built by Beri Timmanna. Later on it was destroyed by the British. Ananda Rangam Pillai opposed the activity of the company. In order to appease the people, equal measurement of land was allotted in the year 1766.

In the year 1896, a Civil suit was filed in the court, There is a confusion about the twin temple and the Mallesvara Temple one document provides the following details, a
gift was made to ChennaKesavaPerumal Temple during KulottungaChola period, which was located in Nayar Nadu of PulalKottam. The gift was made to NarayanaAiyar by a deed. It can be enjoyed by him and his descendants. The document was signed by Nagabattan, attested by the Town accountant Arunachalam. The Nagabhattan served as agent of the English in 1646.13

Another document made by BeriTimmanna in 1648. Both documents are related to Chennakesavaperumal Temple and related to NarayanaAiyar and Nagabattan.

Yet another record dated 1820, refers to BeriTimmappa, builder of the temple of Madarasapattnam. It is said that he assisted in the construction of the temple and invited people from various region, and distributed lands to right and left hand people. He constructed two temples one dedicated to Siva and another to Vishnou, they are identified with ChennaKesava and Chennamallisvara Temple. A doubt has been raised whether the Town Temple comprised two structure is uncertain. But B. RamaswamiNayidu States that his ancestor Timmanna built both Chennamallisvara and Chennakesavaperumal Temple. But a document dated 1655 contains refers to only one temple. At present there are two temples dedicated to Saivism and Vashnavism.

The above two documents reveal the fact that this ChennaKesavaPerumal was handed over to Nagapattan in the year 1646 and Timmanna in the year 1648 inturn it was handed over to NarayanaAiyar. The document was written by Arunachalam on the part of GuruvaPattam, Curnam of Chennapattnam. Whenever the aliens attacked Chennapattinam, they first destroyed the temples or pagodas, when Hyder Ali attacked this place, the main deity was removed and protected at Tirunirmalai temple. The Britishers were willing to rebuilt the temple, the DubashManaliMuthu Krishna Mudaliar endowed his gardens to the temple. The Britishers gifted 3500 sovereigns. The temple was completed in the year 1700 and the image which was carried away to Tirunirmalai was brought back and re consecrated. The Adikesavaperumal Temple was used as a powder magazine when British besieged in 1758 – 59. It was also used as a hospital in 1785.

The main deity of the temple was ChennaKesavaPerumal and the goddess SengamalavalliThayar. The temple is still under the administration of the descendence of ManaliMuthukrishnan. Separate strines have been erected forAnjeneya, Viswaksenar, Garudalvar, Venugopalan, Rama and Andal.

In the ChennaMallisvara Temple houses the following substrines as Vinayoka, somaskanda, Subramanya, Bairava, Arunagirinathar and chandikesava. The architectural features resembles the Chola architectural features.
It is to be noted here that the Mallikesvara Temple is different from ChennaMallisvara Temple. The Mallikesvara Temple was called as MallyCarjuna old pagoda. It also bears similar architectural features of ChennaMallesvra Temple.\textsuperscript{14}

**EKAMBARESWARA TEMPLE**

The Ekambaresvara Temple was erected in the Mint Street, which was built by the company merchant Allanganatha Pillai.\textsuperscript{15} It was also called as Allangal’s Pagoda (or) Bairagi madam at the end of the 17\textsuperscript{th} C. A. D. In Pitt’s map it is mentioned as Lorraine’s pagoda. T. K. Venkatraman opines that “Naraine” would have been corrupted and called as “Lorraine”. It was also called as Town Temple by the Britishers.

He was originally called as AlliganathaPillai. He built the temple Ekambareswarar at Mint Street. KasiViranna also called Casa Verona, the chief merchant died in 1680, who was succeeded by BeriTimmappa. This temple was a common property for the Right and Left hand caste people. The Ekambareswara temple bear similar architectural feature as that of ChennaMallesvra Temple.

**KANDAKOTTAM KANDASWAMY TEMPLE [Fig. No. 18]**

Kanda Kottam (or) Kanda Samy temple is located in RasappaMudali Street. It was built by VelurBeriChettiar, belongs to BeriChetti Community.\textsuperscript{16} He was an ardent devotee of Lord Muruga. He along with KandappaAchari used to go to the Murugan Temple at Tirupporur, which is 40 km away from the city of Madras. The legend further goes that, on one such occasion, on the way to Tirupporur, they rested in one place where they found an image of Lord Muruga, which was brought to the Town and installed at Muthailpetta, at RasappaChettystreet in the Vinayakar temple. This image was consecrated in the year 1673. In order to erect a temple he sold out all his property and built the temple.

The temple was expanded in the year 1780. It was constructed by PadinenChettiars, used bricks. Again in the year 1860 it was expanded and rebuilt in stone. In the year 1869 VaiyapuriChettiar endowed Rs. 66,000 for renovation.

In the year 1880 AkkammapettaGovindaChettiar and NarayanaChettiar endowed land for the construction of VasanthaMandapa. The Rajagopura was erected only in the year 1901 by Kali RathinamChettiar for which he endowed Rs 50,000/-. Besides VenugopalChettiar gifted 10 ground of land to the temple.

**THE ARCHITECTURAL FEATURES**

It is one of the popular temple built in late Vijayanagar style. A five storied gopura had been erected at the entrance of the temple with brick and mortar. The main
deity of the temple is Lord Muruga with his two consorts. The Garbagriha, ArdhaMandapa and Mahamandapa in a covered enclosure. In the outer prakara the sub shrines are built in, the temple tank is also located within the premises of the temple. The temple was completely built in Granite. The temple has been renovated periodically since 1930. The inner wall of the temple and flooring has been to built in tiles and marbles in recent years.

KANNIYIAKAPARAMESWARI TEMPLE

In the CutwalChavadi (or) KomatlaThota (or) KorangalayaThota, a temple has been built for the deity KanniyakaParameswari, the chavadi or Thota is located in AudiappaNaick Street. A Charity was managed by SuncuChinnamma Krishna Chetty in 1784, but the temple was constructed by CollaRavanappaChetty. The KotwalChawadi, was the property of Devastanam of Baniya community. At present the charity is running a College with the same name of the temple.17

KRISHNASWAMI TEMPLE

This temple was built in the year 1787 at MuthialPetta. In the year 1790 there was a dispute between the Right and Left hand community people occurred on the issue of using their flag, during their festival. The Right hand caste people hoisted white colour flag in 1790, disowned five colour flag there was a severe riot in the region, the caste head was imprisoned at the inner guard. The Government interfered and pulled down both the white and five coloured flag and hoisted the company’s flag or British flag. The government released the prisoners and instructed the Town major to be the medium of communication between Governor and the military garrison to maintain peace.18

KALYANAVARADARAJASWAMI TEMPLE

It is located in the CollelPettah, in the suburb of Madrasapattam. It took the name of Governor Joseph Collett (1717-1720) The temple was administered by Viraraghava, a brahmin. Joseph collett endowed lavishly to the development of the temple. A part of the fund from the exports and imports of the city was gifted to the temple. Besides Viraraghava also endowed the estate to the shrine.19

KACHCHALESWARA TEMPLE

The temple was built in the year 1725 in Armenian Street, beyond the company’s old garden, by the members of the Left Hand Caste in Garden, which was originally owned by KalavayChetty. There was a dispute between Right and Left hand people. A committee was setup to solve the problem.20

Another Temple is found in between Thambu Chitty Street and LingiChetty Street. It is called as Mallikarjuna temple. It is found in the records of British East India Company in the 17th C.
KALIKAMBAL TEMPLE

The Kameshwarar – Kalikambal Temple was originally located near the sea shore, later on it is said to have shifted to ThambuChetty Street, in Muthialpetta of Black Town in 1640 A.D. The presiding deity of Chennakuppam was Kali and called as Kalikambal. The origin of the temple is still remains a mystery. The Mahratta ruler ChatrapatiSivaji worshipped the deity on October 3rd 1677. A tablet is found on the wall of the temple.21

The temple faces East, leading to west, embellished with five storied gopura. The presiding deity of the temple is Kalikambal, enshrined in sanctum sanctorum. To the right of sanctum, the shrine for Kameshwarais lying, the flag staff, the Balipitha are all in axial line to sanctum in the outer prakara.In separate shrines the parivara deities like Ganesa, Subramanya, are located. The architectural features show that it belongs to late Vijayanagar period. During 19th century, MahakaviBharathir visited the temple and composed songs on the deity.

THE CHRISTIAN CHURCHES IN BLACK TOWN REGION

The Portuguese, the Dutch reached South India even before the Britishers and erected churches in this region. Four types of architecture has been identified. They were Byzantium Romensque abbe churches, Gothic Cathdrals and Renaissance Basilica. As far as Black Town is concerned, we have three main churches the Antony’s church, the Armenian Church and St. Mary’s Church. Besides, the Weslyn Church (Tamil and English) and Don Bosco Church are located on the Broadway Road.

The simplest church buildings comprises a single meeting space, built of locally available materials, they may be square or circular in shape. These churches were built on the sites of Christian martyrdom, where Chrisiens were buried. In Madarasapattinam there were Churches, Cathedrals and Basilica.

The components of the Church depends upon its area and population. In the beginning single room or two room churches were constructed. One room was used by the “Congregation” and the second room the “Sanctuary” was used by the “clergy” and the mass was celebrated. The church consists of a large Hall with High colonnade. The altrium at the centre, it was called as apses, where in the painting of Icon of Jesus, or Cross placed on it. The altar is placed before the image of God. Above the altrium, a dome shaped structure or minerate type construction has been raised. Besides, the images of St. Antony, St. Don Bosco, sacred Heart Lady are enshrined. In the outer circumference amenities are provided to the conglomerators. The flag staff is also erected in the outer circumambulation.
ANDERSON CHURCH (Fig. 19)

Anderson’s Church was built in the year 1859, located at NSC Bose Road and near the corner of LingiChetty Street. To its east lies the Madras Christian College, and a secondary school. The church was named after John Anderson, who was the founder of the college. He was a member of Scottish Missionary. The other buildings have been transformed, but the church remains the same.

The Church, erected as a multipurpose hall rather than as a purely religious structure, is a chambered rectangle in plan with a central nave and side aisles facing a wooden altar. Entered through a colonnaded verandah that echoes the same shape at the front, its most attractive feature is the three-storeyed steeple. While the first storey is fitted with windows that overlook the church hall, the second octagonal storey has arched opening on all four sides, with the third floor becoming a part of the steeply tapering conical roof of fish – scale shaped terracotta tiles the church hall, with its brick and lime plastered walls, is fairly small in size. Four Doric columns that define the nave support a Madras Terrace roof on deep stell sections. The floor is composed of contrasting terracotta and stone tiles that interlock to form an interesting pattern, while that of the verandah is of black Cuddappah stone showing signs of deterioration. Recently some renovation has been carried out in this church.

ARMENIAN CHURCH [Fig. No. 20]

In chapter IV, an introduction about Armenian is given, which reveals the fact they maintained cordial relationship with British and contributed their wealth for the construction of the Fort wall. The Armenian Church is one of the remarkable building in Black Town region. On the old Armenian cemetery, the church was erected in the year 1712 and rebuilt after the French occupation in 1772. This site is shown in Pitt’s map as Armenian cemetery. It was consecrated by Aga Shawmier. The Street is named after the Armenian Settlers as“Armenian Street” It served as cemetery not for Armenians but for the Europeans.

A high raised rampart wall encloses the cemeteries and the church. A big wooden door on the east elevated entrance leads to a long covered verandah, and a open courtyard with beautiful garden. The floor is paved with inscribed grave stones. Among these is the grave of Rev. HarocitinshaMavonian, who was the founder and published printed Armenian Newspaper. A Tamil inscriptions is also found adoring the bells.
A church and prayer hall (Fig. No. 21) is found on the north of the courtyard. The verandha had a row of high raised pillar. Inside the Cross arms or the church, Wooden altar piece is roofed by a vault supported on pointed arches and two squat domes topped with lanterns. Another feature is imposing three storeyed bell tower, which carries largest bell in the city, built in the main building. Built of brick, plastered with lime, which bears Baroque style of architecture.

Some of the oil paintings are still preserved and hanged in the walls of the verandha with detailed description. The European symbols are carved out in the roof of the inner corridor. The exterior wall is highly decorative.

Innumerable tomb stones are paved on the floor and the wall. In almost all the tomb we find the symbol of crust and scale. The inscriptions are mostly bilingual. It is one of the heritage buildings of the city.

ST. MARY’S CATHEDERAL [Fig. No. 22]

The Britisher’s established their settlement in Madarasapattinam and constructed a church inside the Fort for their worship in the year 1641. The married Europeans were evacuated and settled in Black Town region. For the purpose of the Natives, yet another church called St. Mary’s church was constructed in the Black Town region in the year 1658, enshrining mother Mary and her favourite St. Antony. 24

During the French occupation of Madras, it was destroyed in the year 1755 and rebuilt 1756 and further enlarged in 1785. The Madras Catholic Directory mentions of the Church of St. Mary’s of Angels in 1857. St. Mary’s first served as the Church of the prefects of the Capuchins mission at Madras in 1834. Pope Leo XIII “an Apostolic Brief” in 1886, promoted the vicar Apostolic of Madras. St. Mary’s of the Angels was raised to the dignity of the Cathedral Church.

This St. Mary’s church is simple in architectural feature. In 1781 Fr. Fernando sought permission to built a splendid structure in its place. Worthy of its patroness. However, the engineer questioned the property of raising a high structure in the proximity of the Fort. Hence, he satisfied with the execution of minor alterations. In 1931, Archbishop modelled twithout interfering with the façade of the Church raised the walls of the middle aisle by 4 ft and replaced the old roof with a new concrete roof.

First Marian congress was held in the year 1921 and National congress in 1937 with the St. Thomas Cathederal. The Provincial council was held at St. Mary’s Cathedral on February 18, 1894 the Cathedral also witnessed 3 Diocesan Synods including the significant synod of 1942, which marked the 3rd centenary of the arrival of St. Francis Xavier, the second Apostle of India. 25
The shrine is well maintained by the Salesians of Don Bosco from the year 1928.

St. Mary’s Church is well maintained. In the pillars of the Church some memorial stones are built in. It is more crowded than the Armenian Church. At the entrance of the temple there is a flag staff, at the bottom of it, we find the symbols of Christian religion. The Gothic architectural features are found in the church buildings.

**STATUE OF ST. ANTONY**

St. Antony is one of the most popular and loved saints of the Church. There is an interesting story behind the miraculous statue of St. Antony venerated at St. Mary’s Co-Cathedral. It is believed that in 1929, a group of Goan sailors were caught in a storm that endangered their life, in great distress on the high seas. They made a pledge that, “if they were rescued, they would present a statue” Hence, the statue was endowed and installed here. Attached to this Church St. Mary’s Anglo Indian Higher Secondary school, A Don Bosco Institution was established in the year 1839.26

**MUSLIMS**

**SIDDIQUE SARAI**

The Siddique Sarai, opposite the Central Station on Poonamallee High Road, now EVR Periyar Salai, was built to provide accommodation for Muslim travellers. A contribution of Abdul Hakkim Sahib, a wealthy merchant from Visharam village of North Arcot district, the building was completed in 1921 and named in honour of his father, also a prosperous trader.27

This is in rectangular shape, with two courtyards segmented by two staircases, one for men and another for women, rooms are arranged around the verandha. These room facing thenorth, with projected verandha. A semi circle dome is found on top of it along the parapet wall. The brick and lime are used for its construction. The siddiquesarai and the Ramasamy Choultry have been left out from demolition, for the construction of Metro Rail.

Casa Verona or KasiViranna is said to have constructed mosque in Moor Street of Black Town region. but this mosque is not to be found now.

**PUBLIC BUILDINGS**

**PARRY AND DARE HOUSE (Fig.No. 22A)**

The present Rajaji, salai was previously called as North Beach Road or First Beach Line. Once the beach was close to the buildings the Custom House, Clive’s battery were constructed on this road. The first business house was established by Thomas Parry in the year 1788. It is one of the oldest building in Madarasapattanam. Now it is called as
EID parry company. The building stretched from the north east corner of Esplanade. The “Dare House” served as the Head quarters of Parry. The name Parrys survives till date. It has become a symbol of Madras city and called as Parry’s corner.\textsuperscript{28}

John William Dare arrived from Bombay in 1810, became partner in the house of Parry and Dare and member of the committee of the Madras Insurance Co., Parry & Dare occupied in 1822.

This buildings is in semi circular shape. With four storeyed building embellished with a number of windows, decorated with stained glass, the windows are segmented by glasses, which adds beauty to the edifice. No ornamentation is found in the buildings on the south west corner to the building there is a\textit{oblisk} stating the boundary of the Esplanade.

**STATE BANK OF INDIA** (Fig. No.23)

Bank of Madras founded in the year 1680 was the first Modern Bank in South India, which later on developed as State Bank of India. It lies adjacent to General Post office on the North Beach Road. The architect of the building was Sir Henry Irwin and the design was adapted by Samuel Jacop in the year 1896.\textsuperscript{29} It was constructed by NamperumalChetti. It serves as the Headquarters State Bank of India. It bears more of oriental features in \textit{Indo Saracenic style}. The exterior walls are embellished with decorative motifs of wood work and Stained glass. The interior is a five composition of spaces, comprising three floors. The intermediate flooring and the roof has Madras Terrace.

The Bank of Madras was amalgamated with Bombay and Bengal called as Imperial Bank. After Independence it was renamed as State Bank of India, in 1755. This fine buildings is so vast and its maintenance seems to be difficult. A portion of the buildings is damaged, during the recent rainy season and the renovation work is in progress.

**GENERAL POST OFFICE** (Fig. No. 24)

Postal system was introduced by the Britishers in Madras Presidency, the General Post Office was established on North Beach Road, in the year 1785. The First Post Master General was appointed in the year 1774. The building was designed by Robert Chisolm and it was completed in the year 1884.\textsuperscript{30} The postal rate was fixed in the year 1785.
It is rectangular in shape measuring 107m x 49m covering an area of 5000 sq.m. The courtyard bifurcates the floor into south and north wing. The south wing contains the main towers of varying height, the centre one is too high than the other two the features reveals it was an amalgamation of Kerala, Bijapur and Gujarat style of architecture. Such a beautiful, edifice was exposed to natural calamities, damaged by fire, some part of the buildings were damaged during cyclones.

**SHAW WALLACE BUILDING**

This gigantic and stately Shaw Wallace building lies on ThambuChetty Street, originally housed the offices of the company. This Indo – Saracenic building is now the home of a bank and other smaller offices. The gigantic and stately Shaw Wallace building lies on ThambuChetty Street, originally housed the offices of the company. This Indo – Saracenic building is now the home of a bank and other smaller offices.

Four storeyed in height, the structure is composed of large rectangular spaces consisting of rooms and halls, with verandahs that overlook the street in front. A large stone staircase occupies the southern end of the verandah. The dominating feature of the building is its façade. Composed of fine exposed brickwork and a judicious combination of stone trimmings and columns, this highly detailed front has a fine gradation of arched openings. The height of the building has been cleverly subdued by combining the ground and first floor openings to appear as one. The ends of the building are punctuated by slightly drawing out these in vertical bays and adorning it with arches different to those in the central portion. The central area that contains the entry is composed of large flat openings above which are placed the arched windows of the first floor, to give the appearance of a two floor high entrance. Correspondingly, the opening in the second floor are composed of a set of double arches resting on a central stone column, while the same width of opening in the third floor is broken into three arches with two stone columns. The end bays in the first two floors contain a unique, two – floor high arched opening divided into small square panels by stone medallions and fitted with exquisite stained glass. The some bays in the upper floors house double and triple arches framed within a longer one. An intricate band of floral motifs separates the first two floors from those above. The entire ensemble is crowned by a series of evenly spaced projecting stone brackets that support a chajja. With the stained glass panels missing in many places, the interior finishes changed and the beauty of the façade completely lost to numerous signboards, the Building has sadly been the object of much callous treatment.

**BINNY’S**

The Binny’s building one of the most majestic buildings on Armenian Street, occupies a large property, also bordered by Maclean Street and Errabaluchetty Street. It houses the administrative office and showroom of Binny’s famous for high – quality textile goods and also one of the three oldest commercial establishments of the city, the other two being Parry’s and Arbuthont’s.
The three storeyed building is laid out as a simple rectangle with a long verandah on Armenian Street. Having crossed the verandah, from which there is more than one access, large interconnected halls follow with a centrally placed staircase towards Errabalu Street. The second floor, which appears to be an old addition to the main building, is only partial. The most dominating feature of the exterior is the front verandah is enclosed with wide, thick piers with a rusticated plaster finish linked by semicircular arches, while the upper floor contains simple circular Doric columns connected by a flat beam. Corresponding to this central portion is a verandah at the second floor, lined with tapering rectangular wooden posts. The Maclean Street face is relatively plain, the principle element being numerous windows with strongly defined sloping asbestos shades. However, large semicircular arches visible on the ground floor of this face and a portion of the rear, that would have earlier formed a verandah, now stand blocked. Interestingly, the ErrabaluChetty Street side features three two – floor high, pedimented bays framed by tall rectangular pilasters, implying that the main entry had most probably been here. This plastered building is constructed of brick and lime with a Madras Terrace roof, excepting the second floor, which is covered by an asbestos cement sheet roof. Still in use, it is fairly well maintained with no visible damage.

HONGKONG AND SHANGHAI BANK (Fig. 25)

The Hongkong and Shanghai Bank, on North Beach Road, was constructed in 1923, in the site earlier occupied by the offices of ‘The Mail’ one of the earliest Indian newspapers, Having absorbed the earlier Mercantile Bank, this rather solid building with plastered white walls, subtle details and recessed windows is designed in the Edwardian style, in total contrast to its Indo-Saracenic.

A four storeyed building was highly decorative in geometric forms inspired from the Art of Naiveau style of architecture. The façade shows the staid composition with squat square towers. The Decoration found on the walls are string courses, cornices decorative motifs and other elevations. The towers sport circular openings by intricate mouldings on the top. The Character of opening very at every floor with hand rails, false balconies, and windows. The ground floor is different from other floors.

Though the interior of the building has undergone considerable changes to suit new uses, the exterior remains largely unaltered. Extremely well maintained, this building, which has regular coats of gleaming white point, provides much pleasant relief.

MAADIPONNGA / OLD RAMPART WALL (Fig. No. 26)

A part of the remains of the old Town Wall along Old Jail Road and Ebrahim Sahib Street has been developed into a terraced public park, called ‘MaadiPoonga’ meaning ‘terraced garden’ in Tamil, built by Paul Benfield, an engineer of the Company,
to protect the native residents of George Town from invaders, this Wall was completed in 1772. Covering a length of 6 km, the ramparts originally ran from Clive Battery on North Beach Road, now Rajaji Salai, and bound the northern and the western fronts of the Town. The wall was demolished in the 19th century to allow for expansion. Most of the stretch that remains, from Ebrahim Sahib Street to Stanley Hospital further west, is what has been developed into the park. Bound by residential quarters on the north and the road on the south, these ramparts that once housed magazines for guns and cannons now stand completely tamed, their violent history having long faded into oblivion.35

**TABLE NO. 6 PAPRS IN BLACK TOWN**

<table>
<thead>
<tr>
<th>SERIAL NO</th>
<th>NAME OF PARK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Robinson Park – Madi Poonga</td>
</tr>
<tr>
<td>2.</td>
<td>Park in Monegar Choultry Road Junction of Bashyam Naidu Street</td>
</tr>
<tr>
<td>3.</td>
<td>Sir Theagaraya Park</td>
</tr>
<tr>
<td>4.</td>
<td>Park in Cochrane Basin Settlement</td>
</tr>
<tr>
<td>5.</td>
<td>Park in Kannan Street, Korrukupet</td>
</tr>
<tr>
<td>6.</td>
<td>Park in Angappa Naicken Street</td>
</tr>
<tr>
<td>7.</td>
<td>2 Parks in Post Office street</td>
</tr>
<tr>
<td>8.</td>
<td>Park in Amman Koil Street Junction of Broadway</td>
</tr>
<tr>
<td>9.</td>
<td>Park at the Junction of Parish Venkatachalaloyer Street and Varada Muthiappan Street</td>
</tr>
<tr>
<td>10.</td>
<td>Park opposite to Government Mohammedan School Broadway</td>
</tr>
<tr>
<td>11.</td>
<td>Venugopal Chetty Park Nattu Pilliyar Koil Street</td>
</tr>
<tr>
<td>12.</td>
<td>Park in St. Xavier Street</td>
</tr>
<tr>
<td>13.</td>
<td>Park near Seven Wells street</td>
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<tr>
<td>14.</td>
<td>2 Parks in ShanmugaMudali Street</td>
</tr>
<tr>
<td>15.</td>
<td>Sivangnanam Park, Pedda Naicken Street</td>
</tr>
<tr>
<td>16.</td>
<td>Park in Wall Tax Road</td>
</tr>
<tr>
<td>17.</td>
<td>Park inAudiappaNaickan Street</td>
</tr>
<tr>
<td>18.</td>
<td>2 Parks in wall Tax Road</td>
</tr>
<tr>
<td>19.</td>
<td>Park opposite to Burmah Shell office</td>
</tr>
<tr>
<td>20.</td>
<td>Miller Statue Park opposite to High Court</td>
</tr>
<tr>
<td>21.</td>
<td>Park adjoining Mosque in Evening Bazaar Road</td>
</tr>
<tr>
<td>22.</td>
<td>Park adjoining Jewish Cemetery Mint Street</td>
</tr>
<tr>
<td>23.</td>
<td>Park in Isaac Street Junction of Stringers Street</td>
</tr>
<tr>
<td>24.</td>
<td>Park in Wall Tax Road adjoining Park Town Post office</td>
</tr>
<tr>
<td>25.</td>
<td>P R Square, Ponnappan Lane</td>
</tr>
<tr>
<td>26.</td>
<td>Park near the Male Latrine, Wall Tax Road</td>
</tr>
<tr>
<td>27.</td>
<td>Park adjoining Tank in Ekambareswarar Temple</td>
</tr>
</tbody>
</table>
An archway that leads to a straight flight of steps and culminates on the ramparts is the main entrance and is now flanked by lions in a seated posture. Additional flights on either side of the arch also lead to the terrace above, and function as the current access.

A stone inscription found inscribed built in on the north west corner of the wall. (Fig No. 26) It was declared as Protected Monument under the Act of 1904. A Notice was given to the public by the Chief Presidency magistrate if any damage is caused to the building or monument, liable to imprisonment either for 3 months or a fine of Rs. 5000 or both. In which year, it was erected is now missing.

This buildings is maintained by the Corporation of Madras, Lighting and the gardens were renovated recently.

The Vestiges of North rampart wall of Black Town and the garden on top is identified as MaadiPoonga. It was other wise called as Robinson Park. Robinson acted as temporary Governor, for few months in the year 1875. It was constructed by him for the convenience of Europeans. It was constructed by him for the convenience of Europeans. It was opened to the public in 1886. It was like a Botanical garden in an Island. The Park had to be reached by crossing a small iron bridge measuring 50 ft length. It became a public park, when Mahatma Gandhi visited India in 1933, he addressed the people from here DMK also held meetings in the Robinson Park. After Independence the park was inaugurated by justice B. Rajagopalain I. C. S. on 7th November 1957. 36

OLD – CIVIL DEBTOR’S JAIL (Fig. No. 27)

The old Jail or Debtors Jail was begun in the year 1692 and occupies the Bharathi Women’s College buildings and campus in the 1793. After Independence the Jail became a cottage Industries training centre, the central Polytechnic Institute. In 1964, it became a Mint Arts College, now it is called as Bharathi Women’s College.

A dilapidated building stands inside the premises of Bharathi Women’s College. The offenders who were punished in the Choultry Court were imprisoned in this Jail. The adjacent road is also called as old Jail Road. Within a high raised rampart wall this Jail stands in a long stretch of building with high entrance on the south leads to the rooms. The flight of steps leads to the rooms in the first floor. In the ground floor, there is a dark room for those have committed severe crime. There is only one toilet on the South east corner of the building. From 1964 to 2004, these rooms were used for taking classes for
PUC and graduates. It also served as Training centre for some years. The high rampart and the dilapidated building still stands as a witness to British rule in Black Town.

**BROADWAY THEATRE (Fig. No. 28)**

One of the entertainment of the people was provided by the film Industry. This industry was brought into India in the year 1890. Drama was the forerunner the film Industry.

As far as Tamilnadu is concerned we get ample information from the Literature about various forms “Kuttu” which became “Drama” in later days, it became a “Cinema” or developed Tamilnadu in the year 1897. The first film distributor was M. Edwards, the film was related at Public Hall. Several Studios were established in various parts of Madrasapattinam.

In Broadway region, a theatre was established in 1934. In the beginning, it was only a “open drama stage” named as Paradise Hall. This Paradise Hall was built by Parthasarathy, Son of NarayanaSwamy. He was a wealthy and rich man from Andhra, who migrated to Chennapattianm. Every day evening Parthasarathy and his friend Devaraj used to go to the Marina beach and then to the theatre. On one such occasion both of them were late to the Show, and they were defied admission into the hall. Parthasarathy felt that he was insulted by the drama company, and decided to erect a theatre on his own. Later on the name of the theatre was changed as “Broadway Theatre”, because the road was named “Popham Broadway” this “Paradise Hall” was elevated to a full-fledged theatre by his manager Nathamuni Nayudu.

Along with Hindi and Tamil Movies, the English Movie “My Fair Lady” was played in this Broadway theatre. This Broadway theatre is one of the oldest theatre in Madrasapattinam, still it is one of the Popular and busiest theatre in Chennai Broadway.

**MEMORIAL HALL**

The Memorial Hall is an imposing building that appears to spring just off the street at the junction of General Hospital Road and Evening Bazaar Road. Completed in 1860 and erected by the British to celebrate the escape of south India from the horrors of the great Sepoy Rebellion of 1857, the building was designed by Col. George Winscom, and modified by Col. Horsley.

The Memorial Hall is built in the classical Greek style. It is a huge rectangular hall approached directly from by a flight of steps paved with stone, which leads to portico. A verse of Bible is inscribed. Like the Hindu temple there is a wide open terrace like padium around the buildings. The Bible society functions inside the premises. Thick brick walls plastered with lime must have once supported a sloped roof of tiles, now replaced with asbestos cement sheets. Semicircular arched windows with intricate
mouldings adorn the length of the hall, surmounted by another row of smaller arched clearstory windows. In contrast to the impressive exterior, the interior is fairly plain with simple Corinthian pilasters at intervals.

Currently this place is used as market hall or shooting spot of film Industry. The Building is built in Madras chunam and lime plastered.

THE TOWN HALL

The earliest Town Hall of Madras was the Choultry Justices court in the native quarters. During Baker’s time the Choultry was designated the “Town House” when S. Master established a court of Judicature in 1678 the need of a separate court House became apparent and two years later a building was erected. In the White Town close to the Choultry Gate for this purpose. The new edifice was denominated the Town Hall, but its dimensions were too restricted for convenience. In 1688 a more common building were required. In 1691, Yale complained that the corporation had done nothing towards the erection of fresh edifice. The city fathers were unwilling to construct the building with borrowed money. The site of the new Hall was south of St. Mary’s Church. The prospect of Fort St. George from Thomas Pitt map and the views painted by Lambert and Scott about 1732 show the Town Hall as a lofty building having an ornate vaulted roof, surmounted by a cupola which terminated in substantial dragon as wind vane. The Hall served as the Mayor’s court and beneath it was the Prison.

The Government considered that the Corporation should find means of support other than company’s revenues and asked for a statement of income and expenditure. For the building of Town Hall, the debt increased to 4000 pagodas, of which part has been paid.

Hamilton describes the Mayor’s Court, Town Hall and the functions of the Court. The city had Laws and ordinances for its own preservation and a court kept in Form, the Mayor and Aldermen in their Gowns with maces on the Table, a clerk to keep a Register of Transactions and cases and Attorneys and solicitors to plead in from before the mayor and Aldermen, but after all it is but a force, for by experience I found that a few pagodas rightly placed could than the scales of Justice in which side the Governor pleased, without Respect to Equity to Reputation.

The Mayor and Aldermen are to be a Court of Record unauthorised to try all civil suits. Appeal shall lie to the Governor and Council, whose decision shall be final up to pagodas 1000. In judgements involving a larger sum appeal may be made to the king in Council.

The Governor and the Five Senior members of council shall hold Quarter Sessions of the peace and shall be a court of Record and commissioners try all offences,
except High Treason, committed within the said Town of Madarasapattinam, Fort St. George and the Town of Madarasapatnam Fort St. George or within 10 English miles of the same.

The Mayor’s court would Judge all Civil cases and criminal cases would be tried before sessions court on 14th August 1727 the government nominated Thomas, Weston, William Monsoon, John Buckley and Edward Brastone to fill the 4 vacancies among the Aldermen and selected Capt. John Powney to be Mayor. On 17th they assembled on the parade in the White Town and proceeded the following order to the Garden House Via middle Gate, Armenian Bridge Gate and Peddanaikenpetta h. The President administrated the oath to new Major and Aldermen at the Garden House. They exchanged the old charter with new charter. The procession the returned to the Fort by the Bridge Gate and Choultry Gate.

In 1755 the Mayor’s Court resolved to revive rule of practice of the 5th June, 1733 and deal summarily with Petty cases involving values not exceeding Pagoda 20 and not less than pag 5. Under the Charter of George II of 1753 for sums not exceeding Pags. 5 were tried by commissioners of a court of Requests. This court like that of the Mayor, sat in the Town Hall, but in 1757 a difference arose between it and the Mayor’s court as to its accommodation.

The Government suggested that the ground floor of the New Town Hall should be converted into a gaol they had permitted the Court of Requests to sit in the General Hall under the Consultation Room in the Fort House.

During the siege of Madras in 1758 – 59 the Town Hall and adjacent buildings sustained serious damage. In December, 1759, the Mayour’s Court drew attention to their proposal for a new gaol acquired for a small sum. They also asked for an advance of cash for the repair of the Court House. There was a dispute between Corporation and Town the matter was referred to England.

GOKHALE HALL

This Hall is located in between ErrabaluChetty Street and MookerNallamuthuMudali Street. Annie Beasant took efforts to construct a Hall this Street. Foundation stone was laid by Theosophical member Jinarajadasa. It was completed by G. SubbiahChettiar in 1915.42 In memory of Gopala Krishna Gokhalae, who passed away on that occasion, the name was coined by Beasant. Most of the Indian National congress leaders addressed the people here. People worshipped Annie Beasantas their womengodess.

VICTORIA PUBLIC HALL
The Victoria Public Hall, renovated recently is located on Poondamalli High Road, E. V. R. Salai. This beautiful red stone edifice was built in honour of Queen Victoria, on her Golden Jubilee celebrations. It was design by Robert Chisholm and constructed by NamperumalChetty. It was completed in the year 1887. The expenditure was borne by one of Vijayanagar rulers. This was constructed for public utility, which can accommodate 600 people at a time.

This building has two floors, the ground and the first floor with large halls. Like the Armenian Church it also bears Romanesque style of architecture. Special feature of the building is arcaded verandah along the north and south side supported by *Corinthian* stone pillars. A tall square tower rises up to three floors the terracotta frieze resemble the Islamic calligraphy.

Built of brick and pointed with lime mortar, the intermediate floor is of Madras Terrace while the roof is a large tip with Mangalore tiles and dormers at the ends and along its length. As in other buildings of a similar style and form, the Town Hall too appears more human in scale than that expected from a building of its size, mostly due to its massive brickwork, sleek and slender details and large tiled roof. The walls of the top floor are highly embellished with decorative and painted plasterwork on the interior and the gallery constructed completely of wood. It is however unfortunate, that a building of such stature is completely last behind a hideous row of shops all along its periphery.

The Land was donated by the Vijayanagar ruler and it was completed in 1887. It was used for stage performance, lecture, and as a ballroom. There are two halls one in ground floor and the other in first floor the walls have high raised glassed windows. This red building has an aesthetic value.

Since the metro Rail work is going on the access to the building is blocked now. The outer wall up to first floor is Liden behind the temporary shutter.

**EDUCATION**

**MADRAS MEDICAL COLLEGE**

The Madras Medical College is located on General Hospital Road, now called as E.V.R. Salai most of the old part of the General Hospital campus is lost now.

The college was founded in 1835 by Frederick Adam. It was established as a school, and then made into a college in 1851 and transferred to the Education Department a few years later. The college consisted of two departments. From the beginning of 1875, it began to admit to women. The anatomy block, in the south eastern corner of the campus is one of the earlier buildings.

A graphic description of old building is given by the historianMuthia, the two storeyed building is rectangular in plan, with projected ends and a large central porch on
the north. A large wooden staircase on the right connected the porch. The ground floor contains Lecture Hall, demonstrations Hall. The upper story houses anatomy museum and dissection Hall. The high ceilings supported by tall cast iron columns, contains an inscription dated 1908. The elevation is typically Indo – Saracenic, with a red brick exterior filled with arcaded verandahs and segmental arches, stone trimmings and a sloped stone chajja supported on ornamental stone brackets. A decorative parapet consisting of curved pointed battlements with simple motifs in bas – relief tops the entire structure. The pilasters continue as short, square towards above the roof, culminating in elliptical stone finials.

But now most of the old buildings have been demolished and new buildings have been erected in the place of old buildings.

**STANLEY HOSPITAL (Fig. No. 29)**

In 1933, the Auxiliary Royapuram Medical School was renamed as Stanley Medical School in honour of the then Governor, Sir George Stanley. In 1923, the Lady Willingdon Medical School, exclusively for women was established in 1938, the Stanley Medical School and the Lady Willingdon Medical School were both abolished and replaced by the Stanley Medical College, which would mean the abolition of the distinction between L.M.P. ‘s and graduates in Medicine. The Madras Medical College has been extensively added to, and it has been training lady students from 1878.45

The School of Indian Medicine was established in 1924 mainly through the efforts of the then Chief Minister, the Rajah of Panagal, and efforts facilities for training in the Ayurveda, siddha and Unani systems, with a working knowledge of western medicine and the prefatory sciences. The old building has been relegated to back yard and the newly constructed building structure stands in front of Stanley Hospital.

**PACHAIYAPPA’S HALL** (Fig. No. 30)

The Pachaiyappa’s Hall, located on NSC Bose Road opposite the Telephone Exchange building, is named after the great philanthropist, PachaiyappaMudaliar, built in 1850, this building fronts the Pachaiyappa’s High School was founded, as the first Indian educational institution for the Hindus as a preparatory school.46 Later advancing to a high school and College. The lower floor is used as storerooms by hawkers who sell their wares from the adjoining pavement.

Inspired by, and imitating the Athenian Temple of Theseus, the Pachaiyappa’s Hall and the Memorial Hall, though built a decade later, have many similarities in layout. Both are rectangular in plan, set on a raised podium with large pedimented porticos of fluted Ionic columns. The entablature of the portico here carries the name ‘Pachaiyappan’ in Tamil, and two circular openings in the tympanum. Towering above the road, this monumental building commands attention more due to its scale and proportion rather
than architectural detail. Apart from the imposing portico and the large flight of steps leading to it, the exterior is relatively simple with few decorations and simple pilasters adorning the doorways and clearstory windows. Plastered masonry walls with large trabeate opening support of Madras Terrace roof over the verandah, while the main hall is roofed with a large sloping roof of asbestos cement sheets. Painted a softly yellow that has hardly seen any new coats in the recent past, the Hall’s rundown appearance is further compounded by the extremely poor surroundings.

The entrance of entrance of the Pachaiyappa’s Hall is very narrow shadowed by shops. After crossing the verandha (Service at stock room) the open courtyard is seen where the statue of GopalNayakkar is installed at the North West corner once upon a time it was a beautiful edifice, but now the building is in a dilapidated condition.

Now the building is occupied by Pachhaiyappa School yet another name is also associated with the School is GovindappaNayakkar.

**YMCA (Fig. No 31)**

The headquarters of the young Men’s Christian Association (YMCA), located on NSC Bose Road opposite to the Law College buildings, was inaugurated in 1900 by Havelock, the then Governor of Madras. One of the earliest American – aided building in the country, it was designed by G.S.T. Harris, the government architect at that time. However, it was Governor Havelock who assisted in the Indian style of detailing. NamberumalChetty, the reputed builder of numerous prestigious buildings of the city including the National Art Gallery, was responsible for its construction.

A four – storeyed building in the Jaipur style, The YMCA occupies the first two floors and the central bay on each floor, the staircase is on the eastern side of the building. Corresponding to the verandah on the ground floor are projecting balconies of the upper levels, marked by octagonal piers. The major attraction of the building is its highly decorated façade, further enhanced by its location at the corner of two roads. Foliated arches with louverd windows, projecting balconies, string courses, a stone chajja on ornamental stone brackets, a parapet wall with stone Jallis and slender round turrets topped by an umbrella like canopy at the corners remind one of the monuments of Mughal India. Red sandstone facing said to be quarried from the mines near Tada, very near Madras city on masonry load bearing walls with floors and roofs of Madras Terrace constitute the chief building materials. But the rear view is very simple with less ornamentation.

The foundation stone reveals the fact that it was laid on 29th January 1897. The foundation stone is still found on the basement of YMCA building, hidden inside the platform. Above the tablet, the floral design is carved out beautifully.
Another Tablet stone found inside the building dated 1899 A.D. dated provides information about the fund was contributed by friends of Great Brittan and the Americans. It was maintained by Americans Hon. John Wana Maker of Philadelphia, U.S.A.

W. A. Arbuthnot served as president, the name of the other members are not clearly mentioned.

**HIGH COURT (Fig. No. 32)**

The esplanade was created in 1759, after the siege of French. The Esplanade, an open maidan was an easy access to the guns to fire on the Fort St. George. The British through that the open space was a problem and insecure for the Fort St. George so they decided to construct buildings and monuments. The Macaulay’s minute also suggested the development programme and introduction of English Education. The High Court of Madras was establish in the year 1861. Before the establishment of High Court, the British established three types of courts in Madrasapattinam. The first court established by them was Choultry Court. The Bar council and a good Library is located in the vicinity of the High Court.

Occupying the entire portion of land bordered on four sides by North Beach Road or RajajiSalai, NSC Bose Road, North Fort Road and Esplanade Road, the imposing buildings of the Madras High Court certainly live up to their image in spirit, form and architectural detailing. An important landmark in the city with entry to its campus from NSC Bose Road, these splendid buildings were the result of the efforts of more than one architect, with the initial designs of J.W. Brassington developed by Henry Irwin, and minor modifications during construction by the supervising engineer, J.H. Stephen. Beginning in 1889, the construction was completed four years later. The High Court was established in 1862, following from earlier systems of Justice such as the Choultry Court or Magistrate’s Court, Superior Court, Court of Admiralty, Mayor’s Court, Court of Small causes, Recorder’s Court, and finally the Supreme Court of Madras, some of which still remain.48

This structure was designed as a celebration of the Indo – Saracenic style, building upon the earlier works of Chisholm. Rising three floors in height and divided into three blocks interlinked by wide bridge like carriageways, the courtrooms are grouped within the central will rooms for advocates on either side, surrounded by wide verandahs. A variety of spatial experiences have been achieved through a multitude of details. Staircases of stone vary in siz, shape and location. Circulation paths too, differ in the detail of their enclosures with single and twin arches vying with others whose spandrels have been filled with fretwork. The play of light is interestingly different. Appointed with tall arches stretching three floors in height, on ensemble of minarets
crowned by open pavilions and small bulbous domes culminates in a 53m tall central tower, roofed by a dome of immense proportions. While the verandahs in some portions are merely placed on the exterior, in certain areas these are contained within the recesses of these floor – to – roof arches. Filled with slender stone arcades, columns and intricate fretwork that dominate the entire scheme, the idea for these giant arches is said to have been derived from the Islamic ‘Pathan’ architecture of the 15th century. The courtrooms themselves are impressive in scale, with lofty ceilings, large stained glass windows and wooden doors crowned by wooden fretwork fanlights. Patterned Italian tiles on the floor and walls remain in many areas and add a soft colour to the interior along with the stained glass openings. The exterior, a delicate composition of exposed brick walls, stone arches, columns, brackets and projecting balconies, must have also been earlier a riot of colour with the now faded, intricate, relief plaster of intertwining geometrical floral motifs and serpent heads on the domes.

The central domed minaret once housed the lighthouse for over 75 years, producing a kerosene-fuelled light visible 32 km away at sea also present within the campus is the earlier lighthouse that was dismantled from its original location along the Esplanade and re-erected here. This fluted granite Doric column, 38m tall, rests on a pedestal of brick and laterite. Standing testimonies of the British architecture that complement the Court building survive with the least of maintenance. The humdrum of good old typewriters and typists continue to fill the verandahs, lending to this building a sense of life and exuberance that stands unmatched in any other of its time.

LIGHT HOUSE

In the year 1795. Captains W.T. Money, T.D. Foulkes and A.J. Applegargh Commanders of Indian men, wrote to Government the advantages of light house to the navigator. The ships nearing Madras from south east ward were compelled to lie and its unsafe. If Light is fixed throughout night along the road side, it would be convenient for the ships to enter safely into the fort. The issue was discussed in the Council. The Church should not be used for secular purpose. Government finally selected the roof of the Exchange as the position for the light. The light house was framed iron structure, carried a lantern, reflectors and twelve lamps burning coconut oil. It was completed in the year 1796. The light house on the Exchange in Fort St. George was erected by the exchange committee. The light house is 90 feet above sea level of the sea at high water, which could be seen from the Company’s ship about 17 miles, and from their mast heads near 26 miles

NEW LIGHT HOUSE

The old Light House was exhibited from a wooden building erected on the top of the exchange in the fort. The new light house was a handsome granite structure in the
form of *Grecian Doric column*, standing on a cubic pedestal above massive steps of stone. It is 120 feet high from the ground to the top. The lantern was 12 sided Polygon and the light was reflected from the parabolic reflectors, which made the beam gradually increase in illuminating power and the diminishing as light revolved. It was abandoned, when a new light house tower was erected in the high court buildings.

**METROPOLITAN MAGISTRATES COURT** (Fig. No. 33)

The Metropolitan Magistrates Court, north of the State Bank of India, is at the corner of North Beach Road, now RajajiSali, and NallaMuthu Street. Three storeys in height, this building which derives from a planar facade, is a subtle contrast in composition to its neighbours, the General post office and the State Bank of India, whose elevations are red in colour, form and light. Rectangular in plan with a kirk at the front, the inside of the building is punctured by a large courtyard at its western end. Accessed through two entrances located on the two roads that the building fronts, a large wooden staircase from the northern entry leads to the upper floors. The exterior is composed of three floors of pointed arches, in turn framed within rectangular panels. Both the arches and the panels in their equal repetition create a façade that is extremely rhythmic. The most striking and unique feature of this structure is the intricate mosaic of ceramic titles that fills the spandrels on the eastern face. The sides, however, follow the same pattern but without the mosaic. The parapet wall echoes the same profile of the arches found in the walls below. Exposed brick walls plastered on the interior and Madras Terrace roofs form the principal building techniques. Along with the Madras High Court further down the road, this structure forms on extremely busy legal node with advocate chambers and smaller courtrooms filling the interior.

**MADRAS LAW COLLEGE** (Fig. No. 34)

The Law College was laid out in 1899 to the west of the High Courts, after the Department of Law established within the Presidency College in 1855 – gained the status of a College in 1891. It was built on land that was earlier the burial grounds of the ‘White Town’ later on called Esplanade, the residential area of the Europeans within the Fort. Designed by Henry Irwin and constructed by NamperumalChetty for a sum of Rs.340,000, these buildings are in very much the same style as the High Court.

Sited within the campus of the Court but separated from it by a compound wall, the Law College building is laid out in a peculiar fashion, unlike many of the other buildings of its time. Four rectangular classrooms are arranged about a central polygonal courtyard, which is accessed through a carriageway created between two of the classrooms. This entrance way is defined by two circular towers attached to the building, that contain staircases to the first floor. Very unusually, the entrance portico is placed at the farther end of the courtyard and leads to the main staircase, located at the rear.
Verandahs line both the inner and outer edges of the building, providing ample ventilation. The carriageway is bridged at the upper floor by another lecture room. The classrooms, fitted with galleries, are designed to accommodate students. Flat roofed at both levels with Madras Terrace on teak wood joists and steel 'I' sections, the walls are of exposed brickwork on the exterior and plastered on the interior. The domes that cover the circular towers at the front and at the rear, sport plaster work decoration as in the High Court building, with copper tinted finials. The building is rest on stone concrete foundations with three metres depth. Put to good use, it finds constant representation in the minds of the people, as much for the propriety of the legal system as its notoriety. Another element of interest within the campus is the Hynmer’s Obelisk, built over the grave of the four year old son of Elihu Yale. Covered by bushes and hardly visible at times, the Obelisk was refurbished in 1987.

The area has been disturbed now due to the construction of Metro Rail. The graveyard seems to have been non existence, a new museum has been established in that place.

TRAMWAY (Fig. No. 35)

An attempt was made in 1892 to construct the first tramway line in Madras, Messers. Hutchinson company made an attempt in this regard. It was only in 1895 that the first tramway line of the city was completed and opened for use. These tramways were constructed on the conduit system, according to which the live conduct was carried underground. But soon this system was replaced by that of the over-head lines, because it frequently led to the interruption of electric lines by floods and rains. The original company was replaced in 1904 by the Madras Electric Tramways limited. At the beginning of 1933, as a result of several extensions of the original lines, the M.E.T. service had nearly 9 miles of double track and over 7 ½ miles of single track. Consistent efforts have been made in recent times to speed up the service, to replaced the old single tracks by double lines and to introduce bigger closed corridor cars in the place of the company to turn a fleet of buses, but it was stopped after three years.

RAILWAY

In the beginning of the 19th century there was a tremendous change in the development of industries and technology, which resulted in the discovery many new machines and vehicles. One among them was the Railways. In the beginning it was drawn by horses, later on they used steam Engines. At present due to technological development the Diesel Engine and Electrical engines have in came in to use.

Now, the railway has become one of biggest industry in the world and India is not an exception to this fact. It also serves as the nerve Center of Indian economy, which in-turn links with the world economy. This railway system was first introduced by the
British in England, later on in their colonies, as they wanted to retain the “brightest jewel of the British crown”\textsuperscript{53}

There are three Major Railway stations in Chennai viz. the Royapuram Railway station, the Chennai Central station, the Egmore Railway Station. However, at present the Royapuram Railway Station lost its importance, the other two stations are still busy and link various places in India and Tamilnadu. Of these three Railway stations two are located in the heart of the city, and the Royapuram station is located in North Chennai i.e. Black Town. The Egmore station is out side limits of Black Town region. The Central and Royapuram Railway station was located within the limits of Black – George Town.

\textbf{THE EAST INDIA RAILWAY COMPANY}

The first proposals for the construction of railways in India were made in 1844 to the east India Company by R. Macdonald Stephenson and others. It included the formation of companies for the purpose in Britain and the guarantee by the east India company minimum capital to be expended. In May 1845, The East India Railway company was organized.\textsuperscript{54} Periodical negotiations followed and finally a contract was signed on 17\textsuperscript{th} August 1849 between the East Indian Railway company and the East India company.\textsuperscript{55}

Subsequently, the Great Indian Peninsula Railway Company was sponsored by John Chapman, with White and Barnet and issued its first prospectus on 15\textsuperscript{th} July 1844. Sir Jam Set Jeejeebhoy Baronel of Bombay was the first Indian director of the company another Director was George Stephenson. The Great Indian peninsula Railway company was incorporated in England by the Act of 1 August 1849, it entered into a formal contract with the East Indian company for the construction and operation of Railways in Bombay and other presidencies in India.

\textbf{MADRAS GUARANTEED RAILWAY COMPANY}

British trade with India, the development of which was one of the Principal objectives of early railways in this country, was necessarily routed through the major Indian ports which were, consequently, the natural starting points of railway development. After Calcutta and Bombay, came Madras, and the formation of the Madras Guaranted Railway company took place soon after the East Indian and the Great Indian Peninsula Railway companies. This company entered into a contract with the East India company on 22 December 1852, and a detailed survey was followed, for a line from Madras eastward towards JolarPettai, through the rich Arcot area.\textsuperscript{56}

\textbf{ETYMOLOGY OF THE NAME “ROYAPURAM”}

Royapuram was an old city, with hoary Past. It was incorporated with PuzhalKottam during the Pallava Period. After the decline of the Cholas and
PandyasTondaimandalam was occupied by the Vijayanagar rulers. The Vijayanagar rulers were called as “Raya” and the term “puram” denotes “outsuir” or “by the side of a place or settlement.” In due course of time the place came to be called as Royapuram once upon a time it was a very popular and crowded place.

The Royapuram Railway Terminus, at the northern most end of North Beach Road, now known as RajajiSalai, was the first terminus of the Madras Railway company in South India, inaugurated in 1856 by Lord Harris, the Governor of Madras. It connected Madras city to the station named Walajah Road in Arcot, the headquarters of the Nawab of Carnatic. It was the principal terminus until 1907 when the lines were extended further south to Madras Central.

**LAYOUT**

Royapuram railway station ranks second in India in terms of space available with 2,46,000 Sq M. next to the Howrah station in Kolkata. The station, with an elevation of 7M above sea level, is 1,015 M long and 420 M wide and covers about 72 acres. Located at 5 Km from Chennai Central station, the Station has about 28 tracks. An island platform serves the suburban traffic in the station. The station building marked by arches, ionic pillars and high – rise ceilings is a heritage building. However, the station has only 450 track length, against the 1,000 M needed for a terminal. The station has a goods shed attached to it.

**DEVELOPMENT OF ROYAPURAM RAILWAY STATION**

Royapuram railway station is the place from where the laying down of the railway line of the South Asia Commenced in 1853. The idea of a railway in South India long predated any other railway lines in the Indian subcontinent when a railway line for Madras was proposed in 1832. About 15 years after Stephenson’s steam engine undertook that historic Stockton Darlington journey with its passenger coach, laying of a railway line in South India was discussed in London. In 1845, the Madras Railway Company was formed and the plan was discussed. Four years later, the Great Indian Peninsula company was formed in 1849. Which built a 21 mile long route from Boribunder in Bombay to Thane, becoming India’s first railway line opened for traffic on 16 April 1853. The Madras Railway company was reconstructed in 1849, the plans for a railway line in the south was revived further to the efforts by the mercantile community of Madras Presidency, which lobbied for rail connectivity.

Royapuram was selected as the location for the new station as it was on the edge of a settlement of British traders and natives near fort St. George with the openings of the main terminus, the Royapuram station, on June 1856. The railway line was opened for traffic on 1 July 1856. By Lord Harris, the Governor of Madras Presidency.57
South Railway, which initially planned to make the station a hub for operation, has now started a feasibility study to convert the heritage structure into a passenger terminal. The station has large space of land spread across 72 acres, in which 16 platforms can be constructed. Parking bays for both public and private transportation could have been created in north and south blocks presently, 16 long distance express trains bound for eastern and western parts of the country are passing through the railway station and electric multiple units to Gummudipoondi and Arakonam are operated from Chennai Beach railway station, along the same line.

INAUGURATION OF FIRST RAILWAY AT ROYAPURAM

The ceremony of ‘cutting the first sod’ was celebrated with the distinguished personage of Madras Presidency, *Mr. Edward Smalley*, Agent Madras Railway Company, other guests and Railway officials. They all assembled at Royapuram at the appointed time. A resplendent wheel barrow and spade of polished by the Agent and Chief Engineer of Madras Railway company to the distinguished personage, who was earnestly invested in a flattering speech to convert himself ceremonially into a navy for a short space open by Governor *Lord Harris* on June 28, 1856. In his speech, congratulating the Madras Railway Company, its manager Major Jenkins and all who had worked on the railway, Lord Harris said that the cost of railway Line L 5, 500 a mile was well worth the investment and looked forward to qually expeditions completion of the additional 450 miles of track to the west coast, a little south of Calicut. The service was inaugurated with two trains, coaches made by Simpson. & co., the leading coach builders of the day. One train, carried the Governor and 300 Europeans to “Am (b) oor” where a magnificent “dinner” had been laid out for them. Another train, with the Indian invitees, followed and traversed a shorter distance, to “Triveloor” but whether they got dinner is not known. On the inauguration of the Madras railway was Celebrated with great gay. The governor, the commander in chief and staff of the Garrison of Fort St. George were present on this occasion. The inauguration was described eloquently as.

“It was a sight long to be remembered in Madras thousands flocking to witness the proceedings from any point from which a view of the ceremony of the train could be obtained. The company had issued invitations to about 300 of the leading Europeans to witness the ceremony and take a trip to Amoor and to return in the evening” Another train was inaugurated to Tiruvellore which was occupied by the principal member of the native community of Madras. After the inaugural ceremony, the party proceeded on the excursion trip. The carriages were well ventilated both above and below. As the train proceeded across the plain of the Carnatic, countless number of natives thronged the route, 104 kms on either side of the line. The passengers witnessed the pictures gives scores of Carnatic region.
Arrived at Amboor, the crowds along with Lord Harris were welcomed by a guard of the 19th Regiment and the officials of the company, headed by Major Jenkins their manager. Lord Harris delivered his speech. This is how a travel of 104 kms was made by the Europeans and the natives. After some enjoyment, the shade of evenly were becoming and the trains started on its return.

THE ROYAPURAM STATION-ARCHITECTURAL FEATURES (Fig. No. 36, 370)

Rectangular in plan, the station fronts a single platform covered by a large projecting sheet roof supported on equally large steels brackets. Originally set in a part-like environment, this stately, pillared, quasi classical building of sensitive proportions, once a pride of the railways would certainly have resembled a large villa of the late Renaissance period. A fairly small structure that consists of the ticketing hall and the lobby along with administrative facilities is now accessed through a porch supported on delicately fluted Corinthian columns on the south. The entire first floor has fallen into a state of disrepair and is no longer in use. Semi circular arches with elaborate key stones and mouldings and Corinthian pilasters adorn the exterior. The parapet too, is composed of delightful flat belied balusters interrupted by taller turrets. Pictured to this day in many railway publications, this thing, white jewel that is now in shambles is constructed of fine Madras chunam or lime. Sadly much of this building was lost due to the realignment of the railway tracks resulting in the main platform shifting south of the porch.

Captain Barnett Fort, whose drawing appeared in the Illustrated London News, described the rooms in the Royapuram station as being “Very elegant and most superbly furnished with handsome punkish & C” In its derelict state today little of this recognizable. In fact, with modifications over the years, just a few of the original pillars are left and the station is only a faint echo of its original handsomeness. An adjacent building, built around the same times as the headquarters office of the Madras Railway company, was pulled down a few years ago.

It remained as chief railway junction till the year 1873, when the Madras Central Station was opened. The North bound railways were operated from Central Station and south bound railways were operated from Royapuram Station. Since the Madras Port was established by the Britishers, Royapuram became a place for transporting goods to various Parts of India.

The Seventy acre Royapuram Junction lost its importance now, but the building survives precariously. Most of it has been altered or torn apart, and appears ravaged. Used minimally by the suburban railway network and more often by the harbour next door, its location with in one of the most neglected areas of the city has only served to hasten its deterioration.
Royapuram railway station also remained as the headquarters of the Madras and Southern Mahratta Railway till 1922, when the headquarters was shifted to Egmore. Since the original structure of the first railway stations of Bombay and Thane no longer exist, Royapuram stations remains the oldest railway station in entire subcontinent.

Owing to lack of maintenance, Royapuram railway station building was degraded to a dilapidated condition over the decades. One end of the station, which was formerly used as a military platform, became a playground with most of the area covered with overgrown scrub vegetation. The other end of the station is being used for the transport of goods trains and the platform adjacent the main building utilized for passenger trains. In 2005, the building was repaired based at an estimated cost of 3.5 million and was reopened to the public on 2 October 2005, by the then union minister of state for railways. It is the oldest serving railway station with old structures of the Indian Railways, as well the Indian subcontinent.

With the development of the Chennai port, the cargoes from the port were transported via Royapuram Station. This resulted in Egmore Railway station becoming the terminus for South bound trains in 1907, on 9 August 1979, the lines at the station were electrified with the electrification, of the Chennai Beach – Basin Bridge section. The lines from Royapuram to Korukkupet were electrified on 26 September 1987 with the Korukkupet railway station becoming functional as the container terminus, the Royapuram station started functioning as one of the suburban stations in the Chennai Beach – Arakkonam section of the Chennai Suburban Railway network. A building adjacent to the station built around the same time as that of the station, which was functioning as the headquarters of the Madras Railway company, was demolished a few years ago.

CENTRAL STATION (Fig. No. 38)

The Madras Central Railway Station is located in the heart of the city. Since it is situated at the “Centre” or heart of the city it might have named as central station. Today also it connects the metropolis by train of all parts of the country. it is located in Periyar E.V.R. Salai on Poonamallee High Road. It is bounded on the west by Victoria Public Hall and Corporation of Chennai, on the east by Railway Headquarters buildings, and wall tax Road, the General Hospital located on the South facing the Central Station, and on the north by the Basin bridge station. The Buckingham canal flows through the central station.

The Madras and Southern Maharatta Railway Company constructed this Railway station. It is a handsome Indo – Saracenic building, built of smooth granite stone. This
Building construction was started in the year 1873. Originally this was a garden owned by Farira. This garden house used as a place of resting. In 1831, the Trinity chapel was constructed nearly the garden house, till 1870 it was used by the Portuguese as playground. The construction work was started by the year 1873, by Samynada Pillai on 20 lakh contract.\textsuperscript{58}

Of the building the Madras Mail wrote in 1891, the building is founded entirely on wells sound deep into the black slush so commonly met with in Madras foundation. The wells of the central tower were weighed up to half the permanent load with iron rails. The building is faced throughout with ordinary brick with Cuddapah and sholinghar stone dressing ornamented with the simplest moulding. Roofed by a combination of jack – arch and Madras Terrace, the terminal is printed by a liner canopy supported on circular cast – iron columns. Fresh coats of paint at regular intervals, casual maintenance and full occupancy have fortunately served to prolong the life of the building.

Madras main railway station, central, which used to be the old Madras and Southern Mahratta terminus and handled all northern and western traffic as it still does was first opened in 1873. Work went on till 1878 on a design made by George Harding. Then Chisholm stepped in and added the traditional clock in the central tower. The height of the clock Tower is 136ft in square shape, clock can be seen on all four sides. The clock tower and the building bears Gothic and Romans style. Modifications were made in the year 1938, 1959 and 1981. In the year 1998 additional building was constructed and expanded by the year 1998, 12 platforms were constructed in the beginning it covered 3150 mile railway line. The south Mahratta Railway was renamed as south Indian Railway in 1890, and Trichinopoly served as its headquarters. By 1900, a building was ready for public use. However, it underwent changes on the main tower and the disappearance of the ornate decoration on the roof joint.

A Gothic revival styled structure of two storeys of extremely slender and the first proportions, the building functions with relative ease to this day. A new additions, to the existing was recently added to the west, which is long and rectangular in plan, this building is dominated by the striking length and detail of its façade. Semicircular twin arches on slender circular cast Iron columns, numerous stone bands, and an ornamental cornice beneath the sloped, galvanished, iron sheet roof stand disposed about a tall, square central tower and four shorter ones at the ends. The towards, capped with peak truncated pyramidal metal sheet roofs topped with decorative cast – iron finials, are relatively plain and undetailed and thus off set the intricacies of the portions contained by them. The concourses covered with large metal sheet roofs are arranged behind the main building and perpendicular to it.
The Electric Rail system was started in 1931. Train operated from Beach to Tambaram, covering 13 Stations and 29 miles.

NEW HEADQUARTERS OFFICES

The Headquarter offices of the Madras and Southern Mahratta Railway was originally situated at Royapuram, the old terminus of the Madras Railway. This building proved to be inadequate to accommodate the staff of all the departments, and as a result separate accommodation had to be found for the Traffic, Electrical and Medical Departments at some considerable distance from the head offices. In the year 1911 a plan was prepared for the construction of new Headquarters office close to Central Station, and the work of this building commenced in 1913. The Railway Gazette of 1923, graphically describes the office. This buildings was designed and built by Samyanatha Pillai in 1922 and designed by N. Grayson. It was the first modern office building.59

The building consists of three floors and covers an area of 82,000 sq. ft. It built with porebunder stone, and the floors and roofs are of reinforced concrete on steel columns and beams. The total quantity of steel work used in the construction of the building amounted to, 1,300 tons. The offices are fitted throughout with electric lights and fans, the current for which is produced at the company’s power house at Perambur, and are also provided with an electric Lift. The building was completed in December 1922, when Her Excellency Lady Willington officially opened it. All the main departments, with the exception of the new offices, which have been designed to accommodate 45 officers and 1,500 subordinate staff. Extension to the headquarters office took place after the formation of Southern Railway in 1951.

Its architecture is an elegant fusion of classical and Dravidian styles. A long rectangle divided into two parts and symmetrically arranged about the central porch, the substructure is of local Pallavaram granite, while the superstructure is of fine exposed brick work with plaster on the interior and stone cladding on the exterior. The central bay contains a magnificent bifurcated staircase cooped by a dome with stained glass. The two long rectangular wings are arranged around a beautiful airy contrary. On either side intricate stone clad columns, very close in detail to those of Dravidian temples trim tall verandahs in the front. Uniqualy chambered domes with final and tall cupolas sporting bellshaped decimal roofs lend to an interesting skyline. The building is also unique for its use of reinforced cement, concrete as foundation pads, on which rest inverted masonry arches that in turn carry the loads of the brick pillars above.
With the Madras and Southern Mahratta Railway’s headquarters completed in 1922 the ‘past’ then belongs to some time after that this. Was an era of private ‘buses’ that were more or less “shed taxis” they wait at important junctions to get a full load and drop and pick up passengers along the scheduled route. Each vehicle would have a driver and a ‘cleaner’ whose main job was to gather passengers, crank the vehicle started and wipe it in between, dreaming of when he had become a driver.

The Southern Railway Headquarters has been the victim of mindless additions in the name of expansion. A new temporary floor with an asbestos roof was erected on the western wing terrace in the late 1970s to house the offices of the Central Bureau of Investigation, while new toilet blocks have rendered the courtyards useless. A further addition on the eastern side is the new auditorium block, which when completed will effectively ruin the character of the building. The stone cladding too, is withering under the constant onslaught of the salty sea breeze and atmospheric pollution.

**BEACH RAILWAY STATION AND MRTS (Fig. No. 39)**

The Beach Railway station was the later addition to Central station. The Electrical (or)unit trains were introduced from the year 1931. The trains are operated between Beach station and Tambaram. Nearly Six rail lines have been laid in the Beach station. Later on the unit trains were extended uptoChingleput station. Per hour 9 trains and 12 during peak hour are operated from this station. In broad lines from Indians central to Gummidipoondi and Trivellore services have been introduced.

**KING GEORGE V – SCULPTURE (Fig. No. 40)**

The British King Edward VII died in the year 1910. He was succeeded by his son and Prince in the year 1911. Before he became the ruler, as a prince of England, he visited Madras in 1909. In commomerationof his visit the Black Town was renamed as George Town. This is the only sculpture left in public place of Black Town region. The name Black Town was replaced only by his name as George Town. This statue is still found in the open square, behind Flower Bazaar Police station. Now the square is used as parking place for vehicles. The statue of King George V placed on a high raised white platform. He stands with his full attire of a King with the crown, the long coat, the sceptre in his right hand, his majestic look and posture. The platform is some what rectangular in shape, with projection on north and south side. The Pilaster below we find the symbol of Britain on one side and on the other the tablet shows the statue was erected by one by Govindosschaturbhoojdoss, in the year 1914.

The symbol is made of stucco, lion and horse in fierce look flanked on either side, a crown is placed on top of it, below which the portion is divided into four compartments.
which shows the lions in running and pouncing posture and in portion a ship with mat is
depicted. A legend is also inscribed in between the two animals symbols

| THIS STATUE OF HIS MAJESTY               |
| KING V EMPEROR OF INDIA                |
| WAS PRESENTED TO THE CITY OF MADRAS    |
| BY                                     |
| GOVINDOSS CHATHURBHOOJDOSS IN THE YEAR |
| 1914                                   |

STREET AND ROAD

The map drawn in 1710, and subsequent years shows the region. The Roads are
laid out in grid pattern with straight streets between row houses, to the north of the fort
walls and outside. The bazaar (or) Market place separated from Fort.

The New Black Town consists of two residential quarter’s viz., the Muthialpettah
and Peddanaickenpettah separated by a canal. The Broadway intersectsPeddanaickpettah
and Muthialpettah. The four important Roads were the Wall Tax Road, the Broadway
Road, the First Line Beach Road or the present RajajiSalai and the Old Jail Road.

FIRST LINE BEACH ROAD

This road laid very close to the sea and the waves washed the walls of the
buildings on the beach line. Since it lies in the close vicinity of the sea, the Road was
called as First Line Beach Road. The important business houses were established in this
road. It began from the Dare House and ended near the rampart wall.

THE BROADWAY ROAD

Leads from the north of Esplanade to the North rampart wall in this road, a streets
still bear the name of the Europeans.it was laid out in 1782 by Stephan Popham company’s solicitor on the marshy ground lying between Muthialpettah and
Peddanaickenpettah which was granted to him by government for reclamation.

THE LOAN SQUARE AND KOTWALCHAVADI

A beautiful garden named Sivaramulunaidu was located near KotwalChavadi
called Loan Square. The evolution of KotwalChavadi had already been explained in the
previous chapter. The Loan square Garden has been closed down for metro Rail project.
Most probably people would have gathered for Loan, there by the place came to be called
as Loan Square.
PHILIP STREET

In the British records, many reference has been found in the name of Philips. They served in various capacities Judge in High Court, Civil Engineer surveyor of Black Town. Under whose memory the street was named Philip’s Street, is yet to be determined.

MACLEAN STREET

Maclean served as Brick layer and surveyor of Black Town. The Street would have been named after Surveyor of the region.  

MANNADY STREET

The Broadway Road was a low lying region, a stream was flowing in between the two Pettahs. There was a Hog hill near the General Hospital. For the safety of the Fort it was decided to bring the sand to Mannady, this reason led to coin the name Mannady.  

ATTAPOLLAM STREET

Attapollam Street was created during Pigots period, to the extent of about 31,220 square ft situated in Attapollam Street between the company and Three Brothers Gardens.  

BLACK LANE STREET

Black lane street located paralleled to Garden Street now it could not be identified.

ANDERSON STREET

Anderson street was laid out in the course of Stephan Popham’s development of waste land, which down to 1781 separated the two Pettahs. The Street mentioned in the year 1782 was probably named after the physician General.  

Benfield Road, Esplanade, it was also called as Walajah Road constructed before the end of the 18th C. by Paul Benfield, civil servant engineer contractor and financier. The led to Benfield’s Bridge, later on it has been dismantled across Popham’s drainage channel.  

This Street lies in between Malaiyappa Perumal Street and Stringer Street, which connects the Audiappa Nayakkan Street. According to Ramachandra Vaidyanath this street would have been named after John Anderson, who was the founder of Madras Christian College in 1837. He defies the explanation given by H. D. Love.

DAVIDSON’S STREET

Parallel to and next, west of Popham’s Broadway was laid out about 1785 on Stephan Popham’s reclaimed ground, it was named after Mr. Alexander Davidson, the acting Governor.  

ELEPHANT GATE ROAD

Elephant Gate Road was so called from Elephant Garden of 17th C. The Old Elephant Gate was at the middle point of the west wall of Black Town and the road communicated with Vepery by a Bridge across the river, now cochrane’s canal. 

H. D. Love mentions Lorraine Pagoda in Elephant Street, further he recorded it could be determined.

MAHFUZ KHAN

It was a garden located in George Town situated on the side of the middle section of Popham’s Broadway. Probably it could have been named after eldest Brother of NawabWalajah. It is shown in the map of 1798 and 1837.

MINT STREET

It took its name from the building at its north end, which erected as a powder Factory in the 18th C., which was converted into the Mint. They are now used for the Government Press and Medical stores. In 1710 map this place is mentioned as Washer’s Street.

STRINGER’S STREET

This is named after James Stringer, served as master Brick layer in 1763. He owned house in Stringer’s Street in Black Town. In 1782 his house was disturbed by King’s troops which was in Vepry in the year 1809 four grants of land was made to James Stringer, who died in 1822. Love raised a doubt whether it was named after father or son. But it can be surmised that father served as Bricklayer in Black Town, his name probably coined to the Street.

UMBER STONE STREET

This road was laid out by Stephen Popham in the year 1782. Umpherstone was a coach builder, who is mentioned in the record of 1782, as a resident of Black Town. But this name has been transfigured as Humpherson’s.

ARMENIAN STREET

This street is named after the Armenians, it links NSC Bose Road, erstwhile Esplanade, and Mannady Street. This Street is somewhat broader than other streets.

CLIVE BATTERY

On the North end of first line Beach Road RajajiSalai, the Clive Battery, designed and erected by Edward Clive, in commemoration of his father’s victory at Battle of Plassey Hence, this place was named after him as “Clive Battery.”

SUNGU RAMA CHETTY STREET
He served as the Chief Merchant in East India Company, later on he lost his post. He is still remembered and a street is named after him which lies in between Kondichetty Street and Francis Joseph. It also links Sembudoss Street and Errabalu Street.\(^{77}\)

**TRAVELEYAN BASIN STREET**

Charles Edward Trevelyan arrived in India in 1826, served as Governor for about two years. He did geomen service to the people during famines. This street is identified and located, which links AudiappaNayakkan Street and Annapillai Street, runs east to west links wall tax road and Mint Street, yet another street is called as Basin water works street, most probably it would have been named after “Seven Well water works scheme”.\(^{78}\)

**TUCKERS NALLAMUKKAN LANE**

This lane lies near Tuckkers Church and links Sembudoss Street and Broadway road.\(^{79}\)

**THAMBUCHETTY STREET**

It lies opposite to Madras High Court, this road links Esplanade with North Rampart wall. He was a chief merchant in East India Company in the year 1724.\(^{80}\)

The other merchants like AngappaNayakkan, Kondichetty, ErrabaluChetty, KasiChetty and Lingi Chetty also represented in the names of streets.

**CORAL MERCHANT STREET**

This street lies on the Ibrahim Salai opposite to North Rampart wall, which links MannadyStreet, in turn it leads to Armenian Street. The jews settled in this street and engaged in diamond trade. Hence, the name coined as coral Merchant Street.\(^{81}\)

**PARK TOWN**

Before the construction of Southern Railway Headquarters there was a good park of this place.

**PORTUGUESE CHURCH STREET**

The Portuguese came to India Prior to British this street lies in between VaradaMuthiappan Street and Street and P. V. Ayyar Street. The Portuguese built Church of Assumption in this Street.\(^{82}\)

**MOORE STREET**

The British named Muslims and Mughals as Moore. In this name a street still exists. Now it lies opposite to High Court. It links AngappaNayakkan Street Jahangir
Street which lies north and south and also it links MookerNallaMuthu Street and Post Office Road. KasiViranna constructed a temple in this street.\textsuperscript{83}

The Jahangir Street, the Ibrahim Sahib Street also reveals the fact that the influence of the Mughals.

\textbf{WOOD WARP STREET}

Lies on the east bank of North River, near Basin Bridge, most probably the wood have been brought by the Masula boat from various region, through the river of North River. Hence, it would have been named as wood warp street.