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PART I.

A SHORT HISTORY OF CALCUTTA.

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The first connected history of the rise and growth of Calcutta was written by Mr. H. Beverley, c.s., as a part of his Census Report for 1876. In paragraph 109, page 36, of that report, he recommended the future historian of the town to draw for his materials upon the domestic archives of the leading Native families in the town, besides official records and the notices of Eastern travellers. When, therefore, at the instance of the Census Commissioner of India, I was asked last November, by the Deputy Chairman of the Calcutta Corporation, to undertake the task of writing a short history of Calcutta, in connection with the Census Report for 1901, I applied to a great many Native Indian families for assistance, besides soliciting the help of Government for the loan of old books, papers and periodicals dealing with ancient Calcutta. While the officers of the Bengal and Imperial Libraries, and other Government officials promptly placed at my disposal all the available books and papers of reference that were requisitioned by me, very few, indeed, of the Indian gentlemen, except my own personal friends or relations, responded, and some even of those that promised help by allowing an inspection of the records in their family libraries, failed to carry out their promise. Consequently, a very small part of the materials upon which the history has been written, happens to be original, the bulk of it being, as the foot-notes will show, grounded upon matter already in print. The works of Beverley, Seton-Kerr, Sandeman, Hyde, Long, Talboys Wheeler, Holwell, Hunter, Millet and several others, including the Bengali writers Sastri, Basu and Vidyanidhi, have been largely drawn upon. But the greatest help and the largest amount of matter have been obtained from Professor C. R. Wilson and his works. To him my cordial thanks are due for placing at my disposal much of the original materials upon which Chapter VI is based, particularly for the copy of the translation of the Bainesana or deed of sale, by which the English purchased villages Sutanuti, Govindapur and Calcutta, and for the list of rent payments made since the purchase, both of which have thrown a good deal of light on the dim traditions of the Savarna family of Bengal. My acknowledgments are also due to the following members of that family—the Venerable Babu Harish Chandra Ray Chowdry of Barisa; Babu Bijay Krishna Ray Chowdry, R.I., Vakil, Hooghly; Babu Keshirode Chandra Ray Chowdry, M.A., Head Master, Ravenshaw College, Cuttack; Babus Radha Nath Ray Chowdry, and Binay Krishna Ray Chowdry of Halishar, and Siva Chandra Ray Chowdry of Panihati and others, for kindly placing at my disposal a great many old records and papers and genealogies of the family. I am also grateful to Mr. Norendra Nath Sen, the Editor of the Indian Mirror.
ERRATA.

Page 6, सदृशय‍ि: should be सदृशय‍ि:

10. paragraph 2, line 6, "Jahangir" should be "Jahangir".
10. footnote (e), line 11, "debbottar" should be "debottar".
12. paragraph 5, line 16, "Satgoan" should be "Satgoan".
17. line 3, last word, "the" should be "their".
17. paragraph 3, line 5, and elsewhere "fouzdar" should be "faujdar".
18. 4, 7, "years" should be "years".
20. 1, 4, and elsewhere "Nabob's" should be "Nawab's".
26. footnote (b), "Kamarpars" should be outside the ditch.
26. last paragraph, line 12, "They" should be "Therefore they".
37. Appendix III, "Raghava" (the second son of Vidyaadhara) has been omitted. "Kali Charan" was the son (not as shown, of Ramchand, but) of "Raghava".
40. 2nd list, 3rd line, after "Cannat Nury" enter "(Kanai Lahiri?)".
53. line 27, after "Scampore" add "and parts of Kamarpars and Simla".
65. footnote, "Report" should be "Reports".
75. line 2, add "occurred" after "fire".
76. 3, omit "when".
76. paragraph 3, line 16, "authorise" should be "authorised".
82. 2, 9, "Tula-shade" should be "Tula-shade".
88. in footnote (a), after "Chapter VI" add "page 38".
92. (b) omitted in the 2nd footnote.
90. paragraph 2, line 7, "para-quarter" should be "para-quarter".
90. in footnote, "Bau" should be "Bau".
91. last paragraph, line 14, comma after "betel-grove".
91. 18, full stop after "origin".
94. "(a)" omitted from the first footnote.
96. last paragraph, line 10, "1698" should be "1690".
108. paragraph 2, last line, "development" should be "development".
112. 3, line 10, "Triangulor" should be "Triangular".
120. 3, line 6, "Imports" should be "Imports".
121. footnote (a), "Millettes" should be "Millet's".
123. paragraph 2, line 6, bracket ends after "Vice-Chairman" (not after "Chairman")
124. 2, line 18, bracket begins before "including".
124. paragraph 16, "The Commissioners" should be "They".
124. line 17, comma after "Port" and also after "advance".
125. paragraph 3, line 2, comma after "Port Commissioners".
125. 2, line 3, "the" before "four".
129. 6, line 3, "some few years" should be "a few years ago".
129. 6, line 4, comma after "run up".
129. 6, lines 5 and 6, omit "and upon".
130. last paragraph, line 4, comma after "years".
130. line 5, omit "and" and insert a comma after "beneficial".
130. line 6, "union jack" should be "Union Jack".
130. line 6, Insert "the" before "ceaseless".
9. footnote (c), comma after "white".
11. "(a)" "Sopta-cotton" should be "Sopta-cotton".
11. "Loote-shein" should be "Loote-shein".
11. line 5, commas after "names" and "for" and comma after "further".
11. 10, "entire" should be "Sacred".
11. paragraph 3, line 12, "Satgoan" should be "Satgoan".
37. Appendix III, bracket 1718 and 1730 below "Mahadova Roy".
39. V, paragraph 2, line 6, "Banga" should be "Banga".
60. line 1, "Woodman" should be "Woodman".
63. paragraph 5, line 4, "Ward" should be "Wards".
63. 5, line 8, "Simms" should be "Simms".
55. 2, line, "Bimapooka" should be "Bimupokera".
57. 1, line 21, "years" should be "year".
71. 1, line 7, "ups" should be "Upas".
79. 3, line 13, "Fulta" should be "Fulta", "Chandpur" should be "Chandpur".
79. 4, line 14, "March 1899" should be "March 1899".
110. 7, line 1, "Aksur" should be "Aksur".
112. 3, line 4, "being" should be "having been".

Map of 1788 by Upjohn. In footnote, "Ramswoody" should be "Ramswooden".
A SHORT HISTORY OF CALCUTTA.

CHAPTER I.

BENEATH THE SURFACE.

CALCUTTA is situated on the east bank of the river Hooghly in latitude 22°33'47" N. and longitude 88°23'34" E. Like all riparian towns in the Lower Gangotic delta, it stands upon a rich silt, which, however, has a history of its own.

In the month of April, 1815, a curious discovery was made in re-excavating the Esplanade tank on the north of Chowringhee. At a depth of four feet below the level of its dry bed, trunks of the 'sândal tree' (Heritiera littoralis) standing upright, were found imbedded at short intervals. This 'interesting phenomenon' was deemed at the time an 'extraordinary occurrence,' in explanation of which various plausible theories were, we are told, offered by naturalists whose 'ingenuity came to be fully exerted' for the purpose. No one of these, however, commended itself to the local press, which preferred to believe with many native geologists that the land which originally bore the trees on its surface had been covered over by subsequent fluvial deposits.

The 'many native geologists' thus relied on, were, we suspect, local luminaries of the time, who explained the occurrence by stories of Hindu legend and tradition. For we can discover no 'native geologist' that wrote on Calcutta. Barahamihir, the Hindu astronomer, has, no doubt, indicated the geological aspect of Lower Bengal in the seventh century by calling it Samatata, a term which, literally means 'level of the sea,' and is applied to a tidal swamp on its foreshore. It is, however, not geology but tradition that tells us that the 'Samatata' had been raised by alluvium high enough to form a small kingdom, when Huen Tsang came to India and found Bengal divided into five kingdoms—Pundra on the north, Kamarupa on the north-east, Samatata on the east, Tamralipti (Mishapur) and Samatata, which latter was "south of Kamarupa, six hundred miles in circuit." East Bengal, then, had just become populated, though still not much above the level of the sea, while Southern Bengal was still an uninhabitable tidal swamp.

The Hindu legend regarding the formation of land and water in the neighbourhood of Calcutta as traditionally known to the people of the locality, is thus described in the 10th century by Kavirama, author of the Dighajaya-prakasa:

"During the slumbering of the ocean, Kūrma (the tortoise), too heavily pressed by the Mandara Mountain on his back and by Ananta (the infinite), gasped out a deep breath in order to stifle the Daityas: and the country of 'Kikilia' (1) was formed, and it extended over the whole tract that was covered by his breath."

This legend is probably descriptive of a shifting of the centre of gravity of the earth and a re-adjustment of land and water as the result of an earthquake, during which a hill subsided, gaseous matter escaped from the bowels of the earth, and the sea was violently agitated. The reference to the

(1) Calculta Gazette of May 2, 1815.
(2) The Province of Kikila is described as being 21 jumna (≈ 100 square miles) in extent, with the Saptavati on the west and the Jumna on the east and containing the towns and villages of Hooghly, Bunderia, Chitrakati, Khadarma, Sildaha, Gaurindapur, etc.
Dailyas (Non-Aryans) and their stupesaction has apparent application to the period of Aryan colonisation of the area after the earthquake.

Legend and tradition, it will be observed, did not go far towards affording a true explanation of the phenomenon which had drawn attention to the under-soil. They merely suggested that there had been an upheaval of the lower part of the Gangetic delta, and a raising of it still further by friendly gifts of fluvial deposit. The spectacle of the upright sundri trees, on the other hand, betokened a subsequent subsidence. It therefore came about that "the ingenuity of the naturalists," whose "plausible explanations" were not previously accepted, was brought into further requisition with more practical results. From December 1833 down to April 1840, a series of "bore-operations" was conducted under the superintendence of a Committee of naturalists. Of these operations the sinking of the Calcutta bore-hole in Fort William to a depth of four hundred and sixty feet below the mean sea-level was the most important.

The most interesting facts discovered by this great experiment were—

1. The complete absence of marine deposits throughout the depth of the bore-hole.
2. The existence of a peat-bed at 30 to 35 feet, and again at 382 to 383 feet, below the surface.
3. The existence, in considerable quantities, of fine sand and pebbles like those of the sea-shore at 179 to 185 feet and at 320 to 323 feet, and again at 450 to 458 feet, below the surface. The greater part of these pebbles was derived from gneissic rocks.

The most important conclusions suggested by these discoveries are thus stated by Blanford:

"There appears every reason for believing that the beds traversed, from top to bottom of the bore-hole, had been deposited either by fresh water or in the neighbourhood of an estuary. At a depth of thirty feet below the surface, or about ten feet below mean tide-level, and again at three hundred and eighty-two feet, beds of peat with wood were found, and in both cases there can be but little doubt that the deposits proved the existence of ancient land surfaces."

"A peaty layer has been noticed at Canning Town on the Mutla, thirty-five miles to the south-east, and at Khulna, in Jessore, eighty miles east by north, always at such a depth below the present surface as to be some feet beneath the present mean tide-level. In many of the cases noticed, roots of the sundri were found in the peaty stratum. This tree grows a little above ordinary high-water mark in ground liable to flooding; so that in every instance of the roots occurring below the mean tide-level, there is conclusive evidence of depression. This evidence is confirmed by the occurrence of pebbles; for it is extremely improbable that coarse gravel should have been deposited in water eighty fathoms deep, and large fragments could not have been brought to their present position unless the streams, which now traverse the country, had a greater fall formerly, or unless, which is perhaps more probable, rocky hills existed, which have now been partly removed by denudation and covered up by alluvial deposits. The coarse gravel and sand, which form so considerable a proportion of the beds traversed, can scarcely be detritic accumulations, and it is therefore probable that when they were formed, the present site of Calcutta was near the margin of the alluvial plain."[16]

The bore-hole experiment carries us, therefore, behind legend and tradition to a time when the country was not the monotonous level from horizon to horizon which it has been from the dawn of history. We must picture a range of gneissic hills standing ruggedly out into the sea, and must imagine the subsequent depression of these, which extended the empire of the tides far inland. This depressed territory becomes in time filled over with loose sediment which sinks by the weight of its superincumbent layers until finally they are covered with the existing alluvial strata, which are indistinguishable of very recent geological origin, being all Pleistocene (Post-tertiary). The historical age of their formation is, however, matter of controversy, particularly in view of Hindu legend and of the evidence of subsidence. But if legend and science can be connected with tradition and history, the controversy will be in a


In his later Survey Report Colonel Guazzelli quotes interesting evidence on the subject of the depression and subsidence of the Bangladesh from time to time, and incidentally mentions the Calcutta borings. "Hunter's Statistical Account, Vol. I, pages 278-299."
fair way of approaching settlement. Ferguson's arguments regarding the
ago of the Lower Ganges plain attempt this connection. 142
In his opinion, hardly more than 4,000 years have elapsed since the tide
was near Rajmahal. He believes there always existed—in historical times
at least—a bar or barrier where the tides turned somewhere very near
where the Sundarbans now are, and that between this and the apex of
the delta there was a tidal swamp. When this was the case the upper
valley of the Ganges was, he thinks, in the semi-habitable state in which
Assam now is. He attempts also to trace historically the settlements that were
made one after another on the Ganges delta as it extended eastwards:

Three thousand years before the Christian era, the only practically habitable
part of the alluvial plains was the portion between the Sutlej and the Jumna.
Even one thousand years later it was only here and there, on the banks of some
minor streams, that the country was in a state to support a large population and to possess
considerable cities. Nearly up to the Christian era it was only on the southern hills, or at the
foot of the Himalaya (what is now the Terai), that cities could be placed, because the
central parts of the plain eastwards of the Ganges were still unfit for human habitation. It
was not till one thousand years afterwards that the plain of the Ganges was sufficiently
desolated to admit of such a city as Gour rising to importance, so far from the hills. It
was not till the Mahomedan conquest in the fourteenth century that the delta, properly so
called, became fit for extensive occupation. * * * * * * *

"With the first dawn of history or tradition, about three thousand years (B.C.), we
find the immigrating Aryan Hindus traversing the Punjab and settling, so far as India is
concerned, exclusively in the tracts of country between the Sutlej and the Jumna. * * *

This tract, though not quite a desert now, is nearly so. Its rivers are
insignificant streams and lose themselves in the desert; and Thanesara and Banam, the
old classical cities of Aravurta, are now nearly deserted.

"The next capitals of this race were Delhi, on the extreme northern spur of a range of
hills on the right bank of the Jumna, and Muttra, about eighty miles farther down, but still
on the elevated right bank. The first cities really in the plain were Hastinapura, on the
Ganges, about fifty miles from the hills, and Ayodhya, on the Ganges, about sixty miles from
the Himalaya. The latter seems to have been one of India's most important cities between two thousand and one thousand years (B.C.). About the last-named date it appears
to have been superseded by Osmang, on the Ganges—this time a hundred and twenty miles
from the hills, being the farthest advance into the plains before the Christian era. Allahabad
and Benares next rise into importance.

"In the fifth or sixth century before Christ, when we become tolerably familiar with the
geography of India from the events of Buddha's life, we find in the south Rajagriha on the
hills and Gaya close by, the most important cities of the central portion of the Ganges
plain. These were superseded about three centuries later, or in Alexander's time by Pilli-
athra, or Patna, which was the most important city of India at the time of Alexander's
conquests. On the north of the valley we first find Jamshpore, in the Terai; between the
Bhogmatry and the Gooey, figuring as the capital of Bengal at the time when Ayodhya was
practically the capital of India; then Sivasati, Kapilavasti, and Khusangara, all nesting
under the hills close to the Terai, and the remains of named cities of this epoch within its
modern limits, show that from the greater part of the slopes, or some
such local causes, this was then the most habitable part of the valley of the Lower Ganges.

"It is not till six or ten centuries after our era that we find any more important cities
eastward of Patna; but about the last-named period, Gour, opposite Rajmahal, became the
capital of Bengal, to be superseded by Dacca, founded in 1604, and Moorshedabah, which
only rose into importance in 1724.

"For a century after 1654, when our ships were permitted to enter the Ganges, Satgong
or Buxpody was the port of Bengal, and continued to be so till superseded by Calcutta.*

In discussing this gradual extension and upheaval of the Ganges delta,
Ferguson notes the fact that in 1757 Admiral Watson took up to Chander-
nagore what were then called line-of-battle ships—vessels of 60 and 64 guns,
which, whatever their tonnage may have been, would with difficulty reach
Calcutta now without the assistance of tugs.

Leaving the region of history and passing to the domain of tradition,
Ferguson mentions several traditionary beliefs to illustrate his conclusions.
One of these concerning Jessore has it that when the town was built on the
Bhairab, some four hundred years ago, it was situated on the seaside;
this at least indicates the existence of a tidal swamp to the southward of
that town. The others, he mentions, have reference to the changes in the
courses of the Kabi at Purum, the Damuda at Tribeni, near Satgong, and
of some other rivers, accounts of which have been handed down by tradition from

generation to generation. And he infers, from the present position and level of these rivers and the height of their banks, that when these changes took place, within the comparatively recent period of Hindu traditions, the dominion of the tides could not have been far off.

Ferguson also infers recent elevation from local names. He speaks of Nadia as the Navadwipa—a new island (dwiipa) in the olden times when the neighbourhood was a sea or at least a tidal swamp. Similar examples are furnished by a great many of the modern villages and towns on the banks of the Hooghly. There is, first, Agradwipa a little in front of the Navadwipa. Further down is Sookasgar, indicating the site of a dried-up sea. This is where Crofts and Hastings had their beautiful bungalows on the river-side in the eighteenth century; it is now a deserted place far from the river, where a stagnant, horse-shoe-shaped lagoon, with its few European aquatic plants, faintly reminds us of its famous feasts of plenty. Lower down is Chakdaha (Chakradwipa, the circular island), Dumurdaha (Dumurdwipa, the island of the fig trees), Khurdaha (Khargadwipa, the spear-shaped island), Ariyadaha (Aryadhwipa, the island of the Aryans). Further examples are Halisalhar (new town), Baranagar (Barahapur, place of wild boars), Sinaldaha (Srigadwipa, as described in Sanskrit works, the island noted for jackals). These dwipas or islands were merely elevated spots in the tidal swamp that first attracted a population.

It will thus appear that the description of Lower Bengal (including Calcutta and its neighbourhood) in Barahamihira's Brhatsamhita as Samata or tidal swamp, and the inference that it was gradually raised by alluvial deposits into a habitable kingdom about the seventh century after Christ, are in perfect accord with the trend of modern physical researches, while there is nothing in the social history of Bengal which commences with King Adisor between the seventh and the ninth century after Christ that appears to militate against the inference.

There are therefore good reasons to think:

1. That in remote antiquity, gneissic hills stood out from the sea where Calcutta now is.
2. That at a later date—probably during the tertiary period—these hills were depressed and a tidal swamp extended up to the foot of the Rajmahal hills.
3. That the Lower Gangetic plains below the Rajmahal hills began to be elevated by fluvial deposits about four or five thousand years ago.
4. That the extension of the delta was from north and west to south and east.
5. That near Calcutta, an elevation of the area has alternately been followed by a subsidence.
6. That in historical times the extreme south-eastern portion, including the districts of Khulna, Jessore, the Sunderbans, and Calcutta, was not fully formed in the seventh century of the Christian era, when East Bengal was sufficiently inhabited to form the nucleus of a kingdom.

(1) See the Sankhunauvanga, by Pandit Lal Mohar Baliresh. 
CHAPTER II.

IN LEGEND AND POETRY.

This Sanskrit couplet depicts Mahadeva, the God of Destruction, in an attitude of wild dance, with the dead body of Sati, his spouse, on his shoulder.

This, indeed, is the chief act in the great Puranic tragedy of "Dakshayajna." Daksha is the father of Sati. He omits to invite Mahadeva to a great sacrificial gathering at his house. All the gods, except Siva (Mahadeva), are invited. Sati seeks an explanation for this indignity. Her father cruelly adds insult to injury by calling Siva names. Unable to bear this humiliation, Sati causes her soul to leave her body. Furious at the news, Mahadeva sweeps down upon the scene, picks up the dead body of his spouse from the ground, and dances madly about with it, threatening destruction to the whole world. The gods seek through Brahma, the Creator, the presence and protection of Vishnu, the Preserver, and succeed in inducing him to save creation from the wrath of the terrible Destroyer, who is mad with grief and "drunk with loss." Vishnu flings his discus—the sudarshana chakra—at the body of Sati, and breaks it into fifty-one pieces which fall in a scattered shower to earth. Every spot of the earth where a fragment of this shattered body falls becomes from that moment a holy spot, full of the divine spirit of Sati. The names of these fifty-one sacred places are described in a Sanskrit poem called "Pithamala" (Garland of Sanctuaries). Calcutta is one of them; for the little toe of the right foot of Sati is said to have fallen upon its site. Its original name is said to have been not Calcutta or Kolkata (spelt formerly as "Collekotta," "Collecote," "Kolekota," etc.), but Kalikshetra, literally, the "field of Kali," in whose form the spirit of Sati is said to have manifested itself. The word "Calcutta" is said to be a corruption of Kalikshetra through 'Kalikhetra' and "Kalikota." Some have thought it to be a corruption of "Kalighat," while others have held that there is no connection between the two words. But the derivation of the word "Calcutta" from the name of the goddess "Kali," whose present location is at Kalighat, in the southern section of the town, is accepted by many writers of repute.

In the "Pithamala" of the "Nigamakalpa," Kalikshetra is said to extend over two jominas (16 miles) from Bahula to Dakshineswar, and the area, within it to which sanctity attaches, is described as a triangle, two miles (one kross or "koss") in extent. The triangle stands on the river Ganges, and contains the three primeval gods of the Hindu trinity—Brahma, Vishnu and Siva—at its three angles, with the goddess Kali at its centre.

The identification of this triangular island, situated between Dakshineswar on the north and Bahula on the south, with the ancient site of Dakkakula, appears to admit of but little doubt. With the Chitpur creek on the north, the Adiganga on the south, the Salt Water lakes on the east and the Hooghly on the west, Calcutta in the twelfth century must have been a triangular area of

470 See The Indian Antiquary, Vol. II. 1873, page 870; Dr. E. Brooke's London General Gazetteer; Rev. Lang in the Calcutta Register, Vol. 35, page 168; Major Ralph Smith's report of the 28th Feggisters.
472 See "Pithamala," in spite of being described as very ancient, should not have been written before Tantric rites came into fashion, see page 7.
about two miles, for the Salt Water Lakes were close to Scindia, and the Adiganga, at its mouth far north as Chowringhee. If the wild fury of Mahadeva rushing madly about with Sati on his shoulders be construed as an allegory embodying a theory of creation, it depicts the impact of "Prakriti" and "Purna," matter and force. Vishnu, the preserver, merely severs asunder inert matter while set in motion and distributes it over wide areas to form various nuclei for the formation of different sanctified regions. This interpretation is, however, of no use to the antiquary who seeks not for philosophies but for dates. But if the allegory be understood to describe an historical fact, we may read in it the story of the dismemberment of a kingdom. Daksha is called "Prajapati," the preserver of his subjects. Sati, otherwise called "Sakti," is the power born of his loins. By his own hauteur while "drunk with power," he sets the powerful destroyer against himself, and his power disappears. Destruction threatens everywhere; anarchy reigns supreme. At this stage the preserver appears and parcells out into various sections the kingdom which now lies a helpless corpse. He replaces anarchy by order, confusion by organization, lifelessness by energetic vitality, and plants the seeds of new life in spots that lie far apart, so that each spot may become a centre of independent growth.

Thus interpreted, the legend may be taken to refer to the emigration of the Aryans from Daksha's country and their colonisation of different parts of India. As, however, on the result of the distribution, the locality from which Calcutta derives its name is sanctified in the name of Kali, a goddess unknown to the Vedie religion of the Aryans, the story takes us back merely to the Tantric age when, on account of the decay of Brahminism during the Buddhist period, the instinct of self-preservation compelled the Brahmins to admit to the Hindu pantheon a great many of the gods and forms of worship of the aboriginal tribes with whom they came into contact, and Tantric rites, embodied in the worship of the goddess Kali amongst others, came into vogue. It is matter of history that in Bengal King Adur, whose reign is variously timed between the seventh and the ninth century of the Christian era, felt the necessity of importing Brahmins from Kamauj and of inducing them to settle down with their families by the offer of landed estates. As many as fifty-six separate estates (gram) were given free of rent to the children of five Brahmins who came to be brought down to Bengal. Religious worship through the medium of Brahmins could not have been prevalent to any considerable extent at that time. Indeed, it is doubtful whether the number of Brahmins, though generally inferred to have consisted of 700 families from their name "Sutsati," (seven hundred),[1] was an appreciable quantity; for the social history of the Bengali Brahmins, as opposed to that of the descendants of the Kamauj Brahmins, may be said to be conspicuous by its absence from the annals of Bengal.[2] No mention of the worship of Kali is found in any of the proceedings of Adur's court, and it is nowhere stated that he settled the Kamauj Brahmins in order to prevent the spread of Tantricism. On the contrary, he found that Vedic rites were not

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[1] Hindu tradition as well as the "Pichamal" places the original temple of the goddess Kali where Brooke places it. A writer alludes to this in a recent issue of the "Amarakosha" (Agra, 1899, p. 214), a Bengali periodical of the Brahmi Saray. He fixes its site at the "Bhacal Bazar" on the Strand Road and recommends excursions for ascending the ruins of the temple. The temple of Siva is by tradition, fixed at the south-eastern corner of the triangle within modern Bhurband, and that of Vishnu or Gobinda at the south-western corner, both on the northern bank of the Adiganga, and the latter at its confluence with the Hooghly, while that of Devesh is fixed at the "Bxam," locally called Kharoona or Kharpa at the Bhagbarr on the south of the Chitro creek. The original temple of Kali is said to have sunk into the ground during an earthquake in the 15th century, when the goddess was, it is said, removed to the site of her bent and husband Mahadeva, where the name of Brahminiper--"Babali" being another name for Kali. The temple of Brahman is said to be dilapidated away in the 16th century, but Brahman worship at its old site where it was in the 17th century, was a feature of the great annual religious festival at the Brahma market up to the year 1863.

[2] Wilson doubts this derivation. ("Recent Account," Vol. I, footnote, page 229). Byranna's "Manasa" (see Chapter III) proves that Caleutta had been differentiated from Calcutta in 1495 A.D.; it does not prove that it had existed before or had derived its name independently of it. The majority of authorities place Adur's reign in the ninth century.


understood and that there was no substitute for them in the popular worship. It was with the express object of establishing Vedic rites—not in opposition to any prevailing Brahminical ritual, but in order to enlighten the darkness of religious ignorance—that he invited the Vedic Brahmins of Kanaaj to settle in Bengal. It is, moreover, impossible that the sanctuary of Kaliekshetra could have existed in Adisur’s days without attracting the attention of the King and his courtiers, while there is considerable significance in the fact that as far as the estates awarded by Adisur to the 50 children of the five Kanaaj Brahmins can be traced, there is not one that can be identified with Calcutta or its neighbourhood on the eastern bank of the Hooghly.\(^{24}\)

Tantric rites did not come to be in vogue in Lower Bengal till the time of Vallala Sen in the 12th century,\(^{25}\) That they then became fashionable with the Brahmins we learn from a work by his minister Halayuddha entitled “Brahman Sarbashwa.” But it is very doubtful whether the worship of Kali was at all popular or was openly recognized by the court. In the records of Kalighat, we find no trace of any “sana” or grant from any of the Hindu Kings or their contemporaneous citizens such as we would naturally expect a popular sanctuary to possess. This seems to show that the sanctuary did not attain much importance till the days of Hindu rules were over.

Hindu legend thus furnishes us with a story of Calcutta in continuation of its underground history. We learn from it that the site of the town must have been sufficiently raised for human habitation before the 12th century; that it came to have a name for it shortly after its reformation; that the name was Kaliekshetra, being derived from the aboriginal goddess Kali who was absorbed into the Hindu pantheon, but not popularly worshipped in the time of King Vallala Sen; that it was in form a triangle, about two square miles in extent, in the centre of which stood the goddess Kali, watched and attended as a new comer, by the three most ancient and most reliable Hindu gods—Brahma, Vishnu and Maheswara, one at each corner of the triangle. As the worship of this newly acquired goddess had to be performed in accordance with her old aboriginal rites, by human and other sacrifices, we can picture to ourselves how she must have been placed in the centre of a recent formation surrounded by creeks and nullas, marsh and jungle, the abode of wild animals and venomous reptiles, far away from the seat of Government and the light of civilization. We can also imagine how, at this period, the floating population of the locality would be made up mainly of aboriginal fishermen—Pdds, Jalis, Dulias and Bagdis—hunters, wood-cutters and falconers, such as Shikaris, Byaddhs, Doaas, etc., while a few tantric Brahmins, pilgrims and votaries fortiﬁcally penetrated the jungles from time to time to make their offerings to the dread goddess, who, black and bloody, and decked in her necklace of human skulls, with set teeth and protruded tongue, triumphantly trampled upon the white Aryan prostrate at her feet.

Such indeed is the glimpse which dark legend and dim poetry scarcely brightened by any but a faint glimmer of historical light, enable us to get of the earliest condition of Calcutta then called Kaliekshetra, between the 12th and the 15th centuries of the Christian era.

\(^{24}\) Meis’s Caste and Tribes of Bengal, pages 108 and 112.
\(^{25}\) Sambandhanamap, Part 1, page 94.
CHAPTER III.

IN TRADITION AND STORY.

Kalikeshetra, the land of the legend, extending from Dakshineswar on the north to Balni on the south, was, according to Hindu tradition, valuable enough in the time of King Vallala of Gaur to have constituted a royal gift to a Brahmin family. (5) It is important to remember that there is no trace of Kalikeshetra in King Adisur's time, but that it is said to have had a Brahmin proprietor in the time of King Vallala. Whatever be the exact truth of the matter, it would seem that neither Kalikeshetra nor Kalikata (Calmutta) could have been very widely known prior to the year 1495 A.D., when Biprasud Pipali wrote his Bengali poem called 'Manasa.' This obscure poet is of no small service to the historical student, for he gives us the first authentic reference to Calcutta by its modern name in a description which bears on its face the stamp of truth.

The journey of Biprasud's hero down the river Hooghly is thus described:

"The first place after passing Triveny was Kamarhatta, an important Brahminic settlement of very ancient date. Its modern name is Halishahar (6) in the district of the 24-Parganas. Kamarhatta was on the left. On the right, however, he saw Hooghly, modern Hugli. * * * On the western bank are mentioned Rabira, Kamarch, and on the east Sukhar, Kotraung, and Kamarhat. Ariadams and Ghumsur are also mentioned before the first reached Chitpaur, with its ancient temple dedicated to the Sarvanangala Devi. After passing Chitpaur on the eastern side, mention is made of Gata. It is a mere mention just as that of Ariadams or Ghumsur or Sukhar. More prominent mention is made of course of Betor on the other side of the fort, with its ancient temple of Batai Chandi, where the merchant comes down to pay his homage to the goddess, and where he and his men take some rest, to do some shopping and prepare their midday meal. Betor was a place of trade, and it seems to have had a market. It was to Satgona, what Jhalda is to Moona. Passing by a place named Dhabinda, the name of which still survives in the Dhabinda Lunatic Asylum at Alipore, the last comes to Kalighat, where the merchant offers his worship to the goddess. Then he passes Charnaghat, which is perhaps Churnapara, a market town, a few miles below Kalighat included within the South Suburban Municipality, Joyadhuni, Dhanashr, and then comes to Baruipur. Near Baruipur was a whirlpool sacred to 'Kali.'"

It will be observed that Calcutta had already come to be known as a place different from Kalighat, and that Kalighat itself was a mere riparian village sacred to the goddess Kali, but not important enough to merit more than a word of mention. The goddess was deemed to be just sacred enough for a visit and an offering on the part of the traveller, but not nearly so great as the goddess Sarvanangala at Chitpaur or the goddess Batai-Chandi at Betor, who had ancient temples. Nor was her renown such as to throw the poet into ecstasies over her adoration.

The 'Manasa' is not, however, the only poem that helps us in ascertaining the condition of Kalighat and of its presiding Hindu deity during this period. In another Bengali poem, (6) said to have been written between the years 1577 to 1592 A.D., Kalighat is mentioned as one of the places visited by its hero, Dhanapall, on his way down to the sea, for worshiping the goddess Kali; and in a third Bengali poem written by Khenannadu a little before, the blessings of all

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(5) See the Indian Antiquary, Vol. II, 1873. The gift, if made, must have been made either to Siró (Ghosal) or to Sis (Sanghal). There are doubts about Sis. The five Karali Brahmanas of Vedic fame brought down by Adisur were Shiburu, Bikrita, Anaya, Daksha, Vedagaha, and Ohmantha. Their descendants made "Kali" by King Vallala were—

1. Usaha, 10th descendent from Shiburu.
2. Mahanura, 16th.
3. Halayadu, 8th.
4. Sita, 9th.
5. Ohmantha.

Sis (Ghosal) was only fourth in descent from Ohmantha, and it is therefore considered doubtful if he was living during Vallala's reign.

(6) Known by this name in 1600. Van den Broecke spells it as "Allister" (7) 'being a misprint for "as ") and describes its exact position as being south of Nana and opposite Tribeni; "two miles to the east of Hooghly and as much to the north." The Charnaghat by Mahakumara Chaksur.
the well-known local gods and goddesses are invoked in a prayer, and the goddess Kali at Kalighat is mentioned in the same breath with "Batai" at Bator. The goddess had evidently acquired dignity since the days of Bipadas. In nearly a century's time she had reached the level of these other goddesses. As yet, however, she had not attained that fame in Tantric rites which evokes the enthusiasm of later votaries. In the works of Bipadas and Kshemnanda, Kalighat is dismissed with a passing allusion to it and its goddess; in the Ganga Bhakthi Tarangini, published about the year 1740 A.D., it is described as a wonderful place where the Brahmins chant hymns, while the worship of the goddess, accompanied by the 'Homam' ceremony, is celebrated with much pomp and sacrifice.

It seems, therefore, tolerably certain that, although Kalighat had become known before 1495 A.D., its fame did not spread till after 1552 A.D., but was well established before the middle of the eighteenth century.

How did this fame originate? Did Calcutta share in the prosperity of Kalighat?

The history of Bengal, coupled with its social chronicles, affords a sufficient insight into the cause which, as we shall presently see, brought about the prosperity of both Kalighat and Calcutta.

During the years 1530-83, for the first time after years of unsettled Moslem rule, during which Hindu influence was conspicuous by its absence, a Hindu Minister of Revenue, appointed by Emperor Akbar, visited Bengal. This officer was a person of high culture and military attainments, and his dealings with the people of Bengal in 1582, when he compiled his revenue-roll, were exceptionally cordial. 

He confirmed all the jagirs and landed properties that had been acquired by the Hindus. He was soon followed by Rajah Mansingh as Governor of Bengal. It was not until 1606 that Mansingh quitteed Bengal for the last time, so that it may be said that for nearly a quarter of a century Hindu influence was paramount in Bengal. And during this period the Tantric rites of the Bengal Brahmins, which had received a great check from the Afghan rulers, acquired a fresh impetus, and three Tantric Hindus came into prominence in Sarkar Satgaon (which included the present site of Calcutta and Kalighat). They were Bhavananda, who founded the Nadia Raj; Lakshmikanta, ancestor of the Savanna Chandhuris; Jayamanda, founder of the Bansberia Raj.

The story of the origin of their wealth and influence as told in the social chronicles of Bengal is interesting and instructive from more than one point of view. It gives us a fair idea of the extent of a Hindu General's powers in the Moghul Court. It proves that the imperial troops during Akbar's reign were not above seeking the help of Bengali allies in warlike times. It shows that Tantric worship was fashionable amongst the best of Brahmins and Rajputs of the day. It exhibits Akbar's policy and method of rewarding public services even when rendered by persons of no antecedent fame. It teaches us also that the reward of merit in those times consisted, not merely in the bestowal of titles and decorations, but also in the conferment of substantial gifts of land and of positions in the service of the State that were a guarantee of wealth and of the maintenance of the rank accorded. We need, therefore, make no apology for quoting the story here. It is as follows:

"Jiya Ganguli was the only heir of Pandu Ganguli, who had obtained the title of Sakti Khan, as an officer of the State. Jiya was therefore a man of substance. His wife died at child-birth, and he set by the dead body of his wife, contemplating the future of the babe. Suddenly the egg of a lizard dropped from the ceiling and broke. A little lizard struggled out of the slime and lay still for a while, apparently dead. At this very juncture, there crawled up to it a little ant and the lizard fell upon it. Jiya saw, in this a divine dispensation. So placing on the breast of the child a hastily written leaflet containing the well-known Sanskrit lines:

"Kavya Kavya Kaviye Tan Bheshe Bashtee Kam,
Moha Bhabhichi Noye Tan Kavya Adbhutiti."

he left home and became an ascetic.

(1) See Stewart's History of Bengal, page 72, as to the effect of Todar Mal's influence with Bengal Rajputs.

(2) Basu's Castes and Tribes of Bengal, pages 333 and 333.

(3) "Black. Who the moon made and the swan made white. Thrua shalt by him be saved. Who the peacock painted bright."
During his pilgrimage as an ascetic he was known at Benares and other places as Kamadeva Brahmacari (‘Kamadeva’ signifying one that has the passions at command). His extensive travels acquainted him with every known road to places of fame. His previous learning made him an object of great interest. His piety and asceticism won the admiration of Rajah Mansingh, who became his disciple. His advice during the general wars in Bengal was of much value, particularly in the matter of the disposition of the forces along the various routes of which he had full knowledge. He saved the General’s life in many an hour of peril, and his influence with the Rajah was therefore very great.\(^{10}\)

In the meantime the infant son left by Jyia had risen to be the chief officer\(^ {10} \) of Mahambal Pratapaditya, the hero of the Suri-Huns, who had at that time subjugated the twelve feudal chiefs of Bengal called the ‘baro-bhavanas’ had declared his independence, and had vanquished in open combat the imperial forces, not more than once occasion. When, therefore, Mansingh was sent down to Bengal by Emperor Selim (Jahangir) to punish Pratapaditya and bring him as a captive to Delhi, the General’s first object was to withdraw his young son from the Rajah’s service. He carried this out through the help of Jahanandha Subramanii, a neighbour of Lakshmikanta’s, who made a great search and eventually found him at Kalighat. Jahanandha Kenungo accompanied Mansingh throughout his campaign and rendered material help in overthrowing Pratapaditya. For their valuable services the Rajah caused jagirs and titles to be conferred by the Emperor on the three men concerned—Jahanandha, Lakshmikanta, and Jahanandha, all of whom were taken into the service of the State as ‘major-generals’ (collectors). Lakshmikanta, who was the owner of the goddess Kali, had Parbana Calcutta, amongst others, allotted to his jagir. His social status and influence amongst Hindus in Bengal rose high, owing to Mansingh’s special regard, and both Kalighat and Calcutta became prosperous villages under his fostering care.\(^{11}\)

Tradition carries back the discovery of the goddess Kali to one of Lakshmikanta’s ancestors.\(^ {12}\) But whether the idol was or was not known in King Vallala Sen’s time, and owned by Sisa Gunguli, an ancestor of Lakshmikanta,\(^ {12}\) there can be no doubt that its fame dates from its ownership by Lakshmikanta during Mansingh’s Governorship of Bengal, and that it spread far and wide as the wealth and influence of the Savarnas spread over the main seats of Kulinism in Bengal.\(^ {13}\)

The family traditions of the Savarnas, who in spite of partial dispossessment remained as proprietors of Calcutta with its adjacent estates until its acquisition by the English, carry us further back than those of the Setts and Byseeks, who were amongst its earliest residents. They ascribe the name of Chitpur, on the north of Calcutta, to their idol Chitreshvari, which is merely another name of the goddess Kali, and of Govindapur, on the south of it, to the Govinda, the original Vishnu, placed at the corner of the sanctified triangle, who still exists under the name of Sham Roy as the goddess Kali’s attendant at Kalighat.\(^ {13}\) They tell us that it was the daily distribution of alms (host), under a canopy (chhatra), from the offerings of their goddess Kali, which originated the name of the village “Chhattraloo,” colloquially called

\(^ {10}\) Samudra-bishanwara, Part II, pages 119 to 127; Kali-kshetra-tatha-patika, pages 77 and 78.

\(^ {11}\) Sastri’s Pratapaditya, page 117.

\(^ {12}\) Samudra-bishanwara, Part II, pages 118 to 127; Kali-kshetra-tatha-patika, pages 77 and 78.

\(^ {13}\) It is not understood where Babu Surja Kumar Ghoseejoor heard the story about the discovery of the goddess by Lakshmikanta’s descendants in the third and fourth generations as recorded by him in the Kali-kshetra-tatha-patika. So far as we have been able to ascertain, in every branch of this family, Kamadeva Brahmacari is traditionally known to have worshipped her in Calcutta, where his ground is said to have some subsequently to be known as the “Pakri’s ground.” This ground was near Kali’s temple and had some sacred trees, from two of which Nintala and Bataala are said to be named. See Wilson’s Early Asants, Part I, Vol. II, cols. ii–ii.

\(^ {14}\) See note, page 1, footnote.

In some recent works by Bengali authors, various legends and traditions about the discovery of Kali have been stated. Professor Wilson has quoted about Jangal Gir Gossain (see Wilson’s RAWAN in Asats. Vol. I, page 190). These speculations have none of them, either family history or contemporaneous record in their favour, such as that of Lakshmikanta’s family possesses. Sir William Hunter’s acceptance of it in preference to that of Atumara Brahmakari, which is found in the Adm. Statistical Account, shows that he weighed the evidence carefully before forming his opinion. No authority is needed to that of the Savarnas either from Mahambal Pratapaditya or his uncle, Basanta Roy, or that has been mentioned in connection with the discovery of the goddess Kali, has ever been found in respect of the kshetra property of Kamadeva Brahmacari. Bhalanowar Chakrabarti, the first priest of Kali’s temple, was a contemporary of Lakshmikanta, and in the light of Lakshmikanta’s full history which is now available through the researches of Vidyasati and Bas and Sastri, it would appear that his introduction to Pratapaditya’s uncle, Basanta Roy, whose priest he became (see Kali-kshetra-tatha-patika) was due to Lakshmikanta.

\(^ {15}\) See Sastri’s Castes and Tribes of Bengal, Vol. I, Part I, pages 293–294; also Samudra-bishanwara, Part II, pages 129 and 125.

\(^ {16}\) The Bhadra-purana, an ancient Sanskrit work, makes mention of this mother Govindapur.
"Chuttamatte,"[a] They mention that it was from the annual *Holi* festival of this very Shami Roy and his spouse, Radha, during which a vast quantity of red powder (*kumkum*), used to be sold and scattered in and around their cutcherry tank, in temporary bazaars erected for the occasion that Laidighi, Lillbazar, and Radhabazar derive their names. And further that most of the inhabited spots of the time situated within the sacred area were named after the gods, such as Sivatala, Kalitala, Siddheshwari-tala, Panchanan-tala, Sastitala. And, finally, it is to the goddess Kal there, called "Cherungii"[b] from the legend of her origin by being cut up with Vishnu's disc, that they trace the name of "Chowringhee."]
The Thus the names of the oldest known spots in the entire triangular area between Dakshineswar on the north and Bahula on the south are traditionally derived from the ancient goddess Kali and her attendant idols around, as was to be expected from its description in the Pithamula.

The old zamindars of Calcutta further claim that it was the hat and bazaar round; their idols and their pupees zamindari cutcherry west of the tank that gave Calcutta its original importance and gave rise to the names of "Hat-tala" (latterly corrupted into "Hat-kholâ") and Burrabazar ([Purna] being a familiar name of Siva); that it was the doles near the Kali's temple that attracted a large population and contributed to the reclamation and cultivation of marsh and jungle, and that their culverts, landing ghat and roads,[c] with a shady avenue of trees on their sides formed the only adornment of rural Calcutta in its early days.

Whatever truth these traditions and stories may have, it is certain that the Savarna zamindars were not the only or the chief persons to whom the prosperity of Calcutta was due in the pre-British days. The priests of Kali's temple—Bhubaneswar Chakravarti and his relatives, Ram Govinda, Ram Saran, Jadavendra, contributed not a little towards increasing its population. They settled down at Govindapur, and by their social influence and spiritual influence attracted not a few of the orthodox Hindus of the higher classes to settle down near them. The family of Rukumikanta Dey (great grandfather of Maharranah Nibikissen), whose services in the Savarna family greatly benefited Keshab Roy, one of the minor proprietors of Calcutta, was one out of several that made Govindapur their abode.[d] The Setts and Bysacks, who were well-to-do traders at Satgoan, are known to have been amongst the earliest settlers there. They are said to have cleared much jungle, and there is but little doubt that it was chiefly through them that Govindapur and Chuttamattta got a large colony of weavers and a flourishing trade in cotton bales in later years, which became an attraction for the English Merchant Company.[e] It was through

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[a] The word is said to have been converted in later years—when the British trade in cotton bales became a prominent feature of the city—into "Scotoloccy" and then "Fanatami," from "Sosas-cotton" and "boots-akshen. But "Chuttamattta" is the only word to be found in the early English records—see the Report of the Bombay and Calcutta Crones of deodhi-inades terms. "In the letter-books of the Easty Council in the India Office, the earlier letters from this establishment (i.e., Chuttamattta) are lost, but down to 27th March 1790 they are dated from "Chuttamattta." See also Bruce's Bengal and *Agra Gazetteer,* Vol. II, Part II, page 228. See also *Annuals,* Vol. I, page 208. The first notice of Calcutta is "Chonnata (Berrry, 1867)" [ibid, page 249 (Consultation No. 31). See Diary and Consultation for August 23rd and 24th, 1869, etc. Compare the Bengali words "Chunter," "Dakhunter," "Hardhaunter," "Jalbunter," etc., and the word "Haricut," so very common in Bengal as the corruption of the word "Haricot." For a contrary view, see Wilson's *Early Annals,* Vol. I, page 42, footnote. We think, however, that no Hindu will ever pronounce a "sha" or "scha" as a "sa," except in the East Bengal districts. The conversion of "Scotoloccy" into "Chuttamattta" even by the scutulose people appears to be highly improbable. No derivative Bengali influence was responsible for the spelling and pronunciation of the names of Shyamati Khan and Shakh Jahan occasionally as "Chas. sethawn" and "Chas. Zaim," but they were not and could not be, from the very nature of the case, uniformly so spell'd. Shakh Jahan is written as "Saw Jahan" as early as 1612. (See Wilson's *Early Annals,* Vol. I, page 428.) Shyamati Khan is spelt as Shyamati Khan (Consultation No. 54, Wilson's *Early Annals,* page 241). In fact, "S", in a proper name was but rarely converted into "Ch." in English correspondence. "Sayed" is always spell'd with an "S," and never with a "Ch." Abbasi is never written as "Abashah;" Anous is always spell'd with an "S," and never with a "Ch." "Chagur" is never spell'd as "Chagor." See *Early Annals,* Vol. I, page 128, etc.

[b] The original name of "Chowringhee" is "Chowri" in all the early records—see Wilson's *Early Annals,* Vol. I, page 428, etc.


them that the residents of Calcutta first got a glimpse of the Portuguese trading at Betor from where they came to Calcutta and established a cotton factory (algoda) the site of which in Clive Street still goes by its old name of Algoada; and of the Dutch deepening the dry bed of the Hooghly between Betor and Kidderpur and levying their zoll (toll) upon boats that used the deepened channel at a spot on the river bank in Calcutta which acquired the name of Bankshall (Bankaull).

Amongst the Hindu residents of the time in Calcutta and its neighbouring villages, we find mention in the traditions of Calcutta of Manohar Ghose, an ancestor of Dewan Srirahi Ghose, at Chittapur; of a predecessor of Govindaram Mitra, who acted as the “Black zamindar” under Holwell, at Chuttanut; of Govinda Saran Dutta and Panchanan Tagore, ancestors of the Dutta and the Tagores of Hattrahal and Pathariaghata, respectively settled at Chuttanutte and Govindapur.

We look, however, in vain for any titled or opulent Hindu family of distinction amongst the residents, and the student of history cannot fail to be impressed with the striking contrast which British Calcutta with its hundreds of wealthy and titled Indian residents presents to this picture.

Hindu traditions, then, are not without historical value. Although oral family traditions like those of the Setts and Dutta may and often do clash with one another, the stories of families written and preserved by the Chaitkars, such as those concerning Jiya and his son Lakshmikanta are often free from this fault. Stewart sets great store by them in his History of Bengal, and the Ayeen Akbari from which he takes much of his materials has, in his eyes, singular value on this account. These “heralds” doubtless did not minimise the glories of their patrons, but the nature of their work set limits to the natural tendency to exaggeration. We may, therefore, attach considerable importance to the social stories of the Bengal Brahmins, more especially as the work of the private ‘heralds’ had been taken up by public chroniclers before the period to which our stories relate.

From a perusal of these traditions and stories we find Kalikeshettra of the legend developing into the villages of Chittapur (Chittapur), Chhatnoot (Chuttanutte), Govindapur, Cherangi (Chaarangi), Bhabanipur and Kalighat. They depict them as holy spots coming to be known not for their population, industry or wealth, but for their idols. They leave us to infer that most of the legendary triangle of Kalkishtettar becomes studied with small idols and their temples of mud and thatch which originate the names of the different localities within their boundaries. The population is still thin and sparse, no doubt, and scattered over the dikes or high spots on the river-side, but fishermen and votaries of Kali are no longer its only constituents. The worship of Kali is not only performed in public instead of in secret as in the legendary period, but has the support of the highest Hindus in the land, through whose influence the shrine of Kali attracts pilgrims and beggars in large numbers who settle down in and around Calcutta. Dutch and Portuguese trade at Betor and Garden Reach attracts the traders of Sittgoan to Govindapur. They invite weavers and start a big trade in cotton bales in which the Portuguese take part. Cultivation is still meagre, but jungles are gradually being cleared, although still dense enough to give cover to tigers, dacoits and snakes. One brick-built catchery house by the side of a tank, a solitary landing ghat, two kutcha roads and an avenue of trees form the only emblems of civilisation besides the temples. The creeks and nullahs exist as before, but in diminished size and in different situations with reference to their positions in the antecedent period of legend. The Adiganga has receded from Chowringhee to Kalighat through Bhabanipur, and the existing idols of Kali and her attendant gods have been removed likewise from Calcutta to Kalighat.

This would appear to be about all we can discern of Calcutta between the fifteenth and seventeenth centuries, through the gloom of the traditions of Bengal and the mist of its social chronicles, before the light of history dawned upon its soil and illumined the horizon with the advent of the British merchants.

(a) Modern Banta near the Shibpur Botanical Gardens.
(b) It is claimed by the Dutta that Govindapur derives its name from this Govinda Saran, while the Setts claim that the name originated from their idol Govinda.
CHAPTER IV.

THE BRITISH ADVENT.

Baron Mansingh came to Bengal, it had been, in spite of Akbar's great name, a hot-bed of intrigue and quarrel. When he was recalled in 1698 A.D. for service in the Deccan, he left Bengal in a state of complete tranquility. All the rebels had been defeated and their leaders killed, imprisoned, or pardoned; the revenues of the mahals had been fixed; the rank and status of the more important public servants, both Hindu and Muhammadan, had been definitely and authoritatively laid down. There was, for the time being, perfect unity between Hindus and Musalmans.

In this state of affairs trade and commerce rapidly improved, cultivation extended, social and religious progress became marked. With a powerful zamindar's cutcherry and a Hindu sanctuary in its centre, and having a number of gods and goddesses around to attract pilgrims, Calcutta, founded on the banks of the sacred Bhagirathi (the modern Hooghly), had in it all the elements which go to make a Hindu town great.

Maharaja Pratapaditya had, through the help of Rodda the Portuguese Commander of his fleet, built several forts close to Calcutta during his transient struggles for independence. One such fort appears to have been built at Mutlah, another at Raigarh (Garden Reach), a third at Behala, a fourth at Tanna, a fifth at Sulkea, a sixth somewhere near Chipore, and a seventh at Atpur (near Mulajor). These small, mud forts, however useless and insignificant by modern standards, were greatly prized in those days for their strategic value, the river being navigable only by small sloops and boats. Being an island and surrounded by water and within easy reach of the forts, and being, moreover, covered with jungle except on the river-bank, Calcutta was at that time a site not to be despised. Even at the dawn of the seventeenth century it had very considerable advantages over other neighbouring riparian towns and villages.

At this very moment, nature came to its help. The Nadia rivers began to silt up and a big 'char' formed at Halisahar opposite to Tribeni (9), near Satgaon. This gradually reduced the Jamuna to a narrow nullah. The Saraswati, which was the channel of communication between Satgaon, the great emporium of trade, the chief seat of Government, and other parts, began also to shrink away. A largely increased volume of water came thus to be forced down the Bhagirathi, which deepened and widened it in its lower reaches. The Adigunga and all the khals, jhils and rivulets on the eastern bank of the Bhagirathi that were connected with the river shared the fate of the Jamuna, the Saraswati and the Nadia rivers. They gradually shrank away into tiny little nullahs. The result was the formation of a large amount of alluvial land fit for residence and cultivation.

Migration of fishermen and cultivators from the upper riparian regions into these new formations, rapidly followed by that of higher castes, took place as a matter of course. The time was most opportune. Pratapaditya's independent little kingdom had just been dismembered. A large number of people that had been in his service were thrown out of employ. These included a number of Portuguese (and, it is also said, a few Armenians) who had settled down and built Christian churches in 1599 A.D. (10) They all looked out for 'fresh fields and pastures now.' And we can imagine Lakshmankanta Majumdar, whose influence with them during Pratapaditya's rule must have been great, bringing them away and settling them in the new formations, all of which appertained to his jagir. A number of Brahmins from Halisahar, Neemta, Tribeni and Yasoharpore are known to have come and settled down with their servants in and around Calcutta at this time. The improved navigability of the Bhagirathi, and the increasing difficulty of carrying laden boats up and down the Saraswati for purposes of trade with Satgaon, diverted the entire trade of the 'famous port of Satgaon,' as it was still called,

(9) See Sattra's 'Pratapaditya.'
(10) See De Harroos and Van den Brucker's maps. See also Wilson's Early Annals, page 135.
from the Saraswati into the Bhagirathi. Betor, the door to the trade of Satgaon, situated at the confluence of the Saraswati and the Bhagirathi, gradually lost its trade. It was here that the Portuguese galeeas used to lie at anchor between 1580 and 1680 A.D. It was to control its trade that Kodda, the Portuguese captain of Pratapaditya’s fleet, had caused a fort to be built at Tanna, within sight of it. Since 1640, however, the Portuguese trade was being gradually transferred from Betor to Hooghly, where 59 years later they obtained permission of the Emperor, to build a fort and a church.

As the consequence of the diversion of the trade of Satgaon from other channels into the Bhagirathi (Hooghly), cities and villages rapidly grew up on its banks. Thus the three villages Chhattrnani or Chhuttanuta or Chitranati, Kalikata and Govindapur came into prominence together with the newly formed villages of Bhabanipur and Kalighat on their south and Chitrapur on the north. Still, however, it was mainly the river banks that were high enough to be inhabited. Inwards only patches of land were fit to be brought under the plough; the rest was low and marshy and covered over with jungle, liable to inundation during the rains and during high tides. Between Govindapur and Kalighat there was a creek marking the northern edge of the old site of the Adigunga, as we know from the Chanditkarma, which connected the Bhagirathi with Balighata and the Salt Water Lakes, while a smaller nullah still separated Govindapur from Kalikata and another, still smaller, divided the latter from Chuttanute. The highest points were the digho (bustee or high land) of the villages Kalikat, Chhuttanute and Govindapur on the river bank. Kalighat was connected with Chitpur by a road passing along the edge of the digho. Nikaris, Jalais and Pods, all fishermen by profession, used to anchor their boats in the creeks during the night.

With the breakdown of Satgaon, Hooghly rose to great importance. The Portuguese improved its trade greatly and so did the Dutch, when they established their factory close to it at Chinsura in 1638. Eight years later, the English came to Orissa and soon after established factories at Harishpur and Balasore. In 1641 they decided, after considerable hesitation, to continue those factories which some of their factors had decided to abandon. In 1645 Gabriel Broughton acquired considerable influence at the Imperial Court at Agra, where he had, it is said, restored Princess Jahan-ura, the eldest and pet daughter of Emperor Shah Jahan, to life, after she had been given up by the Court physicians. He came and residing with Prince Shah Shuja, Governor of Bengal, at Rajmahal and used his influence so well that, in 1652, he procured the English letters-patent granting them permission of trade in Bengal without payment of customs or duties. At this time two Englishmen, Bridgeman and Stephens, were negotiating with the Local Governor, for the establishment of a factory at Hooghly. In 1658 an English factory at Hooghly was a fait accompli, besides which they had agreed to have three separate, but inferior agencies at Balasore, Cassimbazar and Patna. It was in the second factory at Cassimbazar that Job Charnock was appointed fourth factor.

In the establishment of the factories at Hooghly and Cassimbazar and in the appointment of a strong, versatile man like Charnock to one of them, lay the foundation of the mighty British Empire in the East. It was to these two places that the real power of the Government was transferred, when Moghul rule became nominal. By taking part in, and watching over, the councils of Government, through ‘vaisiks’ and servants, the English became thoroughly conversant, not only with the utter rottenness of Moghul rule, but also with the

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[1] A large number of Portuguese were in the service of Maharaja Pratapaditya between 1570 and 1600 A.D. See Mother Pratapaditya by Sastr.
[3] The gradual transfer of the Goddess Kali from Calcutta through Bhabanipur into Kalighat, owing to the recession of the Adigunga, is indicated by the positions of the villages as well as their names.
[4] The word “digho” was corrupted into “Deo.” See “Deo Calcuta,” in Holtzoff’s India Tracts, pages 144-145. Barasbar, Lalasbar, Santose Bazaar, John Bazaar, Buribhola Bazaar, Sam Bazaar and New Bazaar were all situated in “Deo Calcuta.”
[6] Bhabanipara, Nikaripara, derive their names from the settlement of the fishermen. The ancestors of the present Mundas of Kolapur near Bhabanipara were amongst the first settlers in Calcuta.
most vulnerable points in their system of Government. The extent of real strength in the local army, the condition of the local exchequer, the points of view from which, and the nature and importance of the classes by which, the Subadar was respected and hated, the intrigues of local potentates, their desire for supplanting the existing Government, were matters that did not escape the vigilance of the ill-treated merchants from Great Britain. And with a man like Charnock at their head, they made the best of their opportunities.

It was during this very year, 1658, that dissensions among the sons of Emperor Shah Jahan ripened into an open civil war. Thus the year 1658 must remain ever memorable in history. It saw the seed sown for the dismemberment of a mighty existing empire and the rise of a mightier one in its place.

The English did not remain long in Hooghly.

With civil war and Court intrigue at Delhi and Agra, the Viceroys and other local Governors began to defy the central power and to do just as they pleased. The letters-patent, *firmans* and *nizams* for free trade, which the English procured at great cost and trouble from the Imperial Court or the Bengal Viceroy, came to be treated as so much waste paper. Dutch and Portuguese rivalry secretly fomented a rupture between the Government and the English. Between 1658 and 1661 the English were harassed by the exactions of the Governor and his agents. In 1667 Emperor Aurangzeb granted letters-patent to the English for free trade, and in the year 1668 they established an agency at Dacca, which was the then capital of Bengal. And in 1672, Shayista Khan, Governor of Bengal, proclaimed due adherence to the terms of the grant. Thus, although the last comer amongst Europeans, the English had, by sheer perseverance and tenacity of purpose, secured equality of terms with the Dutch, within a couple of decades of their arrival in Bengal, while during these twenty years, the Portuguese had all but effaced their power and trade by crime and violence and by accepting minor military posts under native chiefs. A few years later, under a threat of wholesale destruction on account of their piracy, a great many of the Portuguese that remained in Bengal were compelled to settle down by Imperial command, as insignificant cultivators at Dacca and Chittagong.

In spite, however, of the occasional removal of *firmans* and letters-patent, the trade of the English Company suffered. The Moghul Government was, as a matter of fact, losing control of its subordinates. The deputies, too, were becoming powerless to contend against powerful intriguers. By paying large sums to their Dewans and other subordinates, the English secured promises and paper-titles which were easily set aside by subordinate officials with impunity. Actual power lay in whomever was strong enough to assert it. The Company was not slow to watch the symptoms and recognize the disease. In 1658 Charnock openly defied the Musalman Government and ransacked Hooghly. This incensed Shayista Khan greatly, and he resolved "to crush the English and force them to submit to his wishes." But he did nothing of the sort. Although compelled to leave Hooghly after two months, the English were neither crushed nor subdued. On the contrary, in December 1658, Job Charnock halted at Chuttamutto on his way down the river from Hooghly and formulated proposals,\(^{1}\) in one of which he demanded compensation for the petty reprisals made by the Nabob at Patna and Malikshah. On receipt of these proposals, the Nabob ordered his subordinate Governors to drive the English out of Bengal. Charnock at once took the offensive. He destroyed the King's salt-houses and took and demolished the Tams and Garden Reach foris, sacked Balasore and seized Hidjeloo. Here he was attacked by the Nabob's force and, after three months, a cessation of arms was agreed upon. The local magistrate, Abdus Sumad, promised to procure from the Nabob the confirmation of the twelve Chuttamutto articles; but he failed. The Nabob simply warned the English and declared that he would not pardon them for similar mischief in the future, although at the same time he accorded them permission to settle at Ulubaria and carry on their trade at Hooghly.

Charnock resolved he would not settle in trade until the articles were confirmed, but he came up the river to Chuttamutto, with all his ships to

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\(^{1}\) In the twelve Chuttamutto articles, Charnock demanded —

1. A sufficient quantity of land to build a fort on.
2. A market for Indian money.
3. Trade, custom free.
4. Rebuilding by the Nabob of the Malikshah Factory destroyed by his men.
5. Restitution of all the money taken.
6. Help to recover debts.
it will be seen from the above rapid sketch of this eventful period that both in December 1856 and in September 1857, Charnock's advent to Chuttanuttte was associated with a demand of amends at the hands of the Nabob. On both occasions, he determined to obtain a guarantee, not from the Nabob alone, but also from the Emperor Aurangzeb, against future claims for damages.

The days for begging favour at the Viceroy's hands had vanished. The spirit of the peaceable merchant had disappeared. The idea of a footing of equality with the governing Nabob had already gained ground, and the claim for a fort and for coining their own money had been steadily put forward, in spite of the Nabob's active hostility and outspoken threats.

Job Charnock had lived at Cassimabazar and left it. He had stayed at Hooghly and given it up. He had seen Balasore and forsaken it. He had resided at Hidgolee and turned away from it. He had tried Uhlberia and abandoned it. He had but visited Chuttanuttte once before on his way down the Hooghly and had returned to it a second time. There was something in it that had undoubtedly greater attractions for him than those other places. The Nabob wished him to settle his factory near Hooghly, but Charnock stirred not. He had felt that Chuttanuttte had advantages for the English which the others lacked. Provisions were plentiful at its haats and bazars. There was a broad road for communication by land with the interior, and yet the village was an island and could be cheaply defended. It was a secure position for a naval power. To attack it the Hooghly must be crossed and the attacking force, whether Moghul or Maharratta, would be liable to destruction in the act. The village itself and the country on the north, on the east and on the south, were owned by a Brahmin family from whom land could, if necessary, be obtained on the most easy terms. The Hooghly had become deep enough just below the town for large ships to ride in. A suitable landing ghut had been built, and there existed a pukka building which might be available for the use of the factors in case of need. There was no contentions, intriguing factions, as there were at Hooghly or Cassimabazar. Being marshy and unhealthy, the place had not much value in the eyes of the Moghul. The expenses of a settlement here were, therefore, likely to be cheap. Articles of export could also be had, as tradepeople, such as the Scots and Bysacks, had, as we have already seen, established their business here. But this was not all. The skirmish at Hooghly was due to friction between the Nabob's troops and the English soldiers. The foundar and his troops at Hooghly were therefore to be avoided. While securing this advantage, Chuttanuttte was close enough to Hooghly to keep the English promptly informed of what was going on. Being nearer the sea than Hooghly, it afforded greater facilities for sea-borne trade and for withdrawal with safety in case of a reverse.

If Job Charnock had decided to test Chuttanuttte, for the second time, for these various advantages by a prolonged stay, he was doomed to disappointment. For within a year of his coming there he was superseded by Captain Heath, who, however, waivered and blundered, vacillated and swaggered, without promoting the interests of the Company in any way. On the contrary, had not the effect of his irregular and erratic conduct, and ever-changeful policy—as displayed in his withdrawing from Bengal, attacking Balasore and marching into Chittagong, and then abandoning his messengers to their fate—finally running away to Madras with the whole of the Company's servants—not been wholly nullified by the invitation of the "most famously just and good Nabob," Ibrahim Khan, who had succeeded to the 

(3) In the manuscript of Shayista Khan as Subadar of Bengal, it is more than doubtful if the English could have easily gained footing in Bengal. "Had Shayista Khan been still in power," says Wilson, "some means would have been found for evading" the order about free-pardon and free-trade which the English secured at the Emperor's Court at Delhi by means of "petition by their attorneys."

The English hesitatingly accepted the Nabob's invitation and returned to Bengal with Charnock at their head. On 24th August 1850, for the third and last time Charnock found himself at Chuttanuttte, where "the restored merchants were received with respect." This was the foundation day of the "City of Palaces."
CHAPTER V.

FORT WILLIAM.

Arthraman Charnock had been received with respect by the local potentates, the position of the English at Chattanuttie was not altogether encouraging. They arrived during the rains and provisions were scarce. The huts built at the second visit to the place had been demolished, and the "restored merchants" had to live in boats and tents. Charnock, moreover, was old and enfeebled, and his subordinates had got out of hand. Portuguese and Armenian settlers clustered around the factory, and the influence of their households over some of the young Englishmen in the factory, led to "native habits," "black wives," (6) and "heathenish prayers" (7) in the settlement.

Before his death, on the 10th of January, 1693, from protracted illness, Charnock had acquired the jagirdar's pucca outelry and the Portuguese Mass house. The former formed the first pucca lodging of the Company's official staff and of its records; (8) the latter was destroyed by Sir John Goldsborough, who visited Chittanuttie on 24th August, to put the factory and its servants into order. (9) Sir John appears to have ordered the construction of a mud wall round the settlement, but he died in November 1699, before the work could be taken in hand.

In 1695 Kyre, who was agent, endeavoured without success to acquire a legal right for the English Settlement by obtaining from the jagirdar "the lease of two or three towns adjoining Chattanuttie," (9) but in the following year, owing to Subha Singh's rebellion, which assumed formidable proportions in a few months, the foundars of Tanna and Hooghly, and the zamindars on the banks of the Hooghly had to seek the help of the British, Dutch and French ships to protect themselves against the rebels. The Europeans thereupon wrote to the Nabob at Dacca asking for permission to fortify their factories. No express permission could be given, as the erection of any building or wall of stone or brick by the English at Chattanuttie had been previously interdicted under Imperial orders, (10) but the Nabob asked each party to defend its own factory.

The English now got the opportunity they had so long sought, and lost no time in laying the foundation of a fort that was destined to play such an important part in the history of Hindustan.

But while the construction of the fortress was being pushed on with vigour, they were not forgetful of the fact that they were mere squatters on the soil of Calcutta by the good-will of the jagirdar, and had no legal right or status. Through the influence of their friend, Zaimuddin Khan affa Zoody Khan, who was for some time Governor of Hooghly, they had been received with attention by Prince Farruck-siyyar, son of Governor Azim-us-shah, and they succeeded in 1698 by the payment of a present of Rs. 10,000 to the covestous Prince, in procuring, through the help of Khojah Sarhaud, a friendly Armenian, letters patent from the Governor allowing them to purchase from the existing holders the right of renting the three villages of Chittanuttie, Calcutta and Govindapur. Under this authority, the English purchased from Rımeshand Ráy, Manohar and others, what was called the zamindaries of mansubs Calcutta, Sutanati and Govindapur for a sum of rupees thirteen hundred only. (11)

Armed with this interest in the land which conferred security against an ejectment, such as occurred at Hooghly in 1686, the English redoubled their efforts to complete the external defences of their factory.

The spot selected for the fort by Goldsborough, and fenced in after his death by a mud wall, was not situated in Chittanuttie, but in "Dhee Calcutta" (Dhee Calcutta). It was the highest piece of ground on the river-side, and included the buildings that had been acquired by Charnock. It lay north of

(6) Charnock himself had an Indian wife.
(7) Hyde's Diary, 94; Hyde's Farenheit Annals, page 96, footnote.
(8) Ibid.
(9) See Wilson's Early Annals, page 127.
(10) Ibid, page 117.
(11) See Appendix A, Chapter VI.
the burial ground, where Charnock and Goldborough were buried, and south of the Burabazar which supplied provisions to the British Settlement.

The construction of the first bastion and the walls of the fort was pushed on hurriedly, lest the Nabob should interfere before its completion and countermand his implied permission. In January 1807 it had so far progressed that 10 guns were sent for from Madras for present use, and by the end of May, a parapet structure of brick and mud had been raised in the place of their old thatched store-houses. In 1702, it was reported to be strong enough "to ward off any attack by the country powers"—a second bastion having been added to it the year before. The masonry work was of good material, and very hard to break into. The curtain walls of the first bastion were more than six feet thick and those of the added bastion thicker. They "were battered with a full in of about one in ten, and the outer faces were finished with a thin coat of lime plaster of a rich crimson tint and reticulated in imitation of stone-work, the stones being about 1" × 6" × 9" or 10"."

Up to 1707, these two bastions—one at the north-east and the other on the south-east—formed the only structures within the walled enclosure of the fort. Aurangzeb's death in that year and the resulting civil war amongst his sons—which formed the second stage in the disintegration of the Mogul empire—threw Bengal into confusion, and the English took the opportunity of adding two more bastions to their fort on the river-side facing the older bastions on the east. In 1710 Fort William, so named since August 20th, 1700, after the then reigning King of England, was in shape an irregular tetragon. The fortified factory had an eastern face of 630 feet and a western river frontage of the same length, with a breadth of 300 feet on the north and 390 feet on the south. Its curtain walls were about 4 feet thick and 18 feet high. Its projected east gate carried five guns, while each of its bastions had ten. The wall on the river-side was of solid masonry with embrasures for mounting heavy cannon, while the space between it and the west curtain was closed at each end by small cross-walls with palisaded gates. The fort was divided into two unequal sections by a block of low buildings running from east to west. The northern and smaller section contained an oblong building in its centre and a small water-gate, while the southern and larger section contained the Governor's mansion in its middle. From the main door on the western face of this building, a colonnade ran down to the water-gate and the landing stage on the river. All round the fort, chambers and arcades were built against the curtain walls and their roofs served as rampsarts. One of these on the south of the east gate has come to be known in history as the terrible Black Hole, the exact site of which after years of search, has lately been established and is in course of being permanently marked out by a substantial monument under the personal direction of Lord Curzon, the present Viceroy of India. The Governor's mansion was an imposing structure, "the best and most regular piece of architecture" that Hamilton, the "interloper," saw in India in his time. The building formed three sides of a quadrangle; its west face was 245 feet long; and its large hall was reached by a great flight of stairs. It took four years, 1702 to 1706, to complete it.

The old tank that was within the enclosure of the samundar's catchery, lay uncared for on the east of the fort. Only about 20 years before, if oral tradition speaks the truth, Portuguese Antony, 46 agent of the proprietor of Calcutta, had been horse-whipped out of the enclosure by Charnock for attempting to prevent some English factors from entering it during the Holi festival of the Hindu god Sham Roy (Govinda), which was still being celebrated here as of old, in spite of the removal of the idol to Kalighat. Twenty years neglect had converted the tank into a dirty pond full of rank weeds and noxious matter, and it was now a standing menace to the health of the factors. So in 1709, it was deepened and lengthened, the eastern face of the fort being

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45 Hyde's Panchach. Annuals, page 39. The extreme dimensions given by Wilson, after actual measurements, are east and west sides each 719 feet, north side 340 feet, and south side 483 feet.
46 Wilson's Early Annals, pages 243-245.
47 Grandfather of the famous "Antony Sahib," who is known throughout Bengal as the best "Kabirwal" of the time. After the assault Antony went and took up his abode in his master's samundar near Kanchrapara, where the sites of "Antony Sahib's" building and lot are still known. Antony began in Calcutta even its name to the same individual.
thus made more secure and a good supply of sweet water secured for the garrison.

In 1710 a wharf was built before the fort, the bank of the river being riveted for the purpose; and the ground on the south of the fort, as far as the creek (10) dividing Calcutta from Gorindapur, was cleared of trees, thatched hovels and standing pools of stinking water, and a public thoroughfare made through it in continuation of the one that had already been made. This road, which was at the site of the present Church Lane, had various drains cut out on either side of it to drain away the water into the creek.

In 1706, the factory house inside the fort, the old zamindar's cutchery which had saved the Company's records from destruction by fire in the days when thatched huts were all that could be had, was demolished, and new buildings were put up in its place. A good hospital and barracks for soldiers were also added to the factory, and a church for the benefit of their souls was built by the aid of contributions from the Company and public subscriptions. The church was named after St. Anne. It was 80 feet by 20 feet, with a high pitched roof, resting on massive pillars; it had a tower staircase and a lofty octagonal spire; and a bell was got out from England and hung from its porch to send forth its call to prayer before the Company had lived for half a generation on the sacred soil of Kalikshetra.

Subba Singh's rebellion benefitted the English in more ways than one. It not only led to the fortification of their factory, but also increased their importance and prestige in the eyes of the native inhabitants. While the whole of the country west of the Hooghly was over-run by the rebels who plundered and pillaged right and left, it was observed that the people residing within the sphere of the influence of the European factories remained unmolested and secure. The European ships and guns were a source of terror to the rebel chief who kept as far away from them as he could. This led the wealthy traders and landholders to leave their homes and settle down near the European factories. Stories about the security and protection of life and property afforded by the English factory at Calcutta were on all men's lips. The fair dealings of the English traders with Hindu merchants, and the latter's faithfulness to the Company, became the talk of the day. (10) One great reason of the popularity of the English traders with the masses was the consideration they showed to the lower castes. It was a washerman that became their first interpreter. (10) It was from amongst the trading castes—the Setts and Bysacks—that they recruited their first baniams and servants. And when they took Brahmins and Kayasthas into their service, they accorded them no superior treatment. Although their action estranged the higher castes from them for a time, it enhanced their reputation with the people, who came to look upon them as incarnations of justice which indeed they were bound to do in a priest-ruled and caste-ridden country like Bengal. Thus the power of the English Company and its hold upon the Hindu inhabitants increased beyond all proportion to its wealth and political influence.

But there was yet one more benefit which accrued to the English from Subba Singh's rebellion. For a long time the English merchants had been split up into two factions—the Company's servants forming one party, and the free-traders, who were called interlopers, forming the other. In 1698, the latter had established a new Company which, under a royal charter, had been named in England the English East Indian Company, the old Company being designated the London Company. The jealousies of the officers of the rival traders had greatly interfered with their trade. But the rebellion of Subba Singh and the foundation of Fort William had resulted in so great an increase in the strength of the old Company that, in spite of the royal charter and the deputation of an ambassador to the Court of Delhi, the trade of the new Company had suffered severely, and as a matter of policy and prudence, amalgamation of the rival Companies was agreed upon in 1702, and fully effected in 1704. Thus, step by step, were all those obstacles removed that tended to check the development

(10) Hastings Street marks the site of this old creek, which passed into the Salt Water Lakes through Wellington Square, Dinabhangs (so called from the breaking of boats at its site) and Creek Row which is named after it.

(10) Hodges' Diary III. 17.

of English trade and the heightening of English prestige. And although the affairs of the united Company were rather badly mismanaged during the "Rotation Government" by the officers of both the Companies, and the Nabob’s emissaries extorted large sums from both from time to time, the trade of the English in Bengal and their influence and power over its people increased by leaps and bounds, and the area and population of the three villages—Sutumfli, Calcutta and Govindapur—increased in equal proportion. It was, therefore, not a matter of surprise that when in July 1710, the "Hon’ble Antony Weltden, Esq.," the new Governor of Fort William, landed at Calcutta, he was "met by Europeans and natives in such crowds that it was difficult to pass to the Fort." (*)

(*) Summarians, section 391.
CHAPTER VI.

THE FACTORY LEADS TO ZAMINDARY.

The marvellous rapidity with which the United Company's Settlement at Calcutta prospered on the completion of Fort William, excited the jealousy and avidity of Prince Azim-us-Shan and Jaffar Ali Khan and increased their exactions. Parganas Calcutta, Palk and Amirasad within which manses Calcutta, Sutanuti (also called Sutalunti) and Govindapur were situated, appertained to Chucker or administrative circle Hooghly, and the Hooghly officials were put up to harass the English in every possible way. The Governor at Hooghly sent for the native merchants who supplied goods to the English Company and "tried to get them to give him an obligation that they would not trade with the English." Upon this, the Council sent their vakil Rs. 15,000 to take out at once a Sudder for free trade, and threatened reprisals in case the Prince and Dewan refused to grant it. The Hooghly Governor refused the terms, and kept some of the English servants and one Englishman in prison and threatened greater severity. Thereupon, fearing an attack from the hot-headed Fanjdar of Hooghly, the Council collected together all the Christians in the Settlement at Calcutta, and prepared for defence. The Prince's Quadiar interfered at this stage, and the Company sent another Rs. 15,000 to Rajmahal where the Prince and the Dewan were. But the more money they sent, the higher became the demand of the latter, who now asked for Rs. 35,000. The Council offered Rs. 30,000, but their vakil had paid Rs. 36,000 for the Sudder, and the Council resolved upon making an enquiry into their vakil's conduct. The Governor of Hooghly next demanded Rs. 3,000 to allow the English trade to be duty-free in his domains, and the Council sent the money. Within a few days, the demand of the Prince and Dewan at Rajmahal went up to Rs. 50,000 as a present for themselves, besides a sum of one lakh of rupees for the Emperor's treasury at Surat. At this, the Council got alarmed and asked for the intervention of the Governor of Hooghly. In the meantime, as their salt-petre boats were stopped on their way down the river, they resolved to bring them down by force, and also, when the Hooghly Governor told them that they could not get the Sudder for the sum they had offered and that Prince Azim-us-Shan and his Dewan were still determined to have an enormous sum, the Council refused to pay, and resolved to retaliate by stopping all the shipping subject to the Mogul Government as it passed their port and by withdrawing all English subjects to Calcutta. This last step affected the entire shipping of Hooghly and Rajmahal, as nearly all the best Captains in the employ of the Prince and Dewan were Englishmen. These threats had the desired effect. The Hooghly Governor at once reduced the demand to Rs. 35,000 from Rs. 1,50,000, and the Company paid the amount, on the distinct understanding that the requisite Sudder was to be got from the Prince and the Dewan for this amount. This, however, was not the end of their troubles, as the Company imagined. Their boats at Rajmahal were stopped within a little more than a fortnight of this payment, and Mr. Cawthorp, their agent there, was imprisoned and forced to give a bill for Rs. 14,000 to the Prince. On receipt of this news, the Council was very angry and refused to honour the bill. They wrote to the Fanjdar of Hooghly and asked him to acquaint the Prince with the conditions of their agreement. But the Fanjdar did, and could do nothing, so they eventually had to pay the Rs. 14,000 to clear their boats.

(16) Council 257, April 16th 1768.
(17) Ditto 244, June 20th...
(18) Ditto 260, July 6th ...
(19) Ditto 247, July 12th...
(20) Ditto 290, September 28th...
(21) Ditto 263, October 22nd ...
(22) Ditto 320, November 14th...
(23) Ditto 372, November 25th ...
(24) Ditto 272, November 27th ...
(25) Ditto 390, December 15th ...
(26) Ditto 397, January 3rd 1769.
Even here the extortion did not cease. On July 15th, 1709, they were again obliged to agree to pay Sher Baland Khan, whatever sum their agent, Mr. Lloyd, could induce him to accept for granting them his Sanad for free trade, and once again, on September 3rd, no less a sum than one Rupee 45,000 was paid to the Subahdar for his Sanad. This system of oppression and extortions, which greatly interfered with the trade of the English was renewed at every change of a responsible official, either at Hooghly or at Rajmahal, at Cassimbash or at Dacca.

It was not only in their trade-dealings that the English were harassed and oppressed. They were, it seems, equally oppressed by the Prince and Jaffar Khan in their dealings with land, during this transitional period of the breakdown of Moghul rule, when there was no central power to keep local officials under control. It will be remembered that the English paid no less a sum than Rs. 16,000, as a present to the Prince, for his Sanad granting them permission to purchase the right to the rent of the three villages—Calcutta, Govindapar and Sutalooty, as Chattamuttu was then called. These villages were in the Jagir of the Khalsa (Imperial Government), and the original jagirdar was, as we have already seen, Lukahmi Kanta Majumdar in the time of Emperor Jehangir.

Lukahmi Kanta’s descendants were in possession of the villages when the Prince’s Sanad was given, and they sold the villages to the English Company. Vidyaadhur Ray, the senior member of Lukahmi Kanta’s family, had, in spite of the Nawab’s interdiction, allowed the English to settle at Chattamuttu and to acquire his own zamindari cultehri building for the protection of their records. He had also withdrawn his local agent, Antony, from Calcutta, because of his quarrel with Job Charnock. For these acts of his, so runs the well-known tradition in the Savarna family, which is now settled in various ports of Bengal, Behar and Oриса, Vidyaadhur was, on false pretexts, taken away and practically imprisoned, being kept under surveillance under the Nawab’s orders. His children and relatives, therefore, were glad when the Prince himself granted them permission to sell the villages to the English. Troubles had come to them for their pro-English sympathies particularly in reference to their Calcutta properties and, in selling them to the English for a nominal value—we shall presently see that the purchase-money Rs. 1,300 was less than the annual rent of the property—they considered it a good riddance. Under the terms of the deed of sale, they conveyed to the Company all the rights given by law which they were enjoying and they guaranteed defence in case any person laid adverse claims to the property sold within its notorious boundaries. The English appear to have understood that they acquired by this purchase the proprietary or zamindari rights to the villages. But in this they were mistaken. The transfer sanctioned by the Sanad and effected under the deed, was deemed and intended to be a transfer of the rights to the tenant’s rents, i.e., of the rights of dependent talukdars, the jagir itself being, as all jagirs of the Khalsa were, non-salable, and, in order to emphasize this intention, it was immediately declared to be in the absolute gift of the Prince, the Emperor’s heir and representative, and a few years later, in that of Nawab Jafar Khan. The Company was, therefore, ordered to pay, not as revenue to the Imperial Exchequer but as rent of the jagir, the following amount for the three villages:

<table>
<thead>
<tr>
<th>Village</th>
<th>Rs. A.</th>
<th>P.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilli-Calcutta</td>
<td>463</td>
<td>9 9</td>
</tr>
<tr>
<td>Sutalooty</td>
<td>501</td>
<td>16 6</td>
</tr>
<tr>
<td>Govindapar in Pargana Paikan</td>
<td>123</td>
<td>16 3</td>
</tr>
<tr>
<td>Kalkatah</td>
<td>100</td>
<td>5 11</td>
</tr>
<tr>
<td><strong>Total for three Manras</strong></td>
<td><strong>1,194 14 11</strong></td>
<td></td>
</tr>
</tbody>
</table>

(1) Conservsation 330, July 15th 1709.
(2) Ditta 335, September 3rd 1709.
(3) See chapter III, page 16.
(4) See chapter IV, also appendix III, p. 37.
(5) See copy of translation of the Ditta, in Appendix I.
(6) As per Azzan Khan Duiwan’s Persian, dated 2 Shaian in the 42nd year by document No. 86 of the Adil M.B. 34088 in the British Museum. We are indebted to Messrs. Irving and Wilson for this information.
The rental for Govindapur in Pargannah Paikan was soon raised to Rs. 319-9-0 from Rs. 123-15-3, and the sum payable by the Company to the Prince's jagirdar, amounted to Rs. 1,281-14-0. The rent was to be paid three times a year—on April 1st, August 1st and December 1st. The actual dates of payment, the amounts paid, and the names of the recipients are given in Appendix II at the end of this chapter. The relation of the rent-receivers to Lakshmi Kanta Majumder and to the vendors is given in Appendix III. A careful study of these appendices will clearly show, that the vendors and their children were, for taking the Prince at his word and effecting the sale, under the ban of the gubernatorial authorities for more than twenty years, and that those only of Lakshmi Kanta's descendants, who had taken no part in the sale were favoured and recognized by the Prince and the Nawab as entitled to the jagir rent during this period. It would almost seem that the Saad was given by the Prince in order to obtain the money, and that his intention was, not that the landholders should agree but that they should decline to sell, and thereby afford the Nawab and the Prince a further handle for extorting money from the English in their dealings with the land in the same way as in their trade-dealings. The wealthy English Company was treated by these two covetous and unscrupulous men in power, as the veritable milch-cow, the Kamadhenu, whom they planned to milk and draw from, whenever they had a chance.

It was not merely the Prince and the Dewan that extorted money from the English. Even the most petty officials appear to have followed the example of their masters. Jitumull, a kاورori or rent-collector of the Hooghly circle, under which the three purchased villages of the Company lay, so harassed the Company's officials at Calcutta by frequent demands for rent which, he pretended, were due for the jagir, that the Council was obliged to give him a present of Rs. 30, there being, in their opinion, no other way to put the payment off without making an application to his official superior.

In spite, however, of such petty exactions, the English were content with their position in the three villages purchased by them, particularly as, irrespective of the Hooghly officials, the jagirdars allowed the English to have their own way in all matters relating to land. It was different, however, with the surrounding villages. There they had, and could have, no power, either to protect their traders, brokers and servants, who were most rapidly increasing in number, from the oppressions of the Nawab and his emissaries, or to maintain order and control amongst them, without the powers of a zamindar.

It was as much to secure themselves against the tyrannous oppressions of the Nawab in their trade-dealings as to obtain the rights and privileges of a zamindar in these villages, that the Council resolved, in 1717, upon sending an Embassy to the Emperor at Delhi. Surman was placed at the head of this Embassy and Khojali Surbaho, o the noted Armenian, who had secured the firman of 1698 from the Prince for the three villages of the Settlement, was placed as second in rank, on the distinct understanding that his remuneration, which was to be Rs. 60,000, would depend upon his success in securing the privileges of free trade and permission to purchase the zamindari rights.

In the petition of the English to the Emperor it was stated that the three villages—Govindapur, Sutanuti and Calcutta—had already been purchased by them from the zamindars, and approval to that transaction, and sanction to purchase zamindaries in the neighborhood were asked for, but the question of acquiring proprietary or Jagir rights in the purchased villages was apparently not raised, so far as we can discover from the few extracts of the Delhi consultations that are available to us. The prayer of the company was granted, chiefly through the exertions of Surbaho, who again succeeded in obtaining for the Company a confirmation of their former privileges of trade, and also permission to purchase from the zamindars thirty-eight riparian villages on both banks of the Hooghly, extending to a distance of ten miles from their factory. The object of the Company was to secure the full powers of a zamindar which were similar to those of a Magistrate-Collector of the present
day in kind, though not in extent, over the villages extending from Barahangar, on the north, to Kidderpore, on the south, on the east bank of the river, and over a similar distance on its opposite bank. The necessity for the acquisition of these villages arose from the fact that the English with their shops, shipping, servants, and dependants, their banians, brokers, and traders, who were most rapidly increasing in number, lay scattered, in spite of concentration of the factors and soldiers in and around Fort William, over the whole of this area in straggling houses and boats; and, without the rights and powers of a zamindar, it was becoming more and more difficult to deal with them in the best interests of the Company. The two landmarks found by Hamilton in 1710, one at the extreme south of Govindapar and the other at the edge of the Dutch garden and hog-curing establishment at Barahangar on the north, with the salt-water lakes on the east, marked the boundaries of the Company's Settlement, not as it then was, but as it was intended to be. The Nawab, however, who was in fact, more or less independent of the Emperor since Auranzeb's death, sternly forbade the zamindars through his own creatures, to sell their rights to the Company. The Dewan Subah was expressly directed in the Imperial firman not to impede the English in acquiring these villages by purchase from the zamindars. This mandate was disregarded by the Subadar, and the English felt justified, on the strength of their firman, in defeating the Subadar's intentions, when they found their bonâ fide attempts in exercised the rights conferred by the Emperor thwarted by the Nawab's machinations. They got possession of the villages, not directly, by force and violence, as Bolte says, but indirectly, through their servants and adherents. Some documents in the possession of the old zamindars of the parganas within which the 38 villages sought to be purchased by the English were situate, give us a glimpse as to how the Company's servants succeeded in frustrating the Nawab's prohibitory orders and obtaining possession of several of these villages. The zamindars, however willing, dared not sell the villages to the English Company for fear of the Nawab's oppression. Nor did they dare oppose the men known to be under the Company's protection, in their attempt to obtain possession of the villages. Thus some of the brokers and servants of the company or their dependants, managed to take possession of several of the villages adjoining the Settlement. They realised whatever rents and profits they could get, and omitted to pay the Government revenue, which, however, was exacted from the old, but dispossessed zamindars. The latter in difficult cases abandoned their zamindaries, and allowed others to step in where they failed. It should be remembered that since Jaffar Khan's Settlement of 1722, zamindary settlements were technically subject to annual renewal, though this was seldom enforced in practice. But whenever the dispossessed zamindars found that they had a chance of recovering their estates, they appealed to the Imperial authorities. Some of them appear to have hit upon the plan of acknowledging the trespassers as talukdars under themselves to whom they assigned the charge of payment of the Government revenue. They did not, however, as in the case of modern patni taluks, grant that the taluks were transferable. And when the talukdars sold the taluks to the English, the latter took possession, but did not, and indeed, could not, in the teeth of the Nawab's orders, pay the Government revenue. And, therefore when the revenue was exacted from the zamindars, they repudiated the talukdars, and representing that the sale was invalid, induced the Hooghly officials to issue proclamations, the sole object of which was to prevent the English from acquiring territory. This object, however, was seldom attained. The result was that between 1717 and 1736, the revenues of the villages occupied by the English putrefied got unsettled in spite of Jaffar Ali's revised settlement of 1722; the old zamindars failed to collect rent, notwithstanding the efforts of the Nawab and of his officials towards maintaining them in possession; and the estates passed into various hands. The Setts of Calcutta, and other men of influence, came to be proprietors of several villages. The histories of mauzas Simla and Ballinghata are cases in point. In 1754 Holwell obtained a *putta* of Simla for Rs. 2,281 from two men called Nawaji Malik and Rashid Malik, and took possession of

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(1) Bolte's *Considerations*, 1772, Appendix, page 11, footnote.  
(2) See Wilson's *Early Annals*, Vol. II, pages 173, 74. The villages asked for and the revenue paid by each are noted in Appendix IV, at the end of this Chapter.  
(3) *Beverley's Report on the Census of Calcutta*, 1876, para. 94 and 95, pages 32 and 33.
it. Up to 1752, he had tried but failed to induce the zamindars from alienating their rights. In 1747, i.e., 7 years previous to Holwell’s purchase, we find Nanda Lal, a descendant of Lakshmikanta Majumdar, complaining to the Imperial Court about Nawaji Malik’s taking unlawful possession of manza Simla on a spurious title. He also complains simultaneously of Rashbihari Sett’s obtaining unlawful possession of Ballaghata. The following purports to be a translation of his petition:


THE PETITION OF RAM RAM, VAKIL OF NANDA LAL, PROPRIETOR OF PARGANA KHASPUR, ETC., APPERTAINING TO CHUCHARI HOOGHLY.

Manza Ballaghata has yielded but small rent as the taluka of Manik Chand Sett. But as Dowan Muli Chand used foul language towards petitioner, petitioner paid the revenue in full. But this humble servant has always paid revenue according to the amount of collection mentioned in Court. Last year, Rashbihari Sett, son of Manik Chand, obtained a sazaf by an intrigue with Bhajan Singh, and took possession of the ghat in the said village Ballaghata (to which he had no right as taluka). This year the ghat is, as usual, in the possession of Nanda Lal, my client. But now Rashbihari has collected a lot of low people at the ghat, and may very likely make an attack upon my client. Secondly, Nawaji Malik of Calcutta, without any reason, has taken the possession of manza Simla, and has procured a got-up savad, although I always pay the prescribed revenue in the fixed time.

The petitioner, therefore, humbly prays to the Government for the favour of issue of an order upon Muhammad Yar Beg Khan for enquiry into these matters, and settlement of the disputes.

Ordered by His Highness Sayyid Ahmad Khan Bahadur that Muhammad Yar Khan Beg do make an enquiry, settle the dispute, and put an end to these oppressions.

DATED the 10th Shawal, year of Accession 2048.

This petition dicits an order for enquiry, but no enquiry is apparently made, or even if an enquiry is made, it leads to no result. Nawaji continues in possession, but omits to pay the Government revenue. Large arrears accumulate, poor Nanda Lal is made to pay them, and then in 1754, probably as soon as Holwell’s purchase of the manza becomes known, a proclamation is issued reinstating Nanda Lal as zamindar. The proclamation is in the following terms:

YEAR 1162 HAJRI, AHMAD SHAH BAHADUR GHAZI, YEAR 1ST BADSHAH, GHAZI MUHAMMAD YAR BEG KHAN.

Know ye all chiefs, raiyats, cultivators of manza Simla of this division and also ye Amla in the pargana Manpur, Chukla Hooghly, Sarkar Sitgon, that on the death of Nawaji Malik and Rashid Malik, Talukdar, Roston, son of Nawaji, defaulted to pay his rent, and never came to Calcutta, now inhabited by the English, and thereby incurred the liability of a considerable amount of arrears of the Royal revenue, upon the payment of which depended his talukdarship, and that therefore it is now declared, on the revenue being realised from Nanda Lal Chowdry, the superior proprietor, that the estate is made over to (the khas possession of) the said Nanda Lal Chowdry as per details recorded below, and that the said Chowdry shall remain in possession thereof and pay the revenue in due time into the Royal treasury.

The chiefs, raiyats and cultivators shall acknowledge the Chowdry as their independent talukdar, and pay him the rents, and they shall not acknowledge any other man as their equal or partner. They must acknowledge this as an obligation.

The 14th Rajab, 7th year of the August Accession.

Total collection ... Rs. 127-7-15
Manza Simla ... 50-12-18 gundas, 2 cowries
      "    Malik ... 76-16-13 2

But these proclamations and orders were in effect null and void. Nobody paid any heed to them. The local revenue authorities were powerless to

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(64) Holwell’s Travels, 3rd edition; see also Chapter IX supra.
(65) See Appendix I11; also Chap III page 10, footnote(s). Owing to the special hardships entailed upon the Nawana family by the British acquisition of Calcutta and its adjacent Manzas, Nanda Lal was, it is said, accepted as zamindar of Parnall Calcutta in 1783 (and his relatives in 1793-94) although the terms offered by them were not as high as those of others. See lithographed copy of acest in Vernian at page 82.
(66) See a lithographed copy of the Persian petition at pages 29-30.
(67) See a lithographed copy of the Persian Proclamation at pages 31-32.
give actual possession to the zamindar. Thus the rapidly increasing power and prestige of the English in and around their fortified factory at Calcutta enabled their adherents to obtain and retain possession of many of the 38 villages which the Emperor had permitted the Company to buy; but of which the Nawab had, to the great loss and harassment of the zamindars, prevented the purchase through that petty spite, want of forethought and narrowness of view which was to cost him much of his prestige, and his successor all his power.

The English were, however, never slack in their efforts to obtain a legal title to their landed possessions. The greatest incentive to their desire for acquiring a title was given by the sudden influx into the area demarcated as being within the boundaries of their Settlement, of a very large population on account of the Mahratta invasion of Bengal, under Bhaskar Pandit, particularly after the taking of Hooghly by his ally, Mir Habeeb, in the year 1742. But this desire was not fulfilled till Clive arrived upon the scene in 1757. On the 9th of February of that year, the English compelled Suraj-ud-Daula to agree by treaty to the zamindars giving up to them the 38 villages covered by the Imperial firman of 1717, several of which were already in their possession. It was in the following year, 1758, that they acquired by treaty with the new Subadar, Jaffer Ali Khan, not only the tracts of land held by other zamindars "within the ditch which surrounded the borders of Calcutta," but also 600 yards without, besides the zamindari of all the lands south of Calcutta as far as Kulpi. Twenty-and-a-half mazaus in immediate proximity to their factory were granted revenue-free to the English, besides the zamindari of the 24-Parganas.

Thus was obtained what has been called the "free tenure" of the town of Calcutta. The revenue-free grant, however, comprised not only all lands of the town of Calcutta, west of the Mahratta ditch, but a considerable part of the suburbs as well, on the east of it.

A translation of the Sunads granting (1) the town and a few adjacent mazaus revenue-free, (2) the zamindari of the 24-Parganas, is appended.

There is considerable difference of opinion amongst expert lawyers as to the legal position of the English Company at different periods. But from the facts now available, there does not appear to be much room to doubt that in 1687 the English were mere squatters on the soil of Kalikshetra under the sufferance of the Savanna jagirdar. They were not on the same footing as the Settis and Bysack's or other native or European residents, such as the Dutch, the Portuguese and the Armenians. These latter settled with the knowledge and consent of the local landlord, and paid him rent. The English squatted against the wishes of the Subadar of Bengal and, as far as we can trace, paid no rent during their first or second occupation of Chuttanuttie. In 1690 they returned to Chuttanuttie in the same capacity, and founded their factory.

Thus, from 1690 to 1693, the legal position of the Company was that of a mere tenant-at-will, liable to pay rent to the landlord for the ground occupied by them, and to ejectment in case of default. In 1696 the Nawab's consent to their building a fort in Calcutta gave them at least the right and status of a manaz or occupancy raiyats, for none was in those days, allowed to make a masonry building without such a right. They appear also at this time to have purchased land from Basanta Ray, Raja Ray, and others, but it is not clear what rights were acquired by the purchase. In 1698 Prince Azim-us-Shah's firman elevated them, followed, as it was, by actual purchase of land from Ram Chand Ray, Manchar and others, to the position of a dependant talukdar, but still liable to pay rent to the superior landlord, the jagirdar. The rent payable by them was fixed at Rs. 1,281-6-0 per annum. They settle tenants under them, grant tenants, collect rent, allow houses to be built, register their sale and transfer, charge a registration fee and impose fines upon

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69 The majority of the old, high caste, native residents of Calcutta trace the immigration of their families into town to this occurrence.
71 See Appendices V, page 39.
72 See Stephen in "Vancouver and Jervis II," page 28; also Hamilton's "East India II," page 18.
their tenants and servants. They take back the pattas of the old land-holders from all tenants (1) in 1704 and grant new pattas, levying a premium from those that had no writings for their tenements; in the new pattas they note only the area and the rent of the holding precisely as a dependent talukdar, of the olden days would do. No doubt, even before the Prince's firm, they had realized, since 1893, a sum of Rs. 750,00 and upwards, from shop rents, fines, fees and duties. This was euphemistically called "revenue," but the amount was merely the collection of a substantial trading raiyat of whatever he got from those under his influence, a few of whom were probably "under-riayats," as we understand the term at the present day.

In 1717 the Company obtained the permission of the Emperor to become zamindar by the purchase of various estates, but no sales being effected, they continued technically as tenure-holder in all their landed possessions although they assumed and exercised the rights of a zamindar.

In 1722 Jaffer Khan's revenue settlement affected all zamindaries, but it did not touch the Jagir or alter the status of the English at Calcutta, though it appears to have enhanced the total revenue payable for all the mazahs held by them and by their men in the town and its outlying parts to Rs. 8,836 per annum. This revenue became payable by the English themselves when in 1737 they obtained possession of all the villages by treaty with Suraj-ul-daula. (2)

From 1758, the English were superior to the Subahdar, and altogether out of reach of any landlord. From the Revenue Officer's point of view, then, from the date they paid rent to the jagirdar for holding Sultanpur, Calcutta and Govindapur, the Company became tenure-holders; and over the whole of the area which they gradually added to their Settlement, either through their own possession or that of their servants, dependants, or adherents, they acquired technically no other superior rights until 1768 when Mir Jaffer raised them, to the status of an owner of estates, partly revenue-free and partly revenue-paying.

Those learned in the laws of the land might argue that, technically, the Nawab of Murshidabad was still but the Viceroy of the Emperor at Delhi, and that, as such, he was constitutionally bound to maintain intact the jagirs and zamindaries granted by the Emperor or his predecessors, and to keep inviolate arrangements for the payment of revenue that had the seal and sanction of the Emperor, and that, therefore, the grant made by the Nawab was ultra vires until sanctioned by the Emperor. There are lawyers to whom even the grant of the dehswa to the English in 1765 may not appear to be sufficient authority for investing in them the property of the soil, and there are others who say that absolute ownership of the land possessed by the English was not acquired by them till the year 1868 when the Company was superseded by the Crown. For such lawyers the discussion of the legal aspect of the town grant and of its effect and of the grant of the 24-Parganas zamindari by Sir William Huetter and Mr. Millet is appended.

Without, however, troubling ourselves about these strictly academic legal niceties of civil and international law, it seems to us that in actual practice the Emperor had ceased to exist in Bengal, except as a mere name on paper and as a shadow, long before the grants were made. Had that not been the case, the Nawab would never have dared disobey the Emperor's orders in 1717 as he did. Between 1707, the year of Aurangzeb's death, and 1769, no less than seven Emperors ascended the throne, but except Muhammad Shah whose inglorious reign, for a space of 23 years, saw much of the Moghul power gone, none reigned for more than six years, and most of them were mere creatures of designing and intriguing Ministers who did away with them or their power as occasion required. Although it was not till after 1769 that the English fought on behalf of the so-called Viceroy of Bengal against Emperor Shah Alam, still they had, more than any one else in the Empire, noted the disintegration of the Moghul Empire in all parts of India, and it was with the full knowledge that the Empire had in fact ceased to exist that they fought Suraj-ul-daula and, assuming the role of King-maker, planted Mir Jaffer on the throne of Bengal. It was in further illustration, if not development, of the fulness of this know-

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(1) Consolidation No. 88, 1704.
(2) See Millet's remarks in Appendix VI.
(3) See Appendix VI page 30.
lodge that they de-throned Mir Jaffer and enthroned Mir Kasim, a few years later, and they pulled him down as soon as they found him recusant, and put up old Mir Jaffer, now leprous and imbecile, once more on the marud as their own puppet.

It was indeed with this knowledge that they intervened between Mir Kasim and Shah Alam, and procured for the helpless Emperor at Delhi a decent competence in the shape of a tribute of 24 lakhs of rupees from the revenues of Bengal. One may indeed say that between 1757 and 1760 they made and unmade Viceroy's in Bengal, but that from the date of the battle of Gyna and Colonel Carnac's intermediation in 1761 as peace-maker in his own tent, between Sovereign and Subahdar, they held the key of the Empire as well in their hands. Their victory in the field of Plassey had not only placed them at the head of affairs in Bengal, but had also made them the virtual arbiter of the destiny of Moghal rule.

It will thus be seen that it was not as a mere trader, seeking privileges at the hands of the Governor, nor, indeed, as the commander of a force that helped his installation, but rather as a conqueror, dictating terms of peace to the successor of a vanquished enemy, whose very existence, not to say power, depended upon their good will, that the English obtained from Mir Jaffer the sanads of the "free tenure" of the town of Calcutta and of the zamindari of the 24-Parganas and from the Emperor a confirmation thereof. It seems idle, in the circumstances, to discuss the legal aspect of this acquisition,
مقران دعای دارای عتان نیست مشاهده می‌کنیم
علیکم فریاد به مکانی که شایسته خاندان شیعیان است
جوی بیارند تا این خواسته بی‌طرفی سازد
مواءضحت ورودی ست برای این‌که ایستاده نشکنیم
نابود و گکدای آرا کنار مرا اصلاح کنیم
و نماینده خواهیم بود برای پرداختن
کلیدیت و جلیسی که حاوی جواب دار
مواءضحت نیست برای جلوگیری در چنین موردی
و عمل‌هاً در مکان راه‌پیمایی کرده‌اند
جواب داده‌اند در مکان راه‌پیمایی کردند
جز استابفی به ورود و برخی کرده‌اند که
دستور توجه ذکر می‌کنند ردالآذر
بروف پیرادی ورامین با نام آقای فریدون شرفی
نامدار افشار سیرایی مفرد است. او در این صفحه نامه واریز زیادی کرده است و در این دو تا سال
یافته داشته است. مراکز از دستگاه‌های تاکیدی برنامه است. برای نمونه، در صفحه اخیر
تاریخ 1309، زیر نامه‌بندی قسمت‌های مختلفی برای این نامه می‌باشد.
کتاب‌برداری آسان و دسترسی سریع

نحوه‌ی جدیدی برای پیگیری و مدیریت

به‌عنوان تکنولوژی جدید

سیستم‌های مدیریت

جراید و فناوری

بعد از پیاده‌سازی

نتیجه‌گیری شد.
APPENDIX I.

"Copy of the deed of purchase of the villages Dibi Kalkath, etc., bearing the seal of the qazi and the signature of the amiridur. The details are as follows:

"We subscribe to Ildas, declaring our names and descent; (viz.) Manohar Dat (i) son of Bhr Dnc, the son of Bhr, and Ramchand the son of Bidyaiah, son of Jagdus; and Ram Bhdar, the son of Ram Dnc, son of Kesu; and Fau, the son of Kalesr, the son of Gauri; and Manohar Sing, the son of Gamlar, the son of (ii); being in a state of legal capacity and in enjoyment of all the rights given by the law; avow and declare upon thiswise; that we conjointly have sold and made a true and legal conveyance of the village Dibi Kalkath, and Subatul within the jurisdiction of paraganah Amirodul and village Gosiradar under the jurisdiction of paraganah Pasera and Kalkatal, to the English Company with rents and uncultivated lands and ponds and groves and rights over fishing and woodlands and dues from resident arisants, together with the lands appertaining thereto, bounded by the accustomed, notorious and usual boundaries, the same being owned and possessed by us (up to this time the thing sold being in fact and in law free from adverse rights or litigation forming a prohibition to a valid sale and transfer) in exchange for the sum of one thousand and three hundred rupees, current coin of this time, including all rights and appurtenances thereof, internal and external; and the said purchase money has been transferred to our possession from the possession of the said purchaser and we have made over the aforesaid purchased thing to him and have excluded from this agreement all false claims, and we have become absolute guarantors that if by chance any person entitled to the aforesaid boundaries should come forward, the defence thereof is incumbent upon us; and henceforth neither we nor our representatives absolutely and entirely, in no manner whatsoever, shall lay claim to the aforesaid boundaries, nor shall the charge of any litigation fall upon the English Company. For these reasons we have caused to be written and have delivered these few sentences that when need arises they may be evidence. Written on the 18th of the month Jumadi I in Hijri year 1110, equivalent to the 4th year of the reign of glory and prosperity.""}

The date is the 10th November 1698 O.S.

APPENDIX II.

LIST OF RENT-PAYMENTS TO THE JAGIRDAR FOR MAUZAS SUTNUTI, CALCUTTA AND GOVINDAPUR BY THE EAST INDIA COMPANY.

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<th>Date in the Consultation</th>
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<th>1718.</th>
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<td>To the Prince's Jagirdar</td>
<td>90 0 0</td>
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<td>To Jumul Karori the Prince's Jagirdar</td>
<td>30 0 0</td>
</tr>
<tr>
<td>1713, July 6</td>
<td>To Lakshminarayan</td>
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<td>To Sheoprasad Ditto</td>
<td>(P1)</td>
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<td>To Raziwar</td>
<td>(C3) 30 0 0</td>
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<tr>
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<td>To Sukhdeva</td>
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</tr>
<tr>
<td>1718, April 24</td>
<td>Raziwar</td>
<td>(C1) 32 0 0</td>
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<td>1718, May 12</td>
<td>Mahbod</td>
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<td>1718, August 11</td>
<td>Sukhdeva</td>
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<tr>
<td>1718, October 9</td>
<td>Bincdram (iv)</td>
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<td>Mahbod</td>
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<td>Bincdram (iv)</td>
<td>(P3) 70 0 0</td>
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Total | 1,261 14 0

(i) The Surakhaz is a document No. 39 in additional M.K. No. 29299 in the British Museum, the translation of which by Mr. W. Rotman, C.S.I., has been kindly given up by Mr. C.S. W. Thorne.

(ii) Jamshed, the name of the village of Bhr, Raghotham's son is Ramchand, whose son is Manohar Dat, (iv) Bincdram (who has also a son of Dat) a block stands probably the "dita". See Appendix III.

(iv) In Jamshed's paper.
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<thead>
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<th>As.</th>
<th>P.</th>
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<td>(C1)</td>
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<td>1719, Ditto</td>
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<td>(P1)</td>
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(c) In Rupees Half a Rupee.
(d) To Rupees.
(e) To Rupees Half a Rupee. The shortage of Rs. 8 was ordered to be paid July 13th 1726. But the date thereon does not seem to be the exact date.
(f) The above sum is correct as far as Rs. 138.
(g) The above is correct as far as Rs. 138.
(h) To Rupees Half a Rupee. The above is correct as far as Rs. 138.
(i) To Rupees Half a Rupee. The above is correct as far as Rs. 138.
(j) To Rupees Half a Rupee. The above is correct as far as Rs. 138.
(k) To Rupees Half a Rupee. The above is correct as far as Rs. 138.
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<td>(P1)</td>
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<td>1729, August 31</td>
<td>To Kishan</td>
<td>(A3)</td>
<td>325 0 0</td>
</tr>
<tr>
<td>1729, Ditto</td>
<td>Ramswar</td>
<td>(C3)</td>
<td>33 0 0</td>
</tr>
<tr>
<td>1729, December 29</td>
<td>Kishan Chand</td>
<td>(A3)</td>
<td>325 0 0</td>
</tr>
<tr>
<td>1729, Ditto</td>
<td>Ramswar</td>
<td>(C3)</td>
<td>33 0 0</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>1,276 0 0</td>
</tr>
<tr>
<td>1730, May 4</td>
<td>To 'Mansob'</td>
<td>(A1)</td>
<td>325 0 0</td>
</tr>
<tr>
<td>1730, May 25</td>
<td>Ramswar</td>
<td>(C1)</td>
<td>33 0 0</td>
</tr>
<tr>
<td>1730, August 31</td>
<td>Munsing Singh</td>
<td>(C2)</td>
<td>50 0 0</td>
</tr>
<tr>
<td>1730, Ditto</td>
<td>Ditto</td>
<td>(C2)</td>
<td>70 0 0</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>882 0 0</td>
</tr>
</tbody>
</table>

Note: Figures in (A) Column refer to amounts recorded in the Account Books. Amounts are shown in Rupees (Rs.) and fractions (e.g., 0.0). For April, August, and December, amounts are recorded in columns (A1), (A2), and (A3) respectively. The data was compiled by Mr. G. S. Wilson.
APPENDIX III.

LAKSHMI KANTA MAJUMADAR (RAY CHOWDHURY)
BORN 1570  DIED 1649

N.B.-The dates within brackets indicate the years for which jagir-crest was received by the person under whose name they appear. The dates not within brackets are dates of birth and death roughly guessed. The names in italics are those of the men who sold Calcutta, etc., to the Company. The genealogy is incomplete as all references to the ghatakas had not been answered when this had to be sent to the Press.
APPENDIX IV.

LIST OF THE 38 VILLAGES THE ENGLISH COMPANY WERE PERMITTED BY THE EMPEROR TO ERE FROM THE ZAMINDARS IN 1717 (SEE PAGE 223).

(1) On the Henaub side of the river —

<table>
<thead>
<tr>
<th>Name of Town</th>
<th>Name of Purana</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Salim (Salkeb)</td>
<td>Boro</td>
<td>611 0 0</td>
</tr>
<tr>
<td>2. Harlah (Howrah)</td>
<td>Boro</td>
<td>216 3 3</td>
</tr>
<tr>
<td>3. Cassudebash (Kasundibah)</td>
<td>Boro</td>
<td>316 6 4</td>
</tr>
<tr>
<td>4. Rambissupper (Ramakishapur)</td>
<td>Boro</td>
<td>158 12 6</td>
</tr>
<tr>
<td>5. Bater (Beter, medora Bantul)</td>
<td>Boro</td>
<td>211 4 4</td>
</tr>
</tbody>
</table>

(2) On the Calcutta side of the river —

<table>
<thead>
<tr>
<th>Name of Town</th>
<th>Name of Purana</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Deckey Deckyparsa (Dakshin Pakhara)</td>
<td>Amirabad</td>
<td>145 2 2</td>
</tr>
<tr>
<td>7. Belgacha (Belgachia)</td>
<td>Calcutta</td>
<td>204 6 9</td>
</tr>
<tr>
<td>8. Deckey dead (Dakshinadore)</td>
<td>Calcutta</td>
<td>16 0 0</td>
</tr>
<tr>
<td>9. Hoguekeumby (Hogukuria)</td>
<td>Calcutta</td>
<td>117 11 3</td>
</tr>
<tr>
<td>10. Unzadang (Ulitsangad)</td>
<td>Calcutta</td>
<td>194 1 6</td>
</tr>
<tr>
<td>11. Sinallah (Sinha)</td>
<td>Calcutta</td>
<td>112 13 9</td>
</tr>
<tr>
<td>12. Mazan (Makonda)</td>
<td>Manpore</td>
<td>51 15 5</td>
</tr>
<tr>
<td>13. Consaparras (Kamarparras)</td>
<td>Calcutta</td>
<td>113 10 9</td>
</tr>
<tr>
<td>14. Camergoulac (Kantargulshah)</td>
<td>Manpore</td>
<td>37 7 0</td>
</tr>
<tr>
<td>15. Bergarroy (Bergurra)</td>
<td>Calcutta</td>
<td>49 7 8</td>
</tr>
<tr>
<td>16. Arcady (Arkul)</td>
<td>Manpore</td>
<td>31 1 8</td>
</tr>
<tr>
<td>17. Mirzapeer (Miraspu)</td>
<td>Calcutta</td>
<td>57 15 9</td>
</tr>
<tr>
<td>18. Scaldas (Sotdah)</td>
<td>Calcutta</td>
<td>113 10 9</td>
</tr>
<tr>
<td>19. Coolish (Koolah)</td>
<td>Calcutta</td>
<td>106 1 0</td>
</tr>
<tr>
<td>20. Tangarrah (Tengra)</td>
<td>Calcutta</td>
<td>66 1 6</td>
</tr>
<tr>
<td>21. Sundi (Soras)</td>
<td>Calcutta</td>
<td>166 1 9</td>
</tr>
<tr>
<td>22. Bad Sundih (Bahir Surah)</td>
<td>Calcutta</td>
<td>69 0 4</td>
</tr>
<tr>
<td>23. Shaikparsa (Shahbopursan)</td>
<td>Calcutta</td>
<td>40 8 0</td>
</tr>
<tr>
<td>24. Doland (Daoulud)</td>
<td>Calcutta</td>
<td>111 6 8</td>
</tr>
<tr>
<td>25. Berygi (Bijili)</td>
<td>Calcutta</td>
<td>113 10 1</td>
</tr>
<tr>
<td>26. Tollola (Tillula)</td>
<td>Calcutta</td>
<td>31 11 0</td>
</tr>
<tr>
<td>27. Topis (Topis)</td>
<td>Calcutta</td>
<td>79 5 0</td>
</tr>
<tr>
<td>28. Roppassey (Ragachis)</td>
<td>Calcutta</td>
<td>319 5 0</td>
</tr>
<tr>
<td>29. Chobogah (Chowbhagah)</td>
<td>Calcutta</td>
<td>101 0 0</td>
</tr>
<tr>
<td>30. Churang (Churangshah)</td>
<td>Calcutta</td>
<td>104 14 0</td>
</tr>
<tr>
<td>31. Cerekba (Colinga)</td>
<td>Calcutta</td>
<td>250 3 3</td>
</tr>
<tr>
<td>32. Gobigha (Goira)</td>
<td>Calcutta</td>
<td>113 4 10</td>
</tr>
<tr>
<td>33. Bakhuney sund (Bahir Dakshin darse)</td>
<td>Calcutta</td>
<td>100 1 6</td>
</tr>
<tr>
<td>34. Siangpur (Santupore)</td>
<td>Calcutta</td>
<td>125 8 4</td>
</tr>
<tr>
<td>35. Jola Curlisba (Jala Curlupa)</td>
<td>Calcutta</td>
<td>31 1 8</td>
</tr>
<tr>
<td>36. Geladalpur (Gondalpura)</td>
<td>Calcutta</td>
<td>70 4 4</td>
</tr>
<tr>
<td>37. Illisale (Entally)</td>
<td>Calcutta</td>
<td>51 9 10</td>
</tr>
<tr>
<td>38. Chitpore (Chitpur)</td>
<td>Calcutta</td>
<td>167 8 9</td>
</tr>
<tr>
<td>39. Amirabad</td>
<td>Calcutta</td>
<td>552 8 0</td>
</tr>
</tbody>
</table>
APPENDIX V.

(1) A translation of the Sumnad for the free tenure of the town of Calcutta, &c., to the Haible East India Company, given under the seal of the Nawab Dowlah Abbass Mir Mahomed Sudder, Khan Bahadour Assad Jung, Diwan of the Subah of Bengal.

To the Munsidales for affairs for the time being and to come, and zamindars, and chowhaires and talukdars, and zamgouns of the country of Gournpur, &c., in the districts of the purgans of Calcutta, belonging to the Province of Calcutta, the Sultan of Bengal, it is known that in consequence of the Ford Swol signed by the Glory of the Nobility and Administration Sujah-ul-Mulk Hossein-o-Dowla Mir Sudder, Khan Bahadour, Mahbub Jung, Nazim of Subah, and the Ford Hankestah Madanis signed conformably thereto, the formula of which are herein fully set forth, the rents of the aforesaid mutasems, belonging to the Province of Calcutta, and the Swol and the Madanis signed have become the property of the nobility of merchants, the English Company, amounting to eight thousand eight hundred and thirty-six rupees and something more from the first of January next according to the endorsement, are forgiven to the end that they provide for the defense of their factory and the safeguard of the sequents hereunto. It is their (the Munsidales, &c.) duty to desist from all claims for the rent of this factory and the safeguard of the sequents hereunto, and to grant them a dispensation from the payment of the rents, for the above-mentioned reasons.

Dated as above.
Let the endorsement be written hereunder. Particulars of the endorsement.

In consequence of the Ford Swol signed by the Glory of the Nobility and Administration Sujeh-ul-Mulk Hossein-o-Dowla Mir Sudder, Khan Bahadour, Mahbub Jung, Nazim of Subah, and the Ford Hankestah Madanis signed conformably thereto, the formula of which are herein fully set forth, the rents of the aforesaid mutasems, belonging to the Province of Calcutta, and the Swol and the Madanis signed have become the property of the nobility of merchants, the English Company, amounting to eight thousand eight hundred and thirty-six rupees and something more from the first of January next according to the endorsement, are forgiven to the nobility of merchants aforesaid.

Munaze and mahals, 223.
Munaze, mahals, 20.
2 Markets.
Amendments according to the Ford signed by the Munaze of the Subah.
Form of the endorsement.

Be the Sumnad granted.
Form of the Ford Swol.
The nobility of merchants, the English Company, represent that the factory for carrying on their trade in the purga of Calcutta, being near the sea and being liable to continual alarms and depredations from the enemy, for their defense they have made a trench of earth round their factory and left as rampart on all sides at the distance of a cannon shot, and that the mutasems of the purga of Calcutta, &c., in the district of Calcutta, belonging to the Province of Calcutta, have become the property of the nobility of merchants, the English Company, amounting to eight thousand eight hundred and thirty-six rupees and something more from the first of January next according to the endorsement, the rents of the aforesaid mutasems, belonging to the Province of Calcutta, and the Swol and the Madanis signed have become the property of the nobility of merchants aforesaid.

Dated as above.
Let the endorsement be written hereunder. Particulars of the endorsement.

In consequence of the Ford Swol signed by the Glory of the Nobility and Administration Sujeh-ul-Mulk Hossein-o-Dowla Mir Sudder, Khan Bahadour, Mahbub Jung, Nazim of Subah, and the Ford Hankestah Madanis signed conformably thereto, the formula of which are herein fully set forth, the rents of the aforesaid mutasems, belonging to the Province of Calcutta, and the Swol and the Madanis signed have become the property of the nobility of merchants, the English Company, amounting to eight thousand eight hundred and thirty-six rupees and something more from the first of January next according to the endorsement, the rents of the aforesaid mutasems, belonging to the Province of Calcutta, and the Swol and the Madanis signed have become the property of the nobility of merchants aforesaid.

(2) A translation of the Sumnad for the zamindari of the Haible East India Company's lands, given under the seal of the Nawab Dowlah Abbass Mir Mahomed Sudder Khan Bahadour Assad Jung, Diwan of the Subah of Bengal.

To the Munsidales for affairs for the time being and to come, and chowhaires and zamgouns and inhabitants, and inhabitants of the kumaon purgas of Calcutta, &c., of the Shahac Subah, &c., belonging to the Province of Calcutta, it is known that in consequence of the Ford Swol signed by the Glory of the Nobility and Administration Sujeh-ul-Mulk Hossein-o-Dowla Mir Sudder, Khan Bahadour, Mahbub Jung, Nazim of Subah, and the Ford Hankestah Madanis signed conformably thereto, the terms of which are therein fully set forth, the office of the zamindari of the purga of Calcutta belongs to the nobility of merchants, the English Company, amounting to twenty thousand one hundred and one rupees and two shillings, &c., to the imperial Sircum according to the endorsement, from the months Fuar (year 1165) to the year eleven hundred and sixty-four of the Bengali era, is conferred upon the nobility of merchants; on the condition that the effects of any person plundered and stolen, they are bound to give a discharge according to custom, and that such çıktımen are to be dealt with in accordance with the articles forbidden by the Imperial Court, the articles of the world.

It is their (the Munsidales, &c.) duty to lock upon the said Company as the established and lawful zamindar of these places, and whatsoever corporative or not is amended to that extent to their right. In this particular be they strictly judicial.

Dated the first of Rubbee Benazir in the third year of the reign...
APPENDIX VI.

The legal title of the Company in Calcutta and the 24-Parganas, by Sir William Hunter and by Mr. Millitch.

"Mr. Jafar," says Sir William, "only intended to give the Company the jurisdiction of landholders and the grant was a mere pittance of a somewhat informal character. In the following year the Company, with a view to securing the full proprietary right, obtained a "Dimanum" under the seal and signature of the Emperor's Chief Revenue Officer (Dinwar Mir Muhammad Sulik). This document was perfectly regular. It particularly included the lands held under it, and fixed their assessment at Rs. 2,22,648 according to the Asal Jumna Tamauni or original Crown rent, as fixed for the Government of Bengal by Mr. Jafar Mirzaul Kuli Khan in A.D. 1712. In order, however, to give their tenure additional permanence, the Company in 1726 obtained a Forman, or Letters Patent, direct from the Emperor himself, conferring the grant of the 24-Parganas zamindari made by the Nawab Mir Jafar and the Dwan Mir Muhammad Sulik. The Emperor's deed, however, went further, and converted the grant into an annuities, which gave a perpetual hereditary jurisdiction over the land. This rested in the Company the same administrative rights in the 24-Parganas as over the territories of Boriwans and Chittagong, first ceded in 1760, and which, together with the Revenue Administration (Dimana) of all Lower Bengal, were finally, in that year, 1769, transferred for ever to the Company.

The essential legal object of these various charters was to confer upon the Company the Exidat or official duties and powers of an Indian zamindar, over the 24-Parganas. But it must be borne in mind that the grants did not confer the full proprietary hereditary in the soil. This difficulty, however, had in one sense been obviated on the 13th July 1769 by a "jagir" granted to Lord Clive for services rendered to the Delhi Emperor, especially in aiding the suppression of a rebellion headed by the Emperor's eldest son, Shah Alam. By this deed, all the royalties, dues, and rents collected by the Company as official landlords, and paid by it into the public treasury of the Muhammadan Government, were made over to Lord Clive, thus placing the Company somewhat in a state of dependence on their own servant. This "jagir" of gift passed under the seal of the Emperor, and Lord Clive was enrolled among the nobility (Manikshahar and Umrao) of the Delhi Court, and was invested with the title of Shashthapan, Panj Haracio, and Commander-in-chief of ten thousand (presumably) and five thousand horses. Lord Clive's claims to the property as feudal suzerain were contested in England in 1764, and on the 23d June 1765, when he returned to Bengal, a new deed was issued, confirming the unconditional jagir to Lord Clive for ten years with revenue afterwards to the Company in perpetuity, under similar powers to the Company all the lands in the 24-Parganas as a perpetual property, based upon a "jagir" grant. The sum of Rs. 2,22,648, the amount at which the land was assessed when first made over to Lord Clive in 1764, was paid to Lord Clive from 1766, until his death in 1774, when the whole proprietary right in the land and revenues reverted to the Company.

The history of our acquisition of the port and city of Calcutta is totally distinct from the foregoing. The Company obtained possession of certain villages corresponding to the existing site of Calcutta, in return for a present of Rs. 10,000 to the son of Auroop in 1668. In 1717, during the reign of Jaffar-Shyar, it acquired a mere formal grant, but only in the nature of a talukdar or copyhold tenure, and as such subject to a yearly rental. The fixed rental which the Company paid to the Muhammadan officers for the township of Calcutta (under the description of Calcutta, Sultanee, Govindpore) was Rs. 8,848.00 without the kifayat or surplus revenue over and above the fixed rental which the Company realised from the talukdars amounted to Rs. 8,846. The gross revenue of the town of Calcutta before 1750 amounted to Rs. 157,381. In December 1747 or 1748 (see Mr. J. Grant gives both years) the Company finally obtained a Talukdar or rent-free grant under the Royal authority (Fifth Report pages 487-493 Madras reprinted)."
CHAPTER VII.

THE SEIGE AND THE NEW FORT.

It was the security guaranteed by the strong British Fort that was responsible for attracting a very large population to Calcutta in 1742 when the Mahrattas invaded Bengal. "During the invasion of the Mahrattas," says Stewart, "crowds of the inhabitants of the country on the western side of the river crossed over to Calcutta, and implored the protection of the English, who, in consequence of the general alarm, obtained permission from Ali Verdi Khan to dig an entrenchment round the territory. This work, had it been completed, would have extended seven miles. In six months three miles of it were finished, when the inhabitants, finding that the Mahrattas did not approach Calcutta, deserted from the works." This originated the Mahratta Ditch. It is clearly shown in Upjohn's "Plan of the Territory of Calcutta as marked out in the year 1742." Except for the detour at Halsibagan, to enclose the garden houses of Govindaram Mitter, the "black zamindar," and of Omichand, the Sikh millionaire and salt broker of the Company, it follows the Circular Road from Perrin's Point, at the north-western extremity of Sutanuti where the Chitpur creek meets the river, down to a spot near the present Entally corner. Hindu tradition has it that the ditch existed also on the south of Govindapur up to the edge of the river, and that the big open drain on the town side of the Bhabanipur bridge over Tolly's nulla, which still goes by the name of the Mahratta Ditch, is a remnant of it, and further that the drain across the matlan through which tidal water used to reach this drain, marks its site on the south of Govindapur. It is, however, certain that the southern portion, if at all made, was not a continuation of the ditch that enclosed the northern and eastern sides of the town and stopped much above the Park Street junction. Possibly the native inhabitants began to dig the southern section of the ditch during the second Mahratta score in 1747, but the two sections had not met when the work was discontinued.

The belief of the people in the security afforded by the English Fort was, however, destined to be rudely shaken. The Fort, which was in the earlier years of British occupation the cause of an extraordinary increase of the Company's power and influence, was, in a few years, to have its weakness demonstrated with terrible reality. In 1756 Nawab Siraj-ud-Dowlah sacked Calcutta and took the Fort by storm. The siege and its causes, the flight of Governor Drake, the heroic behaviour of Holwell during the attack of the Moors—as the Musalmans were called,—the tragedy of the Black Hole, the re-conquest of the settlement by Clive and Watson in January 1757; the battle of Plassey, the defeat of Siraj-ud-Dowlah, and the march of events following which terminated with the installation of Mir Jaffar by the English as Nawab, are matters of history too well-known to need recapitulation, but a few of the more important episodes of the siege may be noted here.

Siraj-ud-Dowlah, according to Stewart, placed himself at the head of his troops and marched towards Purnea, but upon his arrival at Rajmahal he was diverted from his purpose both by letters received from Calcutta respecting the refusal of the English to deliver up Kishenullub, the son of Rajbullub, who some months before had left Daaca with his family and property, and had taken refuge at Calcutta, and also by the news that the English were adding to the fortification of Fort William, and increasing the strength of the garrison. When the English saw that the siege of Calcutta by the Nawab's army was inevitable, and that they had no resource beyond their own exertions, they armed all the Europeans, native Portuguese, and Armenians, and took into their service 1,500 Hindu matchlock-men. They also laid in a store of grain and other provisions, and added such works for their defence as the shortness of the time would admit. 60)

The early days of the week, beginning with Monday, June 14th, were, according to Hyde, occupied at Fort William, with military preparations.

60) Stewart's History of Bengal.
Among these was the enrolment of the Company’s Civilians, the European inhabitants, and other Christians, as a Volunteer Militia, in which even Mapleton, the chaplain, was commissioned as a ‘Captain-Lieutenant.’ Holwell, in his tract, thus speaks of him and some of his brother officers:—

The Reverend Mr. Mapleton, Captain Lieutenanti, Captain Henry Wedderburn, Lieutenant of the First Company, and Esquires Sumner and Charles Douglas, all of them gentlemen who had failed in no part of duty, either as officers or soldiers, in the defence of the place.

On Wednesday, the 16th, the enemy first appeared at Chitpore, but the battery from the Bagbazar Redoubt dispersed them, and they fell back upon Dum-Dum. On Thursday the English burnt the bazaars to the front and south of the Fort. On Friday, the 18th, the enemy reappeared in great force all round the town. The English outposts were speedily driven in, but without a hard fight at the south-eastern corner of the great tank near the present British Indian Street still called Ramnudia gully, from its original name of Ramnutta gully signifying a ‘frenzied fight.’ Upon this, the 1,500 Hindu matchlock-men and other native troops in the English service deserted, whilst the Portuguese and other inhabitants of the town, who had been injudiciously admitted into the Fort, caused great confusion and uproar. The 100 Armenians were, according to Holwell, worthless, none of them being fit to handle a gun.

The Church and all adjacent buildings were abandoned, and the survivors of the Christian community shut themselves up within the Fort. This gave the ‘Moors’ their opportunity. They at once occupied the church and the buildings that dominated the Fort, and mounted their heavy guns on the roofs of the buildings. The case of the besieged was found to be now nearly desperate, and the Council of War that afternoon ordered the embarkation of the English women on board the Dodyaly and other ships then lying off the Fort. Among the ladies,” says Hyde “whom reluctance to quit their husbands kept afloat until the latest moment, were Mrs. Roger Drake, wife of the Governor, Mrs. Mapleton, Mrs. Coales, wife of a civil servant and militia ensign, and Mrs. Wedderburn, wife of the gallant captain of that name. It was about 11 o’clock at night when Holwell himself persuaded those devoted ladies to take refuge with their young children on board the Diligence, a ship probably of his own; at any rate it was, as he says, under his direction. Shortly afterwards he sent a French officer, Monsieur le Beaume, and three native servants to attend on and protect them. All that night the preparations for meeting the now inevitable storming of the Fort went on. Daybreak of the Saturday saw Mapleton working as a coolie, native labour being now quite unprocurable.” Holwell says:—

Early on the morning of the 19th, the President, Mr. Mackett, the Reverend Mr. Mapleton, myself and others, were employed in cutting open the bales of cotton, and filling it in bags, to carry upon the parapets.

“This Mr. Mackett had left his wife dangerously ill on board the Dodyaly the previous night. She had striven to detain him, but he had resisted all entreaties, and hastened back to the defence of the Fort. Now, however, when the works in hand were somehow finished, he begged leave to board the Dodyaly for five minutes to see his wife. Thereupon leave was given to him and to other gentlemen similarly situated to visit their wives and children, and deposit in their care their papers and valuables. Mapleton took advantage of this reasonable and humane permission, and pushed off to the Diligence. These gentlemen had not the slightest idea of what was about to happen. Mapleton and in them were Governor Drake and the senior commandant and other gentlemen shamefully deserting their charge, their countrymen, and the Fort. These men protested that the Fort was abandoned and the rout general, and by their order every ship, vessel, and boat lying off the Fort immediately cast off her moorings, and dropped down to a safe distance with the ebbing tide.

(*) In Upjohn’s map, the street is shown as Ramnudda lane.
"Thus weakened and disheartened, all hope of retreat being cut off, the only ship left higher up the river went aground and was useless; the little garrison, now under the command of Holwell, nevertheless continued the defence in the most valiant manner. By noon on the Sunday, 20th June, there were but 150 men left, and 50 of these were wounded. By 8 o'clock that evening the Nawab was in possession of Fort William." (44)

"On the 21st of Ramazan," says Stewart, "the Nawab's troops recommenced their attack with fresh vigour, and whilst some of the garrison exposed themselves with undoubted resolution, others were entreating Mr. Holwell to capitulate, who, to calm the minds of those who despaired, threw a letter from the rampart written by Omichand, a Hindoo merchant of consequence whom the English had, together with Kishenbunlu, detained as prisoners on the approach of the Nawab's army, addressed to Manikchand, the Fauzdar of Hoogly, who commanded a body of troops before the Fort, requesting him to intercede with the Nawab to cease hostilities as the English were ready to obey his commands, and only persisted in defending the Fort to preserve their lives and honour. The letter was immediately taken up, but for many hours no answer was returned, whilst the enemy continued to push on the attack with vigour. At four o'clock in the evening a person was observed advancing with another from the south-east bastion. A parley ensued, during which many of the Nawab's troops approached the walls of the Fort and endeavoured to escalade it; at the same time some of the soldiers of the garrison, having broken the arrack cellars, had intoxicated themselves, and forced open the gate next the riverside with an intention of seizing on whatever boats they could find, and of proceeding to the ships. Just as they opened the gate, a party of the enemy, who had also got on that side, met them, and at once rushed into the Fort; and their party at the same moment mounted the walls of the warehouses. In this scene of confusion no resistance was made, and the English having surrendered their arms, the Nawab's troops refrained from bloodshed.

"The place might have made a long defence against such an enemy had not the houses of the principal Europeans and the church overlooked and commanded the Fort."

On the surrender of the Fort the Nawab's chief concern was to find out and obtain possession of the English treasure. The amount produced before him belied all his expectations and he was considerably vexed. But after a close, though instructive, examination of Holwell and a few others on the subject, he left for his own tent, and it is hardly probable that he troubled himself to enquire what happened during the night.

When night came on, 140 prisoners (45) were, through the ignorance and inhumanity of the guard placed over them, forced into a small room, since known as the Black Hole, "a cube of 18 feet" (18 ft. x 14 ft. by measurement) with two small grated windows only. The room was situated on the south of the eastern gate of the Fort and served as a lock-up for recalcitrant soldiers. The indescribable agony of their sufferings during the night can only be imagined by those who have experienced a sultry June night in Calcutta. Only 23. are said by Holwell to have come out alive the next morning. Of those that died in the Black Hole, the following names were inscribed by Holwell on a monument that was erected by him in front of it:


The fugitives from Calcutta sought refuge about thirty miles down the river near the "despicable village" of Fulda. There they were forced to linger for some six months, living partly on board the shipping and partly

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(44) Hyde's Parishional Annals.
(45) The accuracy of this number, which is reported by Holwell, has been doubted by some modern writers in view of the actual dimensions of the room.
in tents and huts ashore. Surgeon Ives of H. M. S. Kent, who saw them there the next December, says:

"They were crowded together in the most wretched habitations, clad in the meanest apparel, and for almost five months had been surrounded by sickness and disease, which made strange havoc among them."

There, at the risk, it is said, of his own life, Nabakissen Dey, afterwards Maharaja Nabakissen, with the help of a few native traders, supplied them with food and provisions.

After the siege, the name of Calcutta disappeared from history for a time. The Nawab dubbed the place Alinagar, and the seat of his principal agent three miles to the south of the Fort was called Alipore. In January 1758 Alinagar was again changed into Calcutta by subsequent sanad of Mir Jaffer, but the name of Alipore remains unchanged to this day. There is an erroneous impression amongst many a student of history that the sack of Calcutta in 1756 resulted in the complete destruction of the Fort and of the European quarter of the town. Such was really not the case. The Engineer of the Fort, the Master Attendant and the Surveyor jointly made a valuation of the Company's buildings in January 1757. The valuation was as follows:

The fort and its interior buildings Rs. 1,20,000, the hospital 12,000, the stables Rs. 4,000, the jail Rs. 7,000, the saltpetre godowns Rs. 7,000, the cutchery Rs. 1,500, the cutwal-prison Rs. 1,000, two bridges Rs. 2,000, chintz-printers' houses Rs. 6,000, elephant sheds Rs. 1,500, the magazine Rs. 6,925, dockhead and buildings Rs. 7,000, new godowns Rs. 25,000 and the Redoubt at Bagbazar Rs. 21,000.

To show his gratitude for his elevation to the Subah, Mir Jaffer made generous gifts to his benefactor Olive and the English Company. Not only did he give them the zamindari of the 24-Parganas and make the town of Calcutta, with a few of its adjacent mauzas, a free gift to the Company, but he also paid one crore and seventy lakhs of rupees as restitution money for the sack of Calcutta by Siraj-ul-Dowla. The restitution money went largely into the pockets of the European inhabitants of Calcutta, including the Company's servants who had sustained damages during the siege. As regards the native Indians, those of them that had not joined the Nawab, or shown any passive hostility to the English, had such of their property and houses restored to them as remained, or could be found, after the siege. They were, however, at first declared disentitled to any share of the money, because they had failed to take part in the defence of the town, most of them having left their homes and run away on the approach of the Nawab's forces. Omichand, who had been very friendly to Maniokhan, Governor of Hooghly, was under a cloud during the siege, as he was suspected of having secretly taken part in inviting the Nawab to the attack. His properties were attached, but after the siege was over they were released for want of any tangible evidence against him. A commission was soon appointed to apportion a part of the balance of the restitution money amongst the native sufferers, and although some of the Commissioners, notably Sobhannam Bysek and Govindaram Mittra paid themselves the lion's share of it, and thereby created much heartburning, it was felt that the fault did not lie with the Company, who had wished to deal squarely with all classes of the residents.

It was this fair treatment of the arch conspirator, as Omichand was supposed to be, and of other influential native inhabitants, that led the Indian residents to return to the town in 1758. With a part of the restitution money Govindapur was cleared of its native residents, who were given land in exchange for their own in different parts of the town (chiefly Taltola, Subabazar, and Kumartooly), and the foundation of the present Fort was laid on a grand scale. At first it was intended to have the Fort near the site of the present Bank of Bengal, but experience had shown the weakness of a fort in the vicinity of residential buildings, and it was accordingly

(44) Commission No. 274, letter to the Court of Directors.
(45) Commission No. 429, January 1757 (Long's Selections).
(46) The allotment made by the Indian Commissioners to themselves and their relatives is appended. See page 48.
removed to its present site, which was then surrounded by a tiger-jungle that could easily be cut down.

It would appear that a large number of huts were included within the walls of the Fort, and the old bāt and bāzar, though their old places knew them no more, were allowed to be held near the Fort if not within its precincts.

The construction of the Fort cost no less than two millions sterling, and took several years to complete. In 1849, according to Major Ralph Smith, it mounted 619 guns, had a powder magazine big enough to contain 5,100 barrels of powder of 100 lbs. each, an arsenal containing 40 to 50 thousand stands of arms, besides pistols and swords. There were three to four thousand pieces of iron and brass ordnance of various calibres, with shot and shell in proportion, amounting to nearly two million rounds, exclusive of case and grapeshot. It was then capable of containing 15,000 men. The Ganges and the Esplanade separated the Fort from the town as they still do. The garrison then consisted of one European regiment and a detachment of native infantry, which was relieved monthly from Barrackpore. The military area subject to its jurisdiction has changed but little, but the buildings and arrangements have been steadily improved since 1857.
**Abstract of the thirteen Native Commissioners' Extermination Money Account.**

<table>
<thead>
<tr>
<th>Names</th>
<th>Demand</th>
<th>Deduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rs. A.P.</td>
<td>Rs. A.P.</td>
</tr>
<tr>
<td>1. Gobindram and Begumoute (Gorivindandabeg Bhagub Mitra)</td>
<td>4,12,600 5 0</td>
<td>37,080 5 0</td>
</tr>
<tr>
<td>2. Sochandra Bysack (Socharnas Bocak)</td>
<td>4,41,233 9 7</td>
<td>65,376 9 7</td>
</tr>
<tr>
<td>3. Ally Bose [(Ali) Jem Bai]</td>
<td>34,947 0 0</td>
<td>17,457 0 0</td>
</tr>
<tr>
<td>4. Ruttu Sircar [Rutto Bata] (Batan Sarbar)</td>
<td>1,20,923 3 0</td>
<td>40,822 3 0</td>
</tr>
<tr>
<td>5. Soochali Mallik (Sukhdeva Mallika)</td>
<td>60,943 0 0</td>
<td>10,943 0 0</td>
</tr>
<tr>
<td>6. Nian Mullik (Nayan Chandra Mallika)</td>
<td>83,992 0 0</td>
<td>9,922 0 0</td>
</tr>
<tr>
<td>7. Diumra Bhoj (Deydhorn Ban)</td>
<td>5,163 0 0</td>
<td>1,163 14 6</td>
</tr>
<tr>
<td>8. Nilmoni (Nilman)</td>
<td>25,13 0 0</td>
<td>10,13 14 0</td>
</tr>
<tr>
<td>9. Harkishun Tagore (Harkishuna Thakor)</td>
<td>13,735 2 0</td>
<td>3,735 2 0</td>
</tr>
<tr>
<td>10. Durgasam Dutt (Durgasahn Datta)</td>
<td>647 0 0</td>
<td>647 0 0</td>
</tr>
<tr>
<td>11. Ramas correspondence</td>
<td>6,483 10 9</td>
<td>949 1 0</td>
</tr>
<tr>
<td>12. Mahauli Sadock (Mahauli Shalok)</td>
<td>2,710 0 0</td>
<td>2,710 0 0</td>
</tr>
<tr>
<td>13. Ayin Noody (Amududda)</td>
<td>12,93,429 11 7</td>
<td>1,93,429 11 7</td>
</tr>
</tbody>
</table>

**Deduction about 16 per cent.**

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**Names of those said to be favoured on account of their connection with the Native Commissioners.**

<table>
<thead>
<tr>
<th>Names</th>
<th>Demands</th>
<th>Deductions</th>
<th>Allied to or dependent on</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rs. A.P.</td>
<td>Rs. A.P.</td>
<td></td>
</tr>
<tr>
<td>Chakrir Das (Chital Das)</td>
<td>2,793 2 0</td>
<td>302 0 0</td>
<td>To Ruttu Sircar.</td>
</tr>
<tr>
<td>Dukhu Laxmi [Durlal Lakshmi]</td>
<td>6,283 2 0</td>
<td>1,339 11 0</td>
<td>To Sochandra Bysack.</td>
</tr>
<tr>
<td>Camrul Nury</td>
<td>1,833 4 0</td>
<td>1,833 4 0</td>
<td>A widow belonging to Mite.</td>
</tr>
<tr>
<td>Churny Bysack [Churny Basuk]</td>
<td>6,17 1 0</td>
<td>317 1 0</td>
<td>A writer to the Committee.</td>
</tr>
<tr>
<td>Daskrom Bhat (Daskrom Bhata)</td>
<td>3,318 8 0</td>
<td>3,318 8 0</td>
<td>To Mite, but died in 1747.</td>
</tr>
<tr>
<td>Soochali Mitra (Sochurn Mitra)</td>
<td>1,218 0 0</td>
<td>1,218 0 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Ruttu (Batan)</td>
<td>1,218 0 0</td>
<td>1,218 0 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Lolita (Lolita)</td>
<td>2,499 9 0</td>
<td>419 10 9</td>
<td>To Mite.</td>
</tr>
<tr>
<td>Mutty Bhowal (Muti Bhowal)</td>
<td>677 12 0</td>
<td>677 12 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Rejropam Pat (Rejropam Pata)</td>
<td>8,315 12 0</td>
<td>1,015 12 0</td>
<td>Mite to Sochandra Bysack.</td>
</tr>
<tr>
<td>Durgam, Binda, Gunga (Durgam, Binda, Gunga)</td>
<td>2,691 0 0</td>
<td>519 0 0</td>
<td>On Mite.</td>
</tr>
<tr>
<td>Durgam, Sonina</td>
<td>532 15 0</td>
<td>132 15 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Liff Money Chandor (Nilmoni Chandor)</td>
<td>710 4 0</td>
<td>165 4 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Harryram Ghose (Harutyama Ghasoe)</td>
<td>300 8 0</td>
<td>300 8 0</td>
<td>Dito.</td>
</tr>
<tr>
<td>Kan Charan Sircar (Kama Charan Sarbar)</td>
<td>645 0 0</td>
<td>645 0 0</td>
<td>Writer to the Committee.</td>
</tr>
<tr>
<td>Lucknow Ghose (Lakhan Kanta Ghose)</td>
<td>315 10 0</td>
<td>315 10 0</td>
<td>To Mite.</td>
</tr>
<tr>
<td>Nandwod Dobah (Nandyal Doba)</td>
<td>3,917 6 0</td>
<td>617 6 0</td>
<td>To Ruttu Sircar.</td>
</tr>
<tr>
<td>Gunga Dutt Patra (Gungadutta Patra)</td>
<td>2,413 2 0</td>
<td>613 2 0</td>
<td>To Sochrom Bysack.</td>
</tr>
<tr>
<td>Dumbahnd and Fullchond (Dumbana and Fullchun)</td>
<td>12,305 12 0</td>
<td>2,096 12 0</td>
<td>To Ruttu Sircar.</td>
</tr>
<tr>
<td>Gopal Charan Bysack (Gopali Chararam) (Mobari?) Bocak</td>
<td>4,656 8 0</td>
<td>1,656 8 0</td>
<td>To Sochandra Bysack.</td>
</tr>
<tr>
<td>Ramkisores Chunderbunty (Ramakishora Chandar)</td>
<td>1,421 10 0</td>
<td>421 10 0</td>
<td>On Mite.</td>
</tr>
<tr>
<td>Bandaon Ray (Bhandhon Ray)</td>
<td>676 12 0</td>
<td>176 12 0</td>
<td>To Nilmoni.</td>
</tr>
<tr>
<td>Ramuscant Street (Ramaisdrana Sarbar)</td>
<td>1,140 4 0</td>
<td>240 4 0</td>
<td>To Ramasanta.</td>
</tr>
<tr>
<td>Bajaishonor Srimun (Bajaisabina Shrimun)</td>
<td>2,198 8 0</td>
<td>698 8 0</td>
<td>To Nilmoni.</td>
</tr>
</tbody>
</table>

**Total** | **78,453 12 0** | **38,788 10 0** |

**N.E.—Many others of the same class might be taken from the general list.**

(1) Communication No. 380, 15th September 1756.
(2) Communication No. 328, 15th September 1756.
CHAPTER VIII.

TOWN AND SUBURBS.

In spite of the word ‘town’ being applied in the earlier years of British occupation to the component mauzas of the settlement and its environs, we know that, as a matter of fact, except a small area round the park and factory, none of these deserved that name.

"The first English settlement at Sutanuti," says Wilson, "seems to have consisted of mud and straw hovels with a few masonry buildings. Its chief defence was the flotilla of boats lying in the river. The renewed settlement established by Charnock in 1690 was of the same nature, but as time went on, the number of masonry buildings increased."

As we have already seen, the only conspicuous masonry building Charnock acquired was the Catchery of the Jagirdar. With the construction of the fort at its site, and the reclamation of the tank, the Portuguese and Armenian inhabitants, together with the few Dutch and Danes that joined them in Calcutta during the war with the French, clustered round the factory, and the Bazaar (already called the Great Bazaar) laid every available space within its boundaries taken up by the houses and shops of the native traders. In 1706 only 248 bighas of land were, we are told, occupied with dwellings in Town Calcutta, and 384 bighas were shortly to be utilised for houses, although the Great Bazaar to its immediate north was already most populous, having 400 bighas built over out of its entire area of 438 bighas.

Surrounding this small town with the fort and its appurtenances as the most conspicuous building, lay 1,470 bighas of land in ‘Dho Calcutta,’ partly cultivated and partly waste. On the north of this attic was Sutanuti, already containing 134 bighas of inhabited land, with 1,558 bighas under jungle and cultivation. To the south of attic Calcutta stood Govindapur high on the river bank, with only 57 bighas, out of a total area of 1,178 bighas, covered by human habitations, most of the rest being dense jungle.

The total amount of inhabited land was therefore about 840 bighas only in the whole of the 9,076 bighas covered by the Sanad of 1698 granted by Azim-ul-Shah.

Thus Hindu Kalakehetra of the twelfth century which had an area of two square miles or 1,280 acres only, had developed by subsequent accretion into British Calcutta at the end of the 17th century with an area of 1,992 acres, of which 216 only were urban and 1,476 suburban. The "immemorial pilgrim road" had, in that portion of it which bounded the British settlement, come to be designated as the Broad Street, and the proposal of building the first Christian church on a piece of open ground situated by the side of that street was met with such opposition from the inhabitants that it had to be abandoned, and the church was therefore built immediately opposite the east curtain of the fort.\(^{16}\)

The Surman embassy to Delhi in 1717 improved the trade and population of the settlement, but no expansion of the town area occurred, although the limits of the English possessions in its outlying parts increased.

Between 1726 and 1737 Churangi (Chaurangi) came to be treated as a part of the English settlement. It was still separated on the west from Govindapur by a tiger-haunted jungle, where now the grassy level of the Maidan extends. The creek wandering inland past the southern wall of the burying ground divided Chowringhee and Govindapur from the English town and the still native portion of Dho Calcutta.\(^{16}\)

Fort William, still further enlarged by the construction of store-houses close to it, occupied the west of the park, from the south-eastern corner of which issued the road to the ghatal of the river which was then designated as the kalai-ghatal, meaning the ghatal of the fort, but which has since been corrupted into koilai-ghatal, on account of its large traffic in ocal in the middle of the eighteenth

\(^{16}\) Wilson’s Bengal Amals, 1, page 192.
\(^{16}\) Ibid, 1, pages 214-5.
\(^{16}\) Hyde’s Parchashia Amals, page 84.
century. This is not the first instance of the short memory of the ever-changing population of the town regarding the origin of names of its localities; for we have already seen how, by an exactly similar process, Chuttanutt was corrupted into Sutanath, Kalikshetra into Colllecotte and Burabazaar into Burra-bazaar. Hure Street now marks the site of this road, and the hospital and the burying-ground were on its south. Garden houses for Europeans and wealthy native merchants came to be built on the south, south-west, north and north-west of the tank in the place of the old mud and thatched bungalows.

The road east of the fort and west of the park led northwards to the Great Bazar, one branch of which passed through the "Algoda." The road leading eastwards from the eastern gate of the fort was none other than the old zamin-dari road with its old avenue of trees which had already begun to be cut down for the erection of buildings. It crossed the "Broad Street" exactly where Bowbazar Street and Chitpaur Road now cross each other. "Along both these thoroughfares," says Hyde, "the garden houses of the wealthier of the Company's merchants and of the opulent native traders were beginning to become numerous." Omichand, the Sikh millionaire, had his house on the north of the tank, while Rashshari Sett and Ramkissen Sett had theirs on the west of the burying-ground. The Company had a good vegetable garden, near the present Middleton Street, and they also owned fish-ponds which were then plentiful. The Company's factors and writers still resided in "convenient lodgings" inside the fort.

Before the Mahratta invasion, then, Calcutta had become a town, not merely in name, but also in appearance. The fort was an imposing structure, and the church of St. Anne right in front of it was a notable and picturesque building. Thatch and mud had been abolished in their vicinity and substantial masonry buildings with large compounds now surrounded the tank, and extended on the north up to the limit of the Great Bazar inhabited by the native traders who were gradually replacing their straw huts with pucca structures, and even beyond it over a narrow strip on the riverside where the buildings for Europeans extended further than the site of the present Mint. The creek still marked the boundary of the town on the south, but the range of buildings on the west of the town came up to the very edge of the river, although the whole of the area between the tank and the Broad Street (now Bentinck Street) had apparently not yet been built upon.

On the night of the 30th September 1737, a furious cyclone visited Calcutta and made great havoc with its buildings and shipping. Twenty-eight sailing vessels were destroyed, the steeple of St. Anne's Church above the level of the nave roof was carried away, eight or ten English houses were blown down, and numbers belonging to the Indian merchants; the beautiful shady roads were laid bare; several of the ships were driven ashore by the Governor's garden three miles below the town, except the Newcastle, which lay against the fort. (60)

The Mahratta scare of 1742 drove, as we have seen, a large part of the population of the districts on the west bank of the Hooghly into the area available around the town which was under the protection of the English fort. Thus began that rapid clearing of jungle which resulted in the extension of the name of "town" to the suburban area consisting of mazzas Hogulkurin, Simlah, Tantuneah, Arcooly, Mirzapur, Mullanga, Dingabhang, Colinga, Taltolah, Birjee, and Ootudanga, besides Gobindapur, and that part of Sootaloyty and Dhee Calcutta which was not yet urban.

Between 1742 and 1753 the development of the town consisted chiefly in the rapid increase of native Indian houses, both cutcha and pucca—mostly cutcha, in the outlying parts of the European town within the Mahratta Ditch.

From a plan to a scale of four inches to one mile of the territory of Calcutta, as marked out in the year 1742, which Upjohn has put into a corner of his larger map of 1793 for Calcutta and its environs—it is to this plan, apparently, on a larger scale, that Hyde refers both in his Parochial Annals and in his Parish of Bonga—it would appear that the "town of Calcutta," as distinguished from its adjacent mazzas, and within which alone resided the Christian population—English, Armenian, Portuguese, and others—was completely fenced by palisades during the Mahratta scare. The Mahratta ditch

(60) Hyde's Parochial Annals, 58.
was a protective barrier for the native inhabitants, and the palisades round the town afforded double security to its Christian residents.

"The railing within these defences of the town," says Hyde, "still remains in the following circuit of streets:—Fancy Lane, Larkin's Lane, British Indian Street, Mango Lane, Mission Row, Lall Bazar, Radha Bazar, Ezra Street, Amrutolla Street, Aga Kebulien Mahomed Lane, Portuguese Church Lane, Armenian Street, and Bonfield's Lane." His description of this circuit is interesting:

"The original town of Calcutta," says he, "was at one time at least a 'fenced city,' for a plan in the British Museum shows it as encircled in some way by palisades which were continued even along the river face, and the edge of its creek or 'ditch' now reclaimed by the name of Hastings Street. A point in this plan is thus marked: 'The extensions of the palisades to the northward, from whence they go all round the town until they meet those at the southward.' Every road issuing from the town was secured by a gate. It may be that these stockades were only erected around the boundaries in the Manilla scare of 1742, when the native population almost surrounded the three towns by a mast, or they may have been much older; the question is as yet unexplored. The plan referred to is of about the date of the scare, but it contains no hint that the palisades were then recent. It traces none of the streets within the town but one of the most insignificant, and names none of the boundaries. Nevertheless, it is a clear guide to any one who desires still to 'beat the bounds' of the two hundred and twenty acres comprising the original Christian Calcutta.

"Let him start from the tall building that stands out against the river blooming up the straight avenue of the Hastings Street houses. Here was at the first a square earthwork sustaining a pair of bastions, whence guns pointed down the river and up the creek.

"The creek took a half turn round this battery and crept eastwards beneath three gated bridges, until the fence turned towawards from it at Fancy Lane. One of the bridges opened from the landing place, occupied when the plan was made by the musuem of Charneck, and by many towers, pyramids, and obelisks, and perhaps having even then, the Post Office squeezed in at its corner. The second bridge opened from the spacious yard, where sentries guarded the great bell-shaped magazine of masonry, where the Company stored its gun-powder. But why should the town fences at the third bridge sharply swerve from the natural boundary of the creek? If Fancy be the native Fungali, the reason is revealed. They have avoided a gallows-tree.

"Fancy Lane is the entrance to the Bailey that runs round the whole town within the palisades. A short distance up this passage the embankment turned again westward parallel to the creek. It crossed the present Wellesley Place, and in doing so skirted Chaplain Belamy's garden; thence it ran up Larkin's Lane and its continuation, where some queen among hucksters so waged her trade that the place took on her name and fame. (b) Thence Baretto's Lane, once called Cross Street, opens on the left; this is the Bailey, beginning its long northward course and keeping, as it does so, at pretty even distance all along from the pilgrim road to Calghat. The town was a settlement reserved exclusively for the three Christian nations, that is, for English, Portuguese, and Armenians, with their immediate dependents, and was so laid out as to keep well clear of the busy hither highway. Between the town and this road lay the hamlets of the butchers, the silverers, and the cobblers. Local nomenclature still remembers them.

"From Baretto's Lane and along a bit of Mango Lane, the passage opens into Mission Row, where the memory of the old rope-walk has been supplanted by that of Kiemander's chapel and school. Here the Parish Church lay open at many points in full view across the Park, and the wide-sweet-water tank and Fort William, also with its handsome factory buildings, gleaming white above its crimson walls. The Governor's house near the Bawn is, an ambitious city in its day, must also have been a prominent object from the rope-walk. It was remote and could not be seen except through the trees.

"Then the palisades ran up the Lall Bazar to a gate at the 'cross road,' where the cuttery was, and where the public head-quarters still are, and where native officers were judged and suffered, but the line of the Bailey branched off at Radha's Bazar.

"A crooked alley, still the Bailey, connects Radha's Bazar with Ezra Street. This was the straight back of the town, which is continued northward along Amrutolla Street. An orchard of mangoes must have flourished hereabouts. Near by, where the Greek Church was built in later times, the Bailey zig-sagged northwards to Armenian Street by a lane that still calls Armenian-gut, though Turkish bath-houses have long ceased to exist in Calcutta. This lane passes near to the Portuguese Church of our Lady of the Rosary. Here, when the old plan was made, the fence seems to have been recently thrown out at an angle by extending the Armenian Street line until they met the road running past the Portuguese Church. The palisades turned round the burying place of the Armenians within which stood their Church of St. Nazareth—much the same as now to look as if it were set up there and then been extended to meet the encroachments of the town.

"Leaving this, the Bailey ran in and out downward to the river by streets named after the sellers of reed-mats and scouring-brushes, who traded at that end of the town, and the tail of Old China Bazar.

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(a) This map shows the area to be about 300 acres only.
(b) For a different description of Maze Maps try the British Indian Street to popularly known, see chapter VII, page 42.
"The northermmost limit of the town's river face was in the present Raja Woodmand Street.

"The Strand Road as we now see it did not exist in Bellamy's time; it has nearly all been reclaimed from the river. It was then north of the Fort, a narrow roadway of very uneven line, bordered all along by the garden walls of bungalows and a few upper-storied houses. Beyond the Fort it was broken by shipbuilding, ships or small docks. There was a gated ghât at the foot of the principal streets.

"As Calcutta became settled, Sutanuti became abandoned by the English as a place of abode. There remained, indeed, near its northermmost corner, the Tollygunj of Brierciff's day—a pleasure garden, where once it was the height of gentility for the Company's covenant-ed servants to take their wives for an evening stroll or moonlight ride. Gradually, however, other recreations and other resorts grew into fashion. Sir John's supplanted Perrin's, and Bellamy lived to see a gun-powder factory in the grounds. As he rode out to Perrin's beside his wife's palanquin, along what is now Clive Street, he would have marked how between the new stockaded Christian town and cistadal and the old defenceless village of the cotton market lay the gardens, orchards, and houses of the thriving native middleman to whom English methods of trade then, and of revenue administration later, gave so ample scope for fortune-making."

Beyond the palisaded town containing over 70 masonry houses, around the Fort, we observe in the plan of 1742 only four brick-built houses on the south, one of which seems identical with the present Loreto House in Middleton Street. There are also nine pucca houses within the town on the east of the city between the avenue leading eastward (present Bow Bazar Street) on the north and the ditch on the east and south, six of them being, in the block now called Ward No. 11 between Bow Bazar Street and Bhurmitta Street, and three being very near the present Entally corner. It is, however, remarkable that only eight other masonry buildings are discoverable in the map between the road leading eastwards and the extreme north of the town, the most conspicuous being two in Halisabgan—at first excluded from, but afterwards, at the petition of their owners, included within, the town. These two houses belonged to the two noted Indians—Govinda Ram Mitra, the "black zamindar," and Omichand, the salt broker, in the Company's service.

The map of 1758 shows a much greater development of the town. A lot of jungle has been cleared; and very nearly the whole town, from Perrin's Point to the Lal Bazar Road, is dotted with masonry buildings, and the area marked out in the map of 1742, as being under jungle, is shown as being under occupation. We can see that holdings are marked out, though not prominently, for the sites of gardens and orchards, and that juggle have greatly disappeared. And whereas in the map of 1742 there are only sixteen streets to be seen, in that of 1758 no less than 27 big streets and 52 smaller streets are clearly laid down. But the greatest improvement is in pucca buildings. By a rough calculation we find that in the place of only 21 masonry structures (and only 6 of them of any size) outside the fenced city of 1742, we have in 1758 no less than 263 pucca buildings shown in the map. The huts are also shown, but not certainly with care or precision, and a great many are omitted.

The condition of the European quarter of the town before the invasion of Calcutta by Siraj-ud-daulah can be best judged by a plan of the Fort and a part of the city of Calcutta, prepared by Lieutenant Wills of the Royal Artillery. This plan is drawn to a scale of 100 feet to the inch, and the houses with their compounds, being drawn to the same scale, are exhibited with clearness and precision. Of the buildings, the Fort covers the largest space at the north-west of the town. The export and import warehouses adjoin it on the south, between which and the Company's spacious house intervenes a wide road leading to the ghât. Mr. Holwell resides in the south-eastern house of the block of buildings contiguous to the Company's house on the south. A wide street leading to the ghât (now Kolliehât) separates this block from Mr. Douglas's house. Mr. Aynam lives next door to Mr. Douglas, in a rented house belonging to Ram Kissen Sett, beyond which is a block of ruined buildings owned by Ras Vihari Sett and his brother, in front of whose house, on the edge of the tank, is a house also shown to be Mr. Holwell's. All these buildings stand on the river bank. In front of the houses of the Sertoa, and on their east, lies the Burying-Ground, with the Hospital and Powder Magazine on its east. Between the Burying-Ground and the buildings of the Sertoa is shown a wide road on the site of Church Lane. Another range of buildings on the east of the Hospital and Powder Magazine, but separated from them by a street which is identical.
with modern Council House Street, covers the entire area between the Park and the creek. Mr. Bellamy, the Chaplin, lives in a house with the largest compound almost in the middle of this block of buildings. On his east is a long row of buildings for the "calico-printers," while on the west live Captains Rannie and Clayton. Messrs. Wood and Smith, and others not named. On the south-eastern corner of the Park reside Mr. Collets and Colonel Scott. between whom and the calico-printers lies a great tank. Lady Russell and Mr. Brown reside on the east of the Park, while the play-house stands north of Brown's, just at the spot where the West End Watch Company's stately building has lately replaced James Murray's lower-roomed shop.

The "cutcherry" stands on the north side of the "eastern road," and faces the play-house. It is separated from the "Court-house" on the west, by a tank. The gate of the "Court-house" is right opposite the north-east corner of the park; at the north-western part, but not quite at the end, of which lies the church, almost facing the eastern gate of the fort. Between the church and the Court-house are four building sites where the Writers' Buildings at present rear their lofty head above the adjacent houses. Eyres, Omichand, Coates, and Knox have houses at the back of these sites, but separated from them by a wide lane. Numerous other houses stand on the back of theirs, several with large compound and big tanks in their enclosures, but those of Cook, and Mrs. Beard, and of Captains Rannie and Willa (the maker of this plan) line the road that passes northwards from the north-east corner of the park and the eastern face of the fort. Opposite their houses, but situated on the river bank across this road, live Messrs. Crutendor, Tooko, and Wattos, on the north of the fort, while Mr. Griffiths resides where Graham & Co.'s firm now do their business, and Mr. Mackott occupies premises on the east of his. The Company's saltpetre godown is situated at the point where the road turns to the west opposite Griffiths' house and separates Mr. Wattos' building from it.

It is a pity the plan does not cover a larger ground. Nevertheless its value is unique in showing us how densely packed the premises were even in the European quarter of the town as early as 1753, and how the Company's covenanted servants formed almost an exclusive quarter for themselves even in those early days. This quarter was situated between modern Canning Street on the north and Hastings Street on the south, Mission Row on the east and the river on the west. We count no less than 100 houses within an area of about 14 acres in the rectangular block in the north-eastmost part of it; and exclusive of the fort and of its warehouses and also of the building sites, but inclusive of out-houses and godowns, there are, we find, no less than 230 structures of brick and mortar and 17 tanks besides the great tank in the plan of this most fashionable locality of old Calcutta. It is remarkable that Omichand and the Setts, who were brokers to the Company, were the only native Indians whose names appear in the plan of the English quarter of the town.

It will be observed that the town was by no means insignificant when Sirajul-daulah sacked it in 1756. How it thrived after its reconstruction in 1758 may be gathered from the later maps of the town that are extant. Captain Cameron's map gives us an idea of its condition between 1760 and 1792. In it the fort called the "citadel" is in its present situation, but Govinda pur is near the Coolibazar in Hastings. Tolly's Nulla is "Gangaasagar Nulla," mis-spelt "Gonadosara Nulla." The old vegetable garden of the Company, noted by Hamilton in 1710, still exists at Middleton Row. In other respects it does not add to our previous knowledge of the town.

Clauclid Martin's map shows the General Hospital which was purchased by the Company in 1708. The bridges at Alipur and Kidderpur over Tolly's Nulla are noted. They had both been repaired and renewed in 1733. Behind Belvedere is a road to the Governor's house. Chowringhee has extended to the south of Park Street and three houses had been built in the extended area. Jaffer Ali Khan, the Nawab, who had wished to reside in peace on being deposed, had his house at Garden House, and it is shown in the map. It was only for a very short time that he resided in a street in Patalkanda which derives its name from him.

(99) The names of the Europeans are those of the Company's principal servants, Civil and Military, who resided in Calcutta at the time.)
Colonel Coll's map of 1786 shows what Upjohn's plan of 1742, already described, has shown us for the town area. It shows further that numerous garden houses had been built at Sealdah (called Seakangha), Alipore, and all the way down Garden Reach. The site of 'intended docks' is marked at Kidderpore.

William Baillie's map of 1732, in which the ground and new buildings at Chowringhee, south of the Burial-ground Road, were entered on the result of an accurate survey of the year before, is a map of our old town, with its 18 wards. The streets were named and marked out for the first time, and the boundary between Calcutta as a town and its suburbs was clearly laid down during this year, although the Government proclamation fixing the limits of the Town of Calcutta did not issue till the 10th of September 1794. Chowringhee in the map contains 45 houses and plenty of paddy-fields. Europeans have moved eastwards and southwards to Bow Bazar Street and Circular Road, while Taltola, Cellinga, and Penwick Bazar are inhabited by native Indians.

Upjohn's map of 1794 has already been noticed. It shows diminution compounds in residential buildings in the town, due undoubtedly to a rise in the value of town lands, and a corresponding increase of European houses in the suburbs of Sealdah and Entally. Both sides of Circular Road are studded with houses and a 'west end' is rapidly coming into existence at Chowringhee. Between Jaun Bazar Street and the Burial-ground Road (Park Street) some forty European residences are shown on the map, and about an equal number south of the latter road, lying for the most part along that and Chowringhee Roads. In this part of the town, moreover, the streets are laid out with perfect regularity, very different from the rest of the town, which presents a network of lanes and bye-lanes, the irregularity of which shows that they arose spontaneously out of the necessities of the times without any regard to public convenience, and apparently without the slightest control on the part of the authorities.\(^{(6)}\)

In Schaleh's map of 1825, a view of the Government House is shown without the gardens to the south which now form an ornamental addition. 'The first thing that strikes one on looking at it is the enormous number of tanks and pools of water throughout the town, almost every square inch on the map containing two or more of them. Old Calcutta now appears thickly populated, the streets being mostly lined by continuous rows of houses. Similarly, the Koomartoooy Ward is densely studded with pukka houses, and the Golootola and Bow Bazar Wards also show a fair proportion of dwellings. But the pukka buildings, especially in the north of the town, grow fewer in number as we move inland, very few such buildings being shown east of Cornwallis's Street. There are also comparatively bare patches in Shampooer, the north of Jorabagan and Jorarsank, and the north-east corner of Golootola. In the southern quarter of the town there has evidently been a great increase of pukka houses since 1794. The south-east corner of Chowringhee (called Hastings Place in the map) is, however, still unoccupied, with the exception of a few houses in the neighbourhood of what are known as the Panch-kotes.'\(^{(6)}\)

The next map of Calcutta is that compiled from Simms' survey in 1850. This map is in substantial agreement with the map given by Mr. Beverley in his Census report of 1876, which merely contains an addition of 41 acres due to accretion from the river in the northern ward. It is a map of the old town within the Marhatta Ditch with its 18 wards like the maps of Baillie and Upjohn. Great improvement in every part of the town in respect of buildings, streets, etc., had taken place between 1825 and 1850 and between 1850 and 1876. As these matters are dealt with in another chapter, no further discussion of Simms' map is here called for.

The next map of Calcutta is the one in present use. It was prepared in the office of the Surveyor-General after the supplementary survey of 1891. The map enclosed with the Calcutta Census Report of 1891 is identical with this map except that the former, while omitting particulars as to buildings, streets, tanks, etc., which the latter delineates, gives details of the blocks and circles into which the town was divided for census purposes. Both these maps, however, show large extensions of the town. While the maps of the town of Calcutta for 1850 and 1876 are maps of 18 wards only, containing 4,987 and 5,967 acres,

\(^{(6)}\) Beverley's Census Report, 1876.

\(^{(6)}\) Ibid.
respectively, the maps of 1891 and 1901, are maps of 25 wards with areas respectively of 13,133 and 13,237 acres. These additional areas have been engrafted on the old town by cutting out a large slice off the suburbs.

The history of these Suburbs is as old as that of the town. The "free tenure" of the town and the zamindari of the 24-Parganas were, as we have seen before, granted to the Company simultaneously in 1757 by Nawab Mir Jafir who paid, in addition, a sum of rupees one crore and seventy lacs as restitution money to meet damages done by Siraj-ud-daulah during the siege. The reconstruction of the town began with the distribution of this money and as the fort was moved out into Govindapur, where it was erected on a grand scale, it was expected that the limits of the town would soon extend beyond the Marhatta Ditch. In fact, even before the siege, as we know, some of the "out-towns" were included within the town for revenue purposes. Therefore, one of the first steps of the Company on the acquisition of their landed properties was "to annex," according to Howell, "a considerable tract of land taken from the 24-Parganas adjoining to Calcutta in order to extend its bounds." This tract, added to some of the mazas intended for the town but lying outside the Ditch, made up fifteen dhias, or homestead lands, raised above the level of the surrounding country, and comprised 55 mazas or grans and was therefore called Panchamagram. These were called the "Suburbs," and Bots, the Collector of Calcutta, became the Collector of the Town and Suburbs as well as of the 24-Parganas. By the proclamation of 1794, the boundary of the town was fixed to be the inner side of the Mahatta Ditch. By Act XXI of 1837, the "Suburbs" were defined to include all lands within the general limits of Panchamagram. It is important to remember that they included from the very beginning, mazas Dallanda, Dhaklanga, Sealdah, Scampore, Dakhin Paikpara, Bahir Birji and Bahir Scampur of the town grant which were therefore revenue-free, while the rest of the mazas in the suburbs were revenue-paying as appertaining to the area in the 24-Parganas covered by the grant of the zamindari.

The town then, within the Mahatta Ditch, and the suburbs outside of it, were, as far as we can trace, composed from 1757 to 1857 of the following mazas respectively:

<table>
<thead>
<tr>
<th>Towns</th>
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<tbody>
<tr>
<td>1. The Settlement (within Dhee Calcutta)</td>
</tr>
<tr>
<td>2. Bazaar Calcutta</td>
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<td>3. Dhii Calcutta</td>
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<td>4. Sultanathi, including Burilathi</td>
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<td>5. Govindapur (with its Bazaar)</td>
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<td>6. Churnangi</td>
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<td>7. Simlah (a part)</td>
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<td>8. Motupur (including Gonaupur)</td>
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<td>9. Hogulkuria</td>
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<td>10. Outadiinga (a part)</td>
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<td>11. Tuntumesh (included in Dihi)</td>
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<tr>
<td>12. Arcooly Calcutta</td>
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<tr>
<td>13. Mirzapur</td>
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<tr>
<td>14. Dingabanga (Jala Colings)</td>
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<tr>
<td>15. Colinga</td>
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<tr>
<td>16. Taipeker (included in Colings)</td>
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<td>17. Dihi Birjee (a part)</td>
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<td>18. Makumla</td>
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<td>19. Kishpoopara</td>
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<td>20. Amhati</td>
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<thead>
<tr>
<th>Suburbs: Panchamagram, (4)</th>
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<tbody>
<tr>
<td>I Dihi Sinthoo</td>
</tr>
<tr>
<td>1. Sinthoo</td>
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<tr>
<td>2. Gosipur</td>
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<tr>
<td>3. Paikpara</td>
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<td>4. Chitipur</td>
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<td>5. Talah</td>
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<td>6. Beerpah</td>
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<td>7. Kalalaha</td>
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<thead>
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<th>II Chaipore</th>
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<tr>
<td>1. Chaipore</td>
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</table>

(4) See Appendix I at page 55.
(5) See Chapter VI, page 29, footnote (4).
(6) The fifteen dhias within which these villages were situated and the annual revenue paid by each in the years 1766 to 1797 were: (1) Dihi Sinthoo Rs. 1,908-13-3, (2) Dihi Chaipore Rs. 912-9, (3) Dihi Dakhin Paikpara Rs. 2,063-3, (4) Dihi Pagulath Rs. 1,077-13-3, (5) Dihi Outadigha Rs. 3,448-10, (6) Dihi Sealdah Rs. 1,080-1-0, (7) Dihi Coolish Rs. 1,168-1-9, (8) Dihi Souch Rs. 1,010-13-3, (9) Dihi Entally Rs. 1,523-4-0, (10) Dihi Topshah Rs. 1,309-9, (11) Dihi Birji Rs. 2,045-10, (12) Dihi Scampur Rs. 1,139-10-8, (13) Dihi Manchaypar Rs. 1,063-9-8, (14) Dihi Chotkereber, nil; (15) Dihi Dhanunipur Rs. 1,208-12-10.
<table>
<thead>
<tr>
<th>Suburbs—conld.</th>
<th>Panchannagram—conld.</th>
</tr>
</thead>
<tbody>
<tr>
<td>X Entally</td>
<td>15. Bahir Simlah.</td>
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<td>XII Serampore</td>
<td>17. Soorah.</td>
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<td></td>
<td>22. Coolah.</td>
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<td></td>
<td>23. Seidah.</td>
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<td></td>
<td>24. Bullinghata.</td>
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<td></td>
<td>25. Entally.</td>
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<td></td>
<td>26. Pagladanga.</td>
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<td></td>
<td>27. Neelmukoposta.</td>
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<td>29. Gobrah.</td>
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<td>30. Tengrah.</td>
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<td>31. Topesia.</td>
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<td></td>
<td>32. Tilijula.</td>
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<td></td>
<td>33. Banzapokker including Karaya.</td>
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<td></td>
<td>34. Chowbagh.</td>
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<td></td>
<td>35. Dhillanda.</td>
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<td>36. Saugogatoo.</td>
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<td>37. Auntoobad.</td>
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<td>38. Nonadanga.</td>
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<td></td>
<td>40. Beddabadanga.</td>
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<td>41. Koostoa.</td>
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<td></td>
<td>42. Purranggzer.</td>
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<td></td>
<td>43. Ghogooldanga.</td>
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<td></td>
<td>44. Serampore.</td>
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<td></td>
<td>45. Ballynganj.</td>
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<td></td>
<td>46. Guhunara.</td>
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<td></td>
<td>47. Chuckerberh.</td>
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<td></td>
<td>49. Neobagram.</td>
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<td>50. Belta.</td>
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<td></td>
<td>51. Kalighat.</td>
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<td></td>
<td>52. Macharpur.</td>
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<td></td>
<td>53. Moodali.</td>
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<td></td>
<td>54. Shahanagar.</td>
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<td></td>
<td>55. Koyhala.</td>
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</tbody>
</table>

Generally speaking, this division of town and suburbs which were treated as two separate municipal towns in 1857, remained, with certain modifications, extant till 1888.

The constituent villages of some of these dikes, when large, were subdivided afterwards into smaller mauzas and there were, therefore, 59 villages for 14 dikes in 1705 and 65 mauzas at a later date. As examples of this subdivision we may note that mauza Sinthee was split up into Sinthee, Neej-Sinthee and Gooptabindaban, Cossipur into Cossipur, Utterpara, Nyeen and Nij-Nyeen, and Dakhindaries into Dakhindaries and Neej Dakhindaries.

The Municipality of the Suburbs of Calcutta, as constituted under the Bengal Municipal Act 1876, is defined by a Government notification dated 10th September 1877, which is appended to this chapter. Thus defined, it excluded 13 mauzas Nos. 20, 21, 27, 35 to 38, 40, 41, 44, 49, 50 and 55 of the Panchannagram list, while it included several villages of the 24-Parganas.

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Footnote: See Government notifications, dated 17th October 1877, 20th March 1888, 8th June 1890, and 22nd September 1870 published respectively, in the Calcutta Gazette of 22nd October 1877, 1st April 1888, 14th June 1890, and 22nd September 1870.
Beyond Panchannagram. It was divided into six wards and 14 police-sections. These divisions and their constituent mauzas were:

<table>
<thead>
<tr>
<th>Ward No.</th>
<th>Name of Police Section</th>
<th>Name of Mauzas</th>
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<tbody>
<tr>
<td>1</td>
<td>Cossipore</td>
<td>Cossipore and Sinthee</td>
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<td></td>
<td>Chittapore</td>
<td>Chittapore, Deerpore, Tallah, Beerpore,</td>
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<tr>
<td></td>
<td></td>
<td>Falipore, and Kalidaha</td>
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<td></td>
<td>Oolahdanga</td>
<td>Gowerbee, Simhla, Maniktola, Bag-</td>
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<td></td>
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<td>maraes</td>
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<td>2</td>
<td>Ballinghatta</td>
<td>Kansorgahee, Narkuldanga, Scatla, Kooch-</td>
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<tr>
<td></td>
<td></td>
<td>wan, Soorah, Coolin and Ballinghatta</td>
</tr>
<tr>
<td>3</td>
<td>Entally</td>
<td>Entally, Tangra, Puigadanga, Kama-</td>
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<td></td>
<td></td>
<td>ranga, and Gohora</td>
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<tr>
<td></td>
<td>Banipuiker</td>
<td>Jannagar, Tiyulla and Topesah</td>
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<tr>
<td>4</td>
<td>Ballygunge</td>
<td>Poranagar, Ballygunge, Kuryah, BUndla,</td>
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<tr>
<td></td>
<td></td>
<td>Oolbeheriah and Ghogbipodanga</td>
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<tr>
<td>5</td>
<td>Tollygunge</td>
<td>Gudshaha, Monoharpur, Shahnagar and</td>
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<td>Motiaily</td>
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<tr>
<td></td>
<td>Bhosanipore</td>
<td>Bhosanipore, Chakraber and Kalighat</td>
</tr>
<tr>
<td>6</td>
<td>Alipore</td>
<td>Alipore, Zeezur, Badhamagar, Gopilnagar,</td>
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<tr>
<td></td>
<td></td>
<td>Durgapur, Ghalia, Sonadanga (a part)</td>
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<tr>
<td></td>
<td>Ekbalipore</td>
<td>Mayapur and Shururpur (a part)</td>
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<tr>
<td></td>
<td>Garden Reach</td>
<td>Beeshberia, Bajaurmpur, Bhundales, Dak-</td>
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<td></td>
<td></td>
<td>hin, Shurer, Monipur, Beharapur, Ward,</td>
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<tr>
<td></td>
<td></td>
<td>Manjerut, Dewlapore, and Ekbalipore</td>
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<tr>
<td></td>
<td>Tollygunge (Durgapore)</td>
<td>Maniktolla, Rannagger, Indrose, and Sonai</td>
</tr>
<tr>
<td></td>
<td>Watighunge</td>
<td>Gobindpur, Dhukuri, Areakpore</td>
</tr>
</tbody>
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In 1889 the Suburban Municipality was, under an Act of the Bengal Council of the previous year, split up into four parts. Speaking generally, it may be said that Ward I was constituted into a separate Municipality called Cossipore-Chittapore; Ward 2 formed an integral part of the Municipality of Maniktala Ward 3, 4, 5 and 6 were amalgamated with the town of Calcutta under the names of the Added and Fringe Areas but not wholly. Precisely speaking, the distribution was as follows:—Thana Cossipore-Chittapore containing mauzas 1 to 7, 11, and a part of mauza 12 in thana Oolahdanga of the Panchannagram list, were combined to form the North Suburban Municipality of Cossipore-Chittapore. Thana Maniktala and Ballinghatta, containing mauzas 8, 9, 10, 12, 13, 16, 17 and 18, were separated together to form the East Suburban Municipality of Maniktala, which is situated between the circular canal and new canal. A portion of thana Garden Reach was combined with thana Watighunge to form Ward No. 23 of the town. The rest of thana Garden Reach and a part of the 24-Parganas were combined in 1896 to form the present Suburban Municipality of Garden Reach. Mauza No. 55 was added to a large part of the 24-Parganas in thana Tollygunge, beyond Panchannagram, to form the South Suburban Municipality of Tollygunge. The rest of the mauzas of Panchannagram, in the Suburban Municipality, belonging to thanas Entally, Reniapukur, Ballygunge, Tollygunge, and Bhosanipore, were added to the town. The tract of land which is bounded on the east by the circular canal and on the west by the Circular Road, was added to the town to comprise its Fringe Area Ward, thus:—Mauza 12 (part) went to form Ward No. 1 F.A.; Nos. 13 (part) and 14 (part) formed Ward No. 3 F.A.; Nos. 15 and 16 (part) went to form Ward No. 4 F.A.; while a part of mauza 16 and the entire mauza 25 formed Ward No. 9 F.A. of the town. In forming the Added Area Wards, mauzas 24 (part), 25, 26, 28, 29 and 30 have been absorbed to form Ward No. 19, of the town; part of 31, and 32, 33, 34 to 41 form Ward No. 20; and Nos. 42 to 46, and 50 and 52 (part), 53 and 54 form Ward No. 21; while Nos. 47 to 49, 51 and 52 (part) have been absorbed to form Ward No. 22, of the present town of Calcutta.

The progressive growth of the town, so far as it can be tabulated from the materials available, and some indication of the relative importance in the past of its different parts, may be obtained from the figures given in the two tables appended at the end of this chapter.

(See Appendices III and IV.)
APPENDIX I.

PROCLAMATION FIXING THE LIMITS OF THE TOWN OF CALCUTTA.

Issued by the Governor-General in Council on the 10th September 1794.

WHEREAS it is by the 19th section, Chapter 22 of an Act passed in the 33rd year of His Majesty's reign, entitled an Act for continuing the East India Company for a limited time, for limiting to the said Company the powers of the British authorities in India, together with their exclusive trading, under certain limitations; for establishing further regulations for the government of the said territories, and the better administration of justice within the same; for appropriating to certain uses the revenues and profits of the said Company; and for making provision for the road order and Government of the towns of Calcutta, Madras, and Bombay, it is enacted that if any question shall arise touching or concerning the true limits and extent of the said towns and factories, or any of them, the same shall be inquired into by the Governor-General in Council at Fort William in respect to the limits and extent of Calcutta, and the Governor in Council at Bombay in respect to the town of Bombay, and that such limits as the said respective Governments, by order in Council, shall declare to be the true limits of those said towns and factories, respectively, shall be held, deemed, and taken in law as the true limits of the same, any custom or usage to the contrary notwithstanding.

And whereas such question, as in and by the said clause of the said Act is meant and referred to, has arisen and exists in respect to the said town of Calcutta, and the Governor-General in Council, in pursuance of the authority vested in him by the said Act, has inquired into the same, and by an order duly made in Council has declared and prescribed the limits of the said town, and has directed and commanded the same to be known and observed, in order that the said limits, as so declared, may be known to all the inhabitants of the said town, and to all persons whom the same may in anywise concern.

It is hereby publicly notified that the town of Calcutta, in respect to all legal intents and purposes, extends to, and is bounded by, the several lines, limits, and boundaries hereinafter mentioned and described.

The Northern boundary is declared to commence, and does accordingly commence, on the west side of the river Hooghly at the post or post No. 32, situated at the north point of Colonel Bellerat's garden, and is thence drawn eastward along the line which is immediately opposite the mouth of the brook called Chittore Nallah or Bang Bezar Nallah; and the said Northern boundary is from thence declared to continue, and is continued accordingly, by a line drawn across the river from the aforesaid point to the southern corner of the mouth of the said Nallah unto the post or post No. 31, near the foot of the Ghaut Bridge; and from thence by a line drawn eastward and passing the south end of the said Bridge to No. 3, and thence along the south side of the said Nallah or brook to the post or post No. 2, and thence on to the post or post No. 1, passing the old Powder Mill Bridge until it reaches the foot of the bridge leading to Dara-Duma, where the post or post No. 1 is.

The Eastern boundary is declared to commence, and does accordingly commence, at the said post or post No. 6, and is declared to continue, and does accordingly continue, by a line drawn along the west or inner side of the Mahabanda ditch or entrenchment and the east side of the road adjoining thereto until it reaches the post or post No. 6, at the northern angle next to the road of an enclosure called Hales Bagan, which said Hales Bagan is included within the said town of Calcutta; and from the said northern angle by a line drawn eastward along the southern side of the ditch or trench which encloses the said Hales Bagan to the post or post No. 6; and from thence southward along the western side of the said ditch or trench to the post or post No. 9; and from the said last-mentioned post or post No. 9 to the eastward along the northern side of the said ditch or trench until the said line reaches mark No. 7, where there is a sand; and from the said last-mentioned post or post No. 9 by a line drawn southward and then to the western side of the Mahabanda entrenchment and the eastern side of the Becontree Road as far as the residence of the said Mahabanda entrenchment is visible to the post or post No. 8, at the corner of Bejoy Ramchandra's Beazer, and of the road leading to Jaffe Ghaut immediately opposite to Nazim Choteejee's road; and from the said last-mentioned post or post No. 8 by a line continued in a southern direction passing through Mirzapore and drawn along the eastern side of the Becontree Road, and leaving the Princely burying ground to the east, until it reaches the Becontree tree, where the two posts or marks, respectively, No. 9 and No. 10 are fixed on each side of the road opposite to the Bowbazar Road and Becontree Bazar; and from the last-mentioned post or post No. 10 by a line drawn along the eastern side of the said Becontree Road to the post or post No. 11 opposite to Gopee Baboo's Beazer, which beazer is situated between the Janna Beazer and Durneematollah Beazars; and from thence in the same direction until the said line reaches the post or post No. 12, at the point of turning of the said road towards the sea, leaving Durneematollah on the east, and thereby including within the limits of Calcutta the Protestant burying ground, Chowringheee, and the land thereunto belonging, called Beloo Bazaar.

The Southern boundary is declared to commence, and does accordingly commence, from the last-mentioned post or post No. 12, and is declared to continue, and does accordingly continue, by a line drawn from thence to the westward with a little inclination to the southward along the southern side of the public road excluding Bejoy Chitee Bazar, and including Bejoy Tannah, otherwise called Artseopokh, in Beloo Bazaar, until the said line reaches the beginning of the Keesagul Road, and then thence southward along the Keesagul Road, and turning westward along the north side of the public road to the post or post No. 13, which is between the said post or post No. 12, and the General Hospital, extends along the westward and passing on the north side of the Hospital Alipore Bridge, and excluding the General Hospital aforesaid, the Hospital for Insane, and the Hospital Alipore Bridge, and excluding the Keesagul Road, and thence along the northern side of the public road to the post or post marked No. 14, fixed by the General Hospital, and extending along the westward and southward along the south side of the Nallah, commonly called Polly's Nallah, at the said post or post No. 13, and ending at the post or post marked No. 14, and thence thence passing thence to the south and east of Sumdeo's Bridge, commonly called Kidderpore Bridge, and extending to the mouth of the said Nallah, where it enters the River Hooghly, excluding Watson's Doon, and to the post or post marked No. 17, and taking possession immediately opposite to the post or post marked No. 17, and then passing immediately opposite to the side of Major Kyd's garden, and entering the said garden and village of Shadpur, at which point a post or post marked No. 18 is directed to be fixed; and

The Western boundary is declared to commence, and does accordingly commence, at the said point where the said post or post marked No. 18 is fixed, and is declared to continue and does accordingly continue, thence by a line drawn at low-water mark along the western side of the said River Hooghly.
but excluding the grounds of Ramkissonpore, Horshill, and Sutules, where posts or stakes are fixed, marked respectively Nos. 19, 20, and 21, until the said line reaches the northern point of Colonel Robertson's garden or Jacknepore serail, where a post or stake is fixed, marked No. 20, and immediately opposite to the post or stake No. 1, at Chitpore Bridge.

Described and proclaimed by order of the Governor-General in Council of Fort William in Bengal this 10th day of September 1784.

E. HAY,
Secretary to the Government.

N.B.—It does not appear that the local Government have since the passing of the 56 Geo. 3, c. 84, availed themselves of the power conferred on them by that statute of extending the limits of Calcutta.

E. H. MURROW,
Magistrate.

APPENDIX II.

NOTIFICATION.

DEFINING THE POLICE AND MUNICIPAL JURISDICTION OF THE SUBURBS OF CALCUTTA.

DATED 10th September 1777.—In accordance with the provisions contained in the Government notification dated 17th October 1767, 9th June 1768, 30th March 1818, and 2nd September 1870, and published respectively in the Calcutta Gazette of the 22nd October 1877, 10th June 1869, and 1st April 1856, and 28th September 1870, the following are declared to be the revised boundaries, with effect from the 1st October 1777:

NORTHERN BOUNDARY.

Commencing from the north-west angle at Parnamick Ghâr on the River Hooghly, the boundary follows the northern side of Parnamick Ghâr Road eastwards to its junction with the Cossigore Road; thence northwards along the western side of the Cossigore Road till its junction with the Chingorehata Road; thence eastwards along the northern side of the Bagdadanga Road till it meets the Barasopore Trunk Road, which it crosses; and thence continues along the northern side of the North Sixthi Road eastwards till it meets the eastern Bengal Railway line, crossing to the eastern side of the said line at No. 2 Bridge, north of the Dem-Dhum station.

EASTERN BOUNDARY.

The boundary on the east follows the eastern boundary of the Eastern Bengal Railway line southwards till it meets the bridge over the new canal at Osmondiah; from thence it follows the eastern bank of the new canal till it joins the Ballyghatpore Canal at the Dhapa toll-house; thence across the Ballyghatpore Canal to its southern bank; thence westwards along the southern bank of the Ballyghatpore Canal till it meets the Puggalpore Canal Road; thence along the eastern side of the Puggalpore Canal Road to its junction with the Puggalpore Road; thence along the eastern boundary of the municipal tramway till it meets the South Tungah Road; thence it follows the eastern boundary of the municipal tramway till it meets the Baichigorehata Road; thence southwards along the eastern side of the unpaved road till it meets the southern boundary of the municipal tramway till it meets the South Tungah Road; thence it follows the eastern boundary of the municipal tramway till it meets the Baichigorehata Road; thence southwards along the eastern side of the unpaved road till it meets the southern boundary of the municipal tramway till it meets the South Tungah Road; thence it follows the eastern boundary of the municipal tramway till it meets the Puggalpore Road; thence across the railway, it follows the southern side of the Kamhadi Road till it meets the Gurrabhat Road; thence southwards along the eastern side of the Gurrabhat Road till it meets the Mullabhat Road.

SOUTHERN BOUNDARY.

Leaving the Gurrabhat Road, the boundary runs westwards along the southern side of the Mollhanty Road till it meets the Chingorehata Road; thence northwards along the western side of the Chingorehata Road till it meets the Tollygung Bridge Road; thence along the southern side of the Tollygung Bridge Road westwards to Tollygung. Suspension Bridge, where it crosses Tolly's Nullah; from thence it runs along the southern side of the Tollygung, Bhapora, Gourghat, and the Ratanbund Road, which later passes through the villages of Dum-dumpore No. 441, Indrach No. 446, and Dum-dumpore No. 482; thence westwards along the southern side of the circular Garden Reach or Moonchekhola Road to the point where the Dum-dumpore boundary crosses it; and thence along the southern side of the Foochpur Road, which diverges from that point through the villages of Singucherhore No. 444, Futtemore No. 433, and Ramasore No. 482; and thence northwards along the west side of the above road through the villages of Futtemore No. 430 and Ramasore No. 300, till it joins the western boundary line at the junction of the boundary with the garden Reach; the boundary then runs northwards for a short distance up to Garden Reach Road, following the boundary common to Moodailly, Bhupapara, and Dum-dum on the one side, and Garden Reach on the other, up to the Dum-dum Drain; thence along the eastern cut of the Dum-dum Drain in a straight line to the River Hooghly.

WESTERN BOUNDARY.

Starting from the tri-junction of the village of Dum-dum, Garden Reach, and River Hooghly, it proceeds along the southern bank of the River Hooghly as far as Hastings Bridge; it thence follows the northern bank of Tolly's Nullah up to Jerrit Bridge; thence along the northern approach to the bridge.
to the Lower Circular Road; thence along the southern and eastern side of the Circular Road up to Manicktollah Road; thence eastwards along the southern side of the road to a point where the Mahalata Ditch touches the Manicktollah Road; thence along the Mahalata Ditch northwards till it meets the Upper Circular Road; thence northwards along the Circular Road to the point where it meets the Halusa Bagan Road; thence along the northern side of the Halusa Bagan Road eastwards till it meets the Mahalata Ditch (which is the boundary between Halusa Bagan and Gourabazar), which it follows till it meets the Cottolunga Road, following the southern side of the said road till it joins the Upper Circular Road, and follows the eastern side of the same road and the eastern and northern banks of the Mahalata Ditch till it joins the River Hooghly at Permit Ghát; thence it proceeds along the eastern bank of the Hooghly River up to the Farimpong Ghát.

4. Note.—All railways, canals, tramways, drains, lanes, &c. (with the exception of the Calcutta Circular Road and Mahalata Ditch), situated on the above boundaries, are included in the Suburbs of Calcutta, together with the drains on both sides of all such roads and lanes.

5. Note.—The villages of Nyanm, Neej-Nyanm, Nyanm (east) and Neej-Siathoo, situated north of the northern boundary line of the Suburbs as above defined, are attached to thana Burman or of district 24-Parganas.

6. Note.—The portion of village Neemuchkopaon, situated east of the Pagklung Road, is attached to thana Tollygunge, of district 24-Parganas.

7. Note.—The villages of Gobindopur and parts of villages Aurukpark, Shilmupur, and Dheoreba, situated west of the Gourabazar Road and north of the Mallabally Road, are included in the police and municipal jurisdiction of the Suburbs of Calcutta.

HORACE A. COCKERELL.
Off. Secretary to the Government of Bengal.

APPENDIX III.

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APPENDIX IV.

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Note: See the explanation of terms with reference to Table 11 in the Calcutta Census Report for 1811.

1. For Fort William and Hamlet.
2. All brick-walled and 70 brick-walled.
3. 140
4. 10 and 100
5. And 25 over seven classes in town or site-coated house, roads in the district area.

APPENDIX 11.

For the year 1789.

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APPENDIX 11.
CHAPTER IX.

POPULATION AND REVENUE.

It is difficult to calculate, with even approximate accuracy, the population and revenue of the “town” of Calcutta for the different periods of its development. The difficulty arises, not so much from lack of materials, as from doubts as to the meaning attached to the two words “town” and “population,” by the different authorities that have calculated them.

In early times it was the practice to talk of any village that could boast of a hut or mart as a town. The Embassy headed by Surmau, Govindapur, and Calcutta were, from the earliest days of the Company’s settlement, called “towns,” although they were, as we have seen, but petty villages in Clunck’s time. We have further seen that Holwell called the four villages Baniapooker, Tangrah, Dhallands, and Bagliangas “out-towns” of Calcutta, though, according to his own statement, they could together boast of no more than 228 bighas of rent-paying land. We also know that after the excavation of the Mahatta Ditch in 1742, it became the fashion to describe it as the inland boundary of the “town,” though, as we have already learnt, the Mahatta Ditch has never represented the actual inland boundary of the Town of Calcutta.

We have shown, in the previous chapter, the total urban and rural areas that were covered by the “Town of Calcutta” in various years. And although we have there seen that between 1794 and 1872 the urban area remained more or less constant, it must be remembered that the condition of the area south of Jambazar Street, in the matter of reclamation of jungle and extension of residential area, underwent a continuous change from year to year during the whole of this period. So that, in discussing previous calculations for population and revenue, it is our first duty to see what particular areas are covered by the figures.

Then, again, the term “population” has signified to some the normal resident population; to others it has meant to include the number of people as well that flock to the town for business or pleasure, during the 24 hours of a day. While the expression “population of the town” has to some connoted the total of all persons, male and female, inclusive of children, found within the urban areas only; to others it has meant the whole population within the artificial boundaries of the town, inclusive of rural areas; while others again profess to have excluded females and children. A few have included not only the land areas, but the adjoining water areas as well, in their calculation of the population of the town.

It should, therefore, be our endeavour, before discarding any calculations or estimates as palpably absurd, to discover, if possible, the mistakes, if any, made, and the sense and the extent of meaning in the terms employed by each.

The population of Calcutta, within the general boundary of the Mahatta Ditch, as estimated by various authorities is given below:

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<th>Inclusive of area owned by other amanuents within the Mahatta Ditch</th>
<th>Authority</th>
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<td>Year</td>
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</tr>
<tr>
<td>------</td>
<td>-----------------------------</td>
<td>---------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>1800</td>
<td>500,000</td>
<td>Police Committee.</td>
<td></td>
</tr>
<tr>
<td>1802</td>
<td>600,000</td>
<td>The Magistrates.</td>
<td></td>
</tr>
<tr>
<td>1814</td>
<td>700,000</td>
<td>Sir E. Hyde.</td>
<td></td>
</tr>
<tr>
<td>1816</td>
<td>600,000</td>
<td>East India Gazette (newspaper).</td>
<td></td>
</tr>
<tr>
<td>1821</td>
<td>179,317</td>
<td>As censused by the Assessors.</td>
<td></td>
</tr>
<tr>
<td>1822</td>
<td>230,352</td>
<td>As calculated &quot;L. Magistrates.</td>
<td></td>
</tr>
<tr>
<td>1831</td>
<td>500,000</td>
<td>John Bull (newspaper).</td>
<td></td>
</tr>
<tr>
<td>1836</td>
<td>187,921</td>
<td>As censused by Captain Steel.</td>
<td></td>
</tr>
<tr>
<td>1837</td>
<td>229,744</td>
<td>&quot;Birk.</td>
<td></td>
</tr>
<tr>
<td>1838</td>
<td>361,369</td>
<td>As calculated by Sims.</td>
<td></td>
</tr>
<tr>
<td>1850</td>
<td>414,132</td>
<td>&quot;Chief Magistrate.</td>
<td></td>
</tr>
<tr>
<td>1866</td>
<td>323,862</td>
<td>As censused by Dowleons, exclusive of the Port and Fort.</td>
<td></td>
</tr>
<tr>
<td>1872</td>
<td>428,438</td>
<td>As censused by Chick, exclusive of the Port and Fort.</td>
<td></td>
</tr>
<tr>
<td>1876</td>
<td>499,836</td>
<td>Ditto ditto ditto.</td>
<td></td>
</tr>
<tr>
<td>1881</td>
<td>401,071</td>
<td>Ditto ditto ditto.</td>
<td></td>
</tr>
<tr>
<td>1894</td>
<td>470,333</td>
<td>As censused by Maguire, exclusive of the Port and Fort and of the added area.</td>
<td></td>
</tr>
<tr>
<td>1901</td>
<td>542,866</td>
<td>As censused in 1901, exclusive of the Port and Fort and of the added area.</td>
<td></td>
</tr>
</tbody>
</table>

It will be seen at a glance that Wilson's estimate is very different from Hamilton's who was an eye-witness of the condition of the town in 1710-1727, and also from Holwell's, who was himself Collector of Calcutta in 1793. Attention is also at once arrested by the very wide differences that occur, with a few exceptions, in the figures of the years that follow.

Wilson notes that the revenues of the settlement rose from the trifling sum of Rs. 75 and Rs. 120 a month, at its commencement, to Rs. 450 in 1704, Rs. 885 in 1707, Rs. 1,010 in 1708, and Rs. 1,370 in 1709. He further states that the average net monthly balance in Holwell's time may be set down as Rs. 3,500. The latter figure is apparently somewhat below the mark. The total net balance of the revenues paid into the treasury for the fifteen years quoted by Holwell was Rs. 5,584,276. But this amount does not fully represent the actual collections which were in fact much greater. They come, according to Holwell's estimates, to about Rs. 48,000 per annum, or roughly Rs. 3,833 per month. Assuming that these net cash balances give a true indication of the population, we should have, by the rule of proportion, on the basis of Holwell's estimate of the population in 1702, the population of the areas under the influence of the Calcutta settlement as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1696</td>
<td>8,073</td>
</tr>
<tr>
<td>1704</td>
<td>61,000</td>
</tr>
<tr>
<td>1708</td>
<td>108,700</td>
</tr>
<tr>
<td>1710</td>
<td>147,400</td>
</tr>
</tbody>
</table>

We have it, however, on the authority of Hamilton who, although "an interloper" and, therefore, somewhat inimical to the Company, was nevertheless a shrewd and careful observer, that the actual population of the settlement in 1710 was not more than 10,000 or 12,000 souls. This is less than one-tenth of the population arrived at by the calculation of proportional revenue. We know also that various new sources of revenue were tapped with the growth of the town, and that residents were not the only persons taxed to pay them, but also outsiders who came in for business so that the amount collected at any one time cannot be taken as a safe or certain indication of the population of the town for the time being. Therefore, rather than assume that the figures given by Holwell or Hamilton are wrong, we will accept Hamilton's figure of 12,000 as an approximately correct guess of the resident population of the 1,992 acres of land in the occupation of the Company at the time, it being borne in mind that of this area, 216 acres were urban and 1,776 rural. This gives us an average density for the resident population of 7 per acre, an average density of about half that of the present suburban town of Maniktala or Alipur. This does not appear to be in any way improbable. It must be remembered that the population of some of the 38 out-town used, even in Hamilton's time, to swell the day population of Calcutta for trade and business.

(2) Ibid, pages 211 to 230.
(3) Ibid; see also Boulé: Considerations and Talboys Wheeler's History.
As for Holwell's figures, we are not sure that there has been no mistake in
their calculation and interpretation. He computed the areas under his juris-
diction, to quote him exactly, as follows:—

\[
\begin{array}{ccc}
\text{Bigha} & \text{Cottah} & \text{Total,}\\
\text{houses} & & \\
\text{(1) Desh Calcutta} & 1,704 & 3 & 1,707 \\
\text{Soda Natty} & 1,861 & 4 & 1,865 \\
\text{Gowindaipur} & 1,644 & 13 & 1,757 \\
\text{Bazar Calcutta} & 500 & 24 & 524 \\
\text{Joh Nagore} & 328 & 13 & 341 \\
\text{Bagh Bazar} & 67 & 14 & 81 \\
\text{Lali Bazar} & 10 & 2 & 12 \\
\text{Sant pale Bazar} & 5 & 8 & 13 \\
\hline
\text{Total} & 5,472 & 4 & 5,486 \\
\end{array}
\]

\(9,451\) houses or pattas
which paid a
ground rent of
Rs. 3 per bigha.

(2) Ground occupied by the—

\[
\begin{array}{ccc}
\text{Company} & 310 & 44 \\
\text{Donations} & 16 & 11 \\
\text{Churches} & 7 & 9 \\
\text{Moores Mosques} & 15 & 74 \\
\text{To Gentoo idols} & 13 & 13 \\
\text{Given to sundry Brains} & 243 & 0 \\
\text{Given to Gentoo poor} & 14 & 12 \\
\text{Given to Moore poor} & 30 & 15 \\
\text{Grounds bought by} & & \\
\text{devout persons to} & & \\
\text{make tanks} & 62 & 15 \\
\text{Indulgences} & 18 & 10 \\
\hline
\text{Total of the Company's ground} & 6,265 & 64 \\
\text{Bigha} & 733 & 0 \\
\text{which paid no ground rent.} & & \\
\hline
\end{array}
\]

These are facts ascertained by the Collector and his staff. They should,
therefore, be taken to represent the truth as nearly as possible. It was also
ascertained that each "house" had, on an average, eight members in it, and that
each patta-holder had five tenants in his holding. The mistake that appears
to have been made was to assume that each of these tenants had a "house"
to himself, or that each tenant's house had eight members in it. From the
maps of the period that are extant we find that there were not, as a
matter of fact, eight separate houses within each holding of a bigha in
extent. The eight members—"a very moderate estimate for each house"—
were very likely returned by the subordinates of Holwell for each of the
14,718 "houses" or pattas actually counted, and not for each of the six
"divisions" or tenements of a house to which he applied that number. Just
as in calculating the area covered by each patta-holder Holwell got confused
and, instead of dividing the area (5,472 bighas) by the houses (9,451), he
reversed the process, and by dividing the number of houses by the area, obtained
a wrong and exaggerated figure for the area covered by each house, which
should have been 11 cottas only instead of 1 bigha and 15 cottas as arrived
at by him, even so did he, it would seem, towards the end of his calculations,
make the tenement for the house and multiply the total subdivisions of each
house, instead of each house by the number returned for the population of
each house. This confusion is almost patent on the face of it from the way he
arrives at his figures.\(^1\) He begins by calculating the number of houses and
the number of persons per house: after arriving at a certain result in regard

\(^1\) Holwell's Travels, 3rd edition, page 239.
to these, he abruptly abandons the whole calculation, and bases his estimates for population afresh and quite apart from his previous data, upon the area, that is, the number of bighas, covered by each house. Thus he gets—

5,473 + 3,560 = 8,032 bighas in the whole settlement.
8,223 x 6 (house-holder plus number of tenants under him) = 51,132.
51,132 x 8 (number of persons per "house") = 408,056.

It thus seems fairly certain that the original mistake by which he arrived at a much larger area for each house than really appertained to it, was responsible for his subsequent mistake in calculating the population. He knew perfectly well, from actual observation, that in native huts covering such a large area as 1 1/2 bighas there could not possibly be such a small number as eight persons only, and this knowledge apparently contributed to the mistake. Had his initial calculation of the area covered by each house been correct, he would not, in all probability, have been led into the error which he undoubtedly committed.

The actual population "agreedly to the best information he had acquired," should have been—14,719 houses x 3 (persons per house) = 44,157, instead of 400,056, the figure arrived at by him "agreedly to his exactest judgment."

Thus interpreted, the population of Calcutta, censused by Holwell in 1752, was one lakh, seventeen thousand, seven hundred and forty-four souls.

Although this population was distributed between 14,719 houses, standing with their compounds upon an area of 9,255 bighas, it would be a mistake, for purposes of comparison, to say that it was distributed over that area only. We have already seen in the previous chapter that, between 1742 and 1756, the area of the town, inclusive of unsettled land and jungle within the boundary of the Mahratta Ditch, was 3,292 acres or 9,887 bighas. There was thus jungle and unsettled land in Govindapur, between Chowringhee and the river, exclusive of the large area south of the site marked out for the ditch, covering 142 bighas. To these 9,887 bighas we must add the entire area of John Nagore, consisting of mauzas Baniapooker, Tungra, Paghadanga and Dhallands, which, as far as we can ascertain by the map of Dihi Panchannagram extant, about 3,900 bighas. And the area not enclosed by the Mahratta Ditch that lay in Govindapur, south of the line marked out for the ditch in 1742 was as will be seen from the last chapter, represented by the difference of the areas of the town in 1744 and 1752, and this was 4,997 - 3,299 = 1,708 acres or 5,304 bighas. Thus Holwell's population of 117,744 souls was distributed over an area of 9,687 + 3,900 + 5,304 or 18,891 bighas or 6,397 acres. This gives an average of about 18-5 persons to the acre which is very near the present average density of the Cosimpore-Chitpore Municipality on the north of the town. We do not think the accuracy of this density can be questioned on the ground of improbability. It must be remembered, too, that Holwell calculated the "constant inhabitants without reckoning the multitude that daily come in and return, but yet who add to the consumption of the place," and further that women and children were included in his estimate of 8 souls per "house."

The population estimated by Grandpré, Martin, the Police Committee, the Magistrates, Sir Edward Hyde, and the East India Gazetteer in the years 1789, 1790, 1800, 1802, 1814 and 1815 appear prima facie to have been mere guesses at the day-population of the town, in all of which Holwell's wrong and exaggerated estimate was undoubtedly a determining factor. None of the later calculations seem to have taken note of the fact that by the Government notification of 1794, the inland boundary of the town had been fixed generally to be the Mahratta Ditch, and that, therefore, the "out-towns" of Baniapooker, Tungra, Paghadanga and Dhallands, the population of which had been included in Holwell's calculation, lay beyond town. Besides, in their calculations, no attempt was made to distinguish the resident population of the town from its day-population, or the population of boats and steamers in the harbour of Calcutta from that of the town-hands. Indeed, Martin's indication of the prosperity of the town, by a reference to the dealings of some of the commercial houses to the amount of two crores of rupees annually, points to his including the population of the port in his estimate, and it is by no means clear that the population of Howrah and Shilles, and other adjacent parts, outside of the town which "added to the consumption of the place" was excluded.
Four surveyors were appointed in 1819 for surveying the town, under the superintendence of Mr. Lapramandye. They counted the number of premises in the town which aggregated 67,619 and assessed them at a sum of Rs. 2,66,000 per annum. They returned the resident population at 179,917 souls, most probably an accurate figure; but, judged by the previous estimate of Holwell—an estimate which had indeed become the fixed standard for gauging the population of the town, their figures were discredited in their own office, and the Magistrates by whom they were employed assumed an average number of persons in an average house of each kind, i.e., 16 for upper-roomed pucks houses, 8 for lower-roomed houses, and 11 for 8 huts, tiled or thatched. It is rather remarkable that, although in common with the public, they rejected the figures of population furnished by the assessors, they should have adopted as the basis of their calculation, the "statements" of the very same assessors and stamped these as authentic. What they probably did was to strike an average for each class of buildings in a number of definite areas, the figures for which had been tested. Even by this calculation, they obtained no more than 239,552 persons for the whole town. 1) To this they added a lakh, said to have been counted by peons and scirrens stationed at the principal entrances to the Town, as the number of daily incomers for business. But the public were still so doubtful of the correctness of the census that John Ball, the mouthpiece of the local public of the time, found it necessary to explain the shortness of even this increased estimate of the Magistrates, so strong a hold had Holwell's population figures taken on the minds of its constituents. In its issue of the 8th August 1822 it says:—

"The great difference between this total amount and former estimates is very striking, and a general opinion prevailed that the population could not but exceed the total returned by the assessors. But it has been ascertained that the extent of Calcutta from the Mahurta Ditch at the northern extremity, to the Circular Road at the southern circuit of Chowringhees, is not more than 4½ miles, and that its average breadth is only one mile-and-a-half. The lower or southern division of the town, which comprises Chowringhees, is but thinly peopled; the houses of Europeans widely scattered, and Calings, which is a part of it, is chiefly occupied by natives. The division between Bhurunimella and Bow Bazar has a denser population; it comprises the most thickly inhabited European part of Calcutta as well as a great number of country-born Christians, who reside in the town with their families. The northern division, between the Bow Bazar and Machooa Bazar, comprises perhaps the most dense part of the population of Calcutta. The upper division to the north of Machooa Bazar is, comparatively speaking, but thinly covered with habitations, presenting towards the north and east, extensive gardens, large tanks, and rainous habitations. It is not improbable, therefore, that the large estimates made of the population of Calcutta at former periods may be owing to the crowds of artisans, labourers, servants and scirrens, and to the numerous strangers of every country which constantly meet the eye in every part of the town."

In the census of 1831 taken by Captain Steel, the result established was that the town contained 70,076 houses and 187,681 inhabitants. This was most probably a correct census. But Holwell's figures, and the figures of those who had followed Holwell, scared him, and he went to repudiate the accuracy of his own census-statement in the following terms:—"By the result I would say that no calculation had been made of women and children or servants," although the statement itself contained a column headed "servant" which was filled up; and he proceeded to multiply his results for pucks buildings, tiled houses and thatched huts by 10, 6 and 4, respectively, in order to arrive at a total of 410,930 "which is," he states, "much nearer the old calculation."

For the first time in 1837 did Captain Birch, Police Superintendent, rise superior to the nightmare of Holwell's calculation. He estimated the total population of the town to be 229,714. This figure was accepted by Mr. J. H. Stoequeler in his Handbook of India published in 1844, and also in 1840 by the Fever Hospital Committee who, however, added a daily influx of a lakh of people according to the estimate of the Magistrates in 1831.

The figure for population arrived at by Simms was a mere estimate based upon an enumeration of residents in 1,036 "native" houses in different parts of the town and 357 pucks houses. He apparently followed the lines laid down by the Magistrates in 1821. We need hardly say, bearing in mind the very opposite conditions of residence prevailing in different parts of the same quarters in the town, not to say in different quarters, that such an estimate was bound to

---

1) \[ \frac{5,436 \times 16}{2} = 86,984 + \frac{8,800 \times 8 \times 1,000}{2} = 76,080 + \frac{13,792 \times 21}{2} = 21,714 + \frac{37,477}{4} = 11,617 \text{ Total: } 239,352 \] persons in 67,619 houses. See Appendix page 67.
go wrong. And so it did. The Chief Magistrate found the population in 1850 to be 413,182 souls within the town proper. It is probable, as suggested by Mr. Beverley in his Census Report of 1876, that this census took note of the population of the water-area and of the port. The Census Officer of 1891, however, has taken a different view. 416

The next census in 1866 reduced the figure to 355,682, but the census of 1872 returned the population of the town alone to be 428,458 souls, while that of 1876 showed it at the lower figure of 409,036 for the same area. From the Census Reports for 1876 and 1881, it would appear that the figures for 1850 and 1872 were not accepted as accurate.

We need not refer here to the population censused in 1881, 1891 and 1901, as they are discussed in detail in the Census Report for 1901.

With the increase of population, the revenues of the town advanced. The following figures show the town revenues from all sources in the different periods of its development. They demonstrate that the increase in the revenues has scarcely ever borne any definite ratio to the increase of population, and that, ever since real Municipal Government, with its systematic assessments and sanitary improvements, has been effective, the revenues of the town have increased by leaps and bounds:

<table>
<thead>
<tr>
<th>Ground rent</th>
<th>Other amounts including rates and taxes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>1854</td>
<td>300 (4)</td>
<td>900</td>
</tr>
<tr>
<td>1858</td>
<td>480</td>
<td>1,440</td>
</tr>
<tr>
<td>1864</td>
<td>1,920</td>
<td>5,760</td>
</tr>
<tr>
<td>1878</td>
<td>8,080</td>
<td>12,120</td>
</tr>
<tr>
<td>1879</td>
<td>10,960</td>
<td>16,440</td>
</tr>
<tr>
<td>1872</td>
<td>20,360</td>
<td>45,570</td>
</tr>
<tr>
<td>1875</td>
<td>59,101</td>
<td>1,07,131</td>
</tr>
<tr>
<td>1872</td>
<td>97,030</td>
<td>1,14,774</td>
</tr>
<tr>
<td>1875</td>
<td>104,546</td>
<td>1,22,418</td>
</tr>
<tr>
<td>1878</td>
<td>2,65,006</td>
<td>2,67,466</td>
</tr>
<tr>
<td>1882</td>
<td>2,63,300</td>
<td>3,35,911</td>
</tr>
<tr>
<td>1885</td>
<td>4,09,000</td>
<td>4,19,467</td>
</tr>
<tr>
<td>1877</td>
<td>21,50,500</td>
<td>21,79,689</td>
</tr>
<tr>
<td>1879</td>
<td>23,43,210</td>
<td>25,67,245</td>
</tr>
<tr>
<td>1881</td>
<td>26,50,050</td>
<td>26,76,534</td>
</tr>
</tbody>
</table>
| 1885        | 45,85,085                             | 45,85,085 (7)

A few of the more important statistical details of the old censuses of Calcutta will give a better idea of the gradual progress of the town than either maps or the statements of travellers. Unfortunately details of all the years for which population figures are available are not forthcoming, and we have had to fall back, in a few cases, on conjecture for dividing the total population amongst the various classes. There is considerable room for difference of opinion as to the accuracy of our distribution of the total population for the years 1710 and 1752 among the different religions and races. We do not claim for our figures anything more than a probable approximation to correctness, in the light of the materials that have been made available, chiefly through the labours of Wilson, Beverley, Hyde and other distinguished writers, that have preceded us in the same field of enquiry. Such as they are, however, the figures are submitted to the public for what they are worth. It is hoped that in judging of their value, it will be borne in mind that the apparent decrease in any year of any one class of figures, compared to a previous year, may sometimes be due to its distribution over two or three allied classes of which better knowledge had been gained with advancing years, than to a real diminution in the numerical strength of that class. For example, the smaller number of Europeans shown in 1876, as compared with that of 1866, signifies most probably a more careful enumeration of Eurasians who show a corresponding increase and should not be understood to mean a real diminution in the

416 See Mr. Magnius's Census Report for Calcutta, 1891, page 15.
417 The tax is assumed to be 1/2 of the total revenue up to 1710.
418 Approximate.
419 Under Act XXIII of 1866 holdings are redeemable by a payment of 25 times the annual rent. As
10 many holdings have been thus redeemed, the revenue no longer gives any indication of the ground occupied.
420 Includes the revenues of the added area.
actual number of resident Europeans. Again, the gradual diminution in the total number of houses in the earlier years is an indication of the progressive replacement of clusters of straw huts in bustees by single tiled huts or pukka houses. Large fluctuations in house numbers, not due to steady progress, are no doubt to be attributed to different methods of counting "houses." Holwell, we have seen, counted his houses differently from his enumerators in 1752. He counted each tenement, i.e., the residence of each family as a unit house, while his enumerators calculated all the huts in one compound as a house. Similar difference in the reckoning of houses has marked the censusing of huts at each stage. Leaving, however, these details out of consideration, the tables appended will, it is hoped, assist the formation of a fairly definite idea of the scale of development of the town in each of the periods noted. They show, if read in connection with the list of the town-revenues, that in less than 200 years, British enterprise has converted a malarial swamp containing a population of no more than 12,000 persons and yielding a revenue of less than a thousand rupees, into a flourishing city of the first rank, with a population of more than half a million souls and yielding a revenue of above five millions of rupees. We learn further from these figures, that during this period, and within the limits of the old town, Hindus have increased forty-eight times, Mahomedans nearly seventy-five times, Europeans nearly thirty times, Eurasians nearly eighty-fold, Armenians nearly seventy-fold, while Native Christians are nearly one hundred and fifty-five times as numerous as they were at the commencement of this period. Many foreign nations who would perhaps, but for the English, have never thought of settling down here, have taken advantage of the beneficent protection of the British Government under which they have thriven and multiplied largely. It will be observed that the population grew up most rapidly in the early years of British rule, multiplying nearly ten-fold during the 40 years 1710 to 1750. Since 1751, however, its growth has been, generally speaking, comparatively steady, being 52 per cent. only in the next 70 years, about 110 per cent. in the succeeding 45 years, and about 52 per cent. only in the following 35 years, of which 24 per cent. represents the increase during the last decade, so that during the previous quarter of a century, the growth of the population barely exceeded 1 per cent. per annum.

When read in connection with the figures for houses given in the previous Chapter, the house statistics appended will show that, although the population in the old town area has increased, on the whole, about 60 times in about two centuries, the number of houses has increased only 11 times during the same period. It will also appear that the increase in the number of houses during the last century has been only 14 per cent. although the population has multiplied itself no less than 5 times. The excess population has been, to some extent, accommodated by the enlargement of houses in length, width and altitude. But this enlargement has been altogether disproportionate to the necessities of the increased population. Even in more modern years, buildings have multiplied at a much slower rate than population. While pukka buildings have increased from 14,280 in 1831 to 38,574 in 1901, i.e., by 178 per cent. only, and huts have decreased from 53,289 to 40,007, the population has increased from nearly one lakh and eighty thousand to close upon six lakhs. i.e., by nearly 233 per cent. And yet upper-roomed houses have not increased to quite three times their number, the increase being only 135 per cent., while the number of houses containing three stories and upwards is still a quantum negligible, being less than 3,500 in all. It must be remembered that the large and lofty edifices which have won for the town the name of City of Palaces are, generally speaking, not residential houses but public buildings, offices or shops, and that residential buildings have changed but little in height or superficial area. It, therefore, follows that house accommodation has not, even as regards number, kept pace with the progress of the population over the entire area of the old town. It is, therefore, not matter for surprise that there should be considerable over-crowding in the oldest-populated areas, such, for example, as Burra bazar and Colootolah, particularly when it is remembered that the "house" of the Census of 1901 is but a fractional part of the "house" as understood in 1850, very nearly as a "house" of Holwell's census was a fraction of that of his enumerators.

(c) See Beverley's Census Report for Calcutta 1879 and 1881, and the remarks on this subject in the Census Report of 1901.
APPENDIX.

Progressive growth of population by religion of the old town.

<table>
<thead>
<tr>
<th>Year</th>
<th>Hindus</th>
<th>Muslims</th>
<th>Europeans</th>
<th>Christians</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>1748</td>
<td>1716 (a)</td>
<td>2586</td>
<td>72,065</td>
<td>1,329</td>
<td>103</td>
</tr>
<tr>
<td>1760</td>
<td>1770 (b)</td>
<td>2731</td>
<td>73,750</td>
<td>1,439</td>
<td>112</td>
</tr>
<tr>
<td>1769</td>
<td>1779 (c)</td>
<td>2786</td>
<td>75,422</td>
<td>1,653</td>
<td>123</td>
</tr>
</tbody>
</table>

Progressive development of houses in the old town since 1769.

<table>
<thead>
<tr>
<th>Year and Authority</th>
<th>Houses</th>
<th>Huts</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1769</td>
<td>1,000</td>
<td>1,000</td>
<td>2,000</td>
</tr>
<tr>
<td>1779</td>
<td>1,100</td>
<td>1,100</td>
<td>2,200</td>
</tr>
<tr>
<td>1789</td>
<td>1,200</td>
<td>1,200</td>
<td>2,400</td>
</tr>
<tr>
<td>1799</td>
<td>1,300</td>
<td>1,300</td>
<td>2,600</td>
</tr>
<tr>
<td>1809</td>
<td>1,400</td>
<td>1,400</td>
<td>2,800</td>
</tr>
</tbody>
</table>

Progressive expansion of pukka houses in the old town in number and altitude.

<table>
<thead>
<tr>
<th>Year</th>
<th>Upper-roomed</th>
<th>Lower-roomed</th>
<th>Godowns and shops</th>
<th>Tiled</th>
<th>Thatched</th>
</tr>
</thead>
<tbody>
<tr>
<td>1837</td>
<td>6,300</td>
<td>4,000</td>
<td>2,250</td>
<td>1,450</td>
<td>1,450</td>
</tr>
</tbody>
</table>

(a) In terms of the classification of the population in 1837 the 15,424 other Asians of this year have been divided as follows:
- 10,000 low-caste Hindus
- 2,046 of other Muslims
- 395 of the Pathans
- 100 of other Europeans
- 100 of other Asians
- 50 of other Christians
- 40 of other Jews

(b) From this year onwards the figures include the population of the Port and Port.
(c) The figures of this year and 1837 include the population of the Port and Port, but exclude that of the year added to the town in 1836.
(d) The total number of married males is based on the total of males of the town and the proportion of males from the above period and the total to the number of males who were Europeans, for the defense of the settlement in 1837.
CHAPTER X.

MUNICIPAL AND SANITARY.

In 1690, Job Charnock issued a proclamation permitting persons desirous of living in Chittagong to erect houses at their pleasure, on any site they chose, in any portion of the waste lands belonging to the Company. People have found fault with this proclamation, but it is necessary to remember that, except a small portion on the river-bank, the whole area around the settlement was waste and jungle, and that an inducement of the kind was a sine qua non for attracting a population. When a sufficient population had gathered round the settlement, attention was directed to its unhealthy surroundings, and sanitation was not altogether ignored as has often been said. As early as 1704, the Council ruled that the amounts realised from fines levied upon the "black inhabitants" for misconduct, should be expended in filling up and obliterating the foul pits and ditches that abounded in the settlement. The origin of the Calcutta Police can also be traced as far back as the 6th February 1704, when it was ordered in Council "that one chief poon, and forty-five poons, two chubbas (chobdars), and twenty guallis (gowallas) be taken into pay." Next year in July, "there having been several robberies committed in the Black Town, (it was) ordered that a corporal and six soldiers be sent to lodge in the Cotwall's (kotwall's) house, to be upon call to prevent the like in future." But the Police force could not check the progress of increasing crimes and nuisances, and thefts and robberies and nuisances of all kinds became so very prevalent that the Council ordered, in the following years an additional force of thirty-one paiks "to be organised to protect the public against them."

On the 10th of March 1707, the erection of irregular buildings was forbidden. Finding that several of the inhabitants had built walls and dug tanks in their compounds without leave from the Government at Fort William, the Council resolved that an "order be wrote up and put up at the gate to forbid all such irregular proceedings for the future." This order appears, however, to have remained a dead letter. About this period, viz., from 1705 to 1707, the place reeked with malaria and the mortality was so high that "in one year, out of twelve hundred English in Calcutta, no less than four hundred and sixty died between August and the January following."

"No direct confirmation of this terrible mortality bill," says Wilson, "is to be found in the records, but both in August 1705, when the second surgeon was appointed to assist Dr. Warren, and in October 1707, when it was resolved to build a hospital, we are informed that the sick and dying were superabundant."

The Fort being very much "choked and close set with trees and small country thatched houses and standing pools of sinking water," the Council ordered the Bzizz (7) in the month of August 1710, to open the way directly before the Fort, filling up all the holes and cutting small trenches on each side to carry the water clear from the adjacent places into the large drains.

In 1727 a Corporation consisting of a mayor and nine aldermen, with a mayor's court was established, of which the famous Zephaniah Holwell, samadar of Calcutta, was afterwards president. (8) The duty of the samadar of Calcutta was not merely to collect ground rents and town duties, but also to "make necessary repairs in roads and drains." (9) But the amount spent annually on these repairs was insignificant, and, although the population went on increasing, but few actual reforms were achieved by this Corporation for the sanitation of the town. We often hear of its great unhealthiness and of the

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(7) The "Bzizz" in a samadar's service is a person of lower rank than the Naik who is agent and rent-collector, but is one of the chief ministerial officers next in rank. The English in their early days followed the practice of the samadars in using their officers. Their "Bzizz" was a junior factor and a accustomed servant and not a petty native clerk as the name would now signify. Their "samadar" was similarly a higher official and was Mayor, Magistrate, Collector and Settlement Officer.

(8) Calcutta, Review, Vol. XVIII; Calcutta in the olden times—his biographies.

ineffectual attempts made from time to time to improve it during the period of the zamindar's control of the town revenues. Substantial and lasting sanitary or municipal works were really not undertaken, until the Justices of the Peace were appointed in 1794, or to be more precise, until the year 1817, when the Lottery Committee was formed.

In 1749, a few rupees only were deemed sufficient "to make the drains sweet and wholesome." In 1752, the jungle near Calcutta was ordered "to be burnt down to be used for burning bricks." In 1759, we find the "wharf to Sutanuti market washed away by the river," and the Council ordered the local zamindar, Mr. Edward Eylo, "to rebuild the same by taxing the merchants in proportion to their ground." The merchants refused to pay local taxation for roads. The Council sent fresh orders to get the road repaired on the understanding that "the merchants' accounts current were to be debited with the amount." In 1751 the zamindar was directed "to cut down all the old trees and underwood in and about the town." In 1753 the Council informed the Hon'ble the Court of Directors that the zamindar had been ordered "to survey the drains about the town" and then "to put the same in execution as this was the most effectual method for making the settlement sweet and wholesome." Complaints were made in 1755 that owing to the washing of people and horses in the great tank it had become very offensile. In 1757 the settlement fell a prey to a severe epidemic, and Major Carmee complained bitterly to Clive of its unhealthiness for the troops, and an order was passed that no troops were to be landed in Calcutta. In the course of the same year an ineffectual attempt was made to organise a municipal fund by "levying a house-tax of two or three lakhs of rupees to defray the expense of cleansing and ornamenting the place internally." This was in addition to a revenue before collected (exclusive of the customs or port duties) of 1,10,000 sicca rupees, of which about one-third under the head of Chowkidari or police-tax went to retain "an undisciplined battalion of thanadars and police which constituted the only established guard or night watch of the city." The statistics of the Calcutta Hospital during the years 1757-58, as furnished by Ives, show how extremely unhealthy the town was:—

"Between February 8th and August 8th of that year (1757), 1,140 patients recovered; of these, 54 were for scurvy, 362 bilious fevers, and 56 bilious colic; 52 men buried. Between 7th August and 7th November, 717 fresh patients were taken in; of these, 147 were in parturial fevers, and 155 in parturial fluxes; 101 were buried." The rains were the deadly time in Calcutta, particularly for new arrivals. Ships' crew in the river then used to lose one-fourth of their number, or 300 men annually, chiefly owing, however, to their exposure to night fogs. In 1760 there were but few good roads in Calcutta; the "kutcha" road that ran to Barrack was the favourite walk of the populace, and "the river answered the purposes of trade as well as of exercise in boats with bands of music in attendance." The scavenger and the scavenging establishment for the town were most insufficiently paid, for we read in the proceedings of the Council of April 21st, 1760, that Mr. Handle was granted a further allowance of Rs. 20 per mensem as scavenger, making his total monthly salary Rs. 80. In 1762 an order was issued to clear the town of jungle and several new roads were constructed and an establishment for supervising them was organised. The surveyors proposed a plan of facing the drains and ditches of the new roads.
with brick, but it was rejected as too expensive, and they were ordered to be sloped instead.\(^{60}\)

Doctors were few and badly paid, and badly educated; the two eminent ones were Holwell and Fullarton, and so, when in 1762 another epidemic visited the settlement, it is said to have carried away 50,000 'blacks' and 800 Europeans.\(^{60}\)

During 1764 great complaints were made of the negligence and peculation of the doctors in the hospital; an order was in consequence passed that Members of Council should visit the hospital in rotation.\(^{61}\) The hospital stood in the old fort, designed chiefly for the military; but in 1766 as the burial ground in its neighbourhood was found very detrimental to the health of the inhabitants (it contained 14,000 corpses in all stages of decay), it was resolved to have both a new hospital and a new burial-ground. It was proposed at first to have the hospital on Sumatra Island, opposite Surman's garden, but it was subsequently fixed near Alipore.\(^{61}\) In the Council's proceedings of 31st March 1766 are recorded the estimates for hospitals, roads, bridges, &c., and it is to be hoped that these were not exhaustive of the year's budget of Public Works for Calcutta and its vicinity. These estimates were signed and submitted by a Mr. J. Fortnum, "Civil Architect," from the New Fort on the 10th of March of that year, and they were as follows:--

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (Rs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 watercourses in the Sambazar road</td>
<td>250</td>
</tr>
<tr>
<td>2 bridges in the Dullanda road</td>
<td>1,000</td>
</tr>
<tr>
<td>1 watercourse in the Chipcope road</td>
<td>125</td>
</tr>
<tr>
<td>2 new bridges in the Dumbuna road</td>
<td>1,600</td>
</tr>
<tr>
<td>2 in the Barrat road</td>
<td>1,500</td>
</tr>
<tr>
<td>1 in the Belgeatia road</td>
<td>1,200</td>
</tr>
<tr>
<td>1 watercourse in the Chowringhee road</td>
<td>125</td>
</tr>
<tr>
<td>28 small bridges and watercourses in Calcutta</td>
<td>3,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8,700</strong></td>
</tr>
</tbody>
</table>

It will be observed that while the Dullanda road obtains sanction for an expenditure of Rs. 1,000 for two bridges, the Chowringhee Road gets Rs. 125 for its watercourse. This watercourse was merely a shallow drain on the side of the kutchu "road to Colleget." More importance was attached in those days to facility of communication with Dum-Dum and Barrat than to the internal or sanitary arrangements of the town or its environs.

On May 15th, 1766, on account of the scarcity of workmen, chiefly bricklayers and carpenters, the Council ordered some regulations to be made for the registration of bricklayers, and on June 20th, 1766, they resolved to have a Surveyor of the roads.\(^{61}\)

At this time (namely, 1760-50) the roads in and about Calcutta were very bad; that along the river did not yet exist. The 'course' was the only drive, but the dust, for which it was remarkable, tempered the enjoyment of an airing taken there. Many resorted to the river for its cooling breeze, though its surface and its banks must have presented many unsavoury sights.\(^{61}\) The ditch to the east of the fort, which contained the bodies of those who perished in the Black Hole, was filled up in 1766, a great boon to health, for, like the Marhatta Ditch, it had become a receptacle of all the filth and garbage of Calcutta.\(^{61}\)

For change of air Europeans resorted, either down the river in a pilot brig, to the Birkal bungalows, or up to Chandernagore, Satisugar and Kasimbazar. The European inhabitants had begun as early as 1746 to settle at Chowringhee. But the houses in Chowringhee which now form a continuous line, were widely detached from each other and "out of town." "Asiatics"

\(^{60}\) Long's Selections from the Unpublished Records of Government, proceedings of the Court, 1762.
\(^{61}\) Ibid., proceedings of the Court, 1764.
\(^{62}\) Ibid., proceedings of the Court, 1764.
\(^{63}\) Ibid., proceedings of the Court, 1766.
\(^{64}\) Long's Selections from Unpublished Records of Government, No. 845.
\(^{65}\) Ibid., proceedings of the Court, June 20, 1766.
\(^{66}\) Records from Old Calcutta, page 126.
\(^{67}\) Long's Selections from Unpublished Records of Government, proceedings of the Court, 1766.
whose writings about ancient Calcutta in the local press served as the nucleus round which more modern research has accreted, thus speaks of the town of Calcutta:

"Calcutta is near three leagues in circumference, and is so irregularly built that it looks as if the houses had been placed wherever chance directed. The bazaars or markets, which stand in the middle of the town, are streets of miserable huts." (a)

In order to avoid the pestilential air of Calcutta, the higher English officials lived in garden-houses at different localities up and down the river, e.g., Clive at Dum-Dum, Sir William Jones at Garden Reach, Sir R. Chambers at Bhawanipur, General Dickenson at Dakshineswar, etc., etc. Very old houses in Calcutta were built much on the plan of ovens, with the doors and windows very small; they had, however, spacious, lofty, and substantial verandahs. (b)

A terrible famine visited Calcutta in the year 1770, the greatest of all that ever fell to the lot of its people, and it swept away about one-third of the population. The settlement suffered severely from this, and according to Mr. Hickey, (c) between the 15th July and 10th September no less than 76,000 men perished in the streets of Calcutta. About 1777 the unhealthy condition of Calcutta became notorious. Few of the Judges of the Supreme Court escaped the fever.

"Sir E. Impey, Chief Justice," writes Mr. Justice Hyde in his Court diary, "was absent (from Court) by reason of illness, Sir Robert Chambers was also absent. Yesterday the fever began with him. I (John Hyde) have had the fever, and am not yet perfectly free from the consequences." (d)

Calcutta at this time (1780) was little better than an undrained swamp, in the immediate vicinity of a malarious jungle, "the ditch surrounding it was, as it had been for thirty years previously, an open cloaca, and its river banks were strewn with the dead bodies of men and animals." (e) From 1780 and onwards correspondents in the newspapers make frequent complaints about the indescribably filthy condition of the streets and roads. This is fully confirmed by the account of Grandpré in 1790, who speaks of the canals and cesspools reeking with putrifying animal matter, of the streets as awful, of the myriads of flies, and of the crowd and flocks of animals and birds acting as scavengers. Often the police authorities are reproached for suffering dead human bodies to lie on the roads in and near Calcutta for two or three days. (f) In the time of Hastings and Francis, and for a long time after, dacoity and highway-robbery, close to the seat of Government, were exceedingly prevalent. The native inhabitants on the roads leading to the Boitakhana tree were, we are told, in such general alarm of dacoits that from eight or nine o'clock at night they fired off matchlock guns till daybreak, at intervals, to the great annoyance of the neighbouring Europeans. Murders were common and one of the roads of the quarter—Fordyce's Lane—is still known by its old name of "Golchâdia gully." No one, it is said, could pass by that road at night without having his thr. cut. A correspondent writing in 1780 about the Portuguese burial-ground, "where annually were interred, upon a medium, no less than four hundred dead bodies," says that these bodies were generally buried without coffins, and in graves dug so exceedingly shallow as not to admit of their being covered with much more than a foot and a-half of earth; and a heavy fall of rain caused them to appear above ground. Fever,ague, tumours, "barbers," a disease common to the lower classes of Europeans, a species of galey, fevers accompanied with violent fits, bilious or patent fluxes and several other diseases were prevalent in Calcutta in the 15th century. (g) Respecting the mortality of Europeans in Calcutta, it is difficult to get accurate statistics. Hamilton has stated, as we have seen, that in 1707 there were about 1,200 Europeans in Calcutta, but in the following January 420 were buried. This figure is higher than that of any year up to 1800. In 1760, 365 died; the 18th century gives an average of 134 annually. (h)

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(b) Ditto
(c) Ditto
(d) Editor of a nourishing paper called Hickey's Gazette.
(e) Echoes from Old Calcutta, pages 157-59.
(f) Echoes from Old Calcutta, pages 157-59 and note.
(g) Ditto, pages 157-59 and foot-note.
(h) Ditto.
Atkinson's poem on the sanitary condition of Calcutta throws a lurid light on the municipal arrangements of the town till so late a period as 1780:—

"Calcutta, what was thy condition then?"
"An anxious, forced existence, and thy site
Embowering jungle and noxious fane,
Fatal to many a bold aspiring wight;
On every side tall trees shut out the sight;
And like the vapor, noisome vapours shed;
Day closed with heat intense, and murky night;
Brought damps excessive, and a feverish bed;
The revellers at eve were in the morning dead!"

There is mention in Hickey's Gazette for 1781 of a proposal submitted to the Board by a Colonel Campbell for cleaning and draining the town on an estimate of two lakhs of rupees per annum. The Board declined the Colonel's plan, and actually imposed or intended to impose what was then described as a "stupendous tax" of from 7 to 14 per cent. on landed property for the same object. 63

No wonder that the Europeans gradually migrated from the Belgravia of that day—Tank Square—and took up their abode in Chowringhee out of town and that orders of the Police Commissioner should issue, as they did in the Calcutta Gazette of Thursday, August 26th, 1784, for "remission of taxes" of the rate-payers. 64

The complaints of the public for inefficient Police control of nuisances and thefts did not pass unheeded. On Thursday, June 9th, 1785, a notice was issued by the Commissioner of Police, who "found it necessary to make sundry alterations in the mode of conducting the duties of scavengers of the town of Calcutta." 65 This notice requests the inhabitants of Calcutta to attend to the following "regulations," which were made with the approbation of the Hon'ble the Governor-General in Council:—

I. The town was divided into 31 divisions, there being as many thanas.

II. For the several thanas of the English town, four carts were stationed at each, bearing the number of their respective thanas. Two carts were allotted to each thana in the Black Town.

III. All applications were to be made to the Superintendent's officers in each thana, and, in case of their inattention or neglect, to the Superintendent at his office.

IV. The regulations extant with respect to laying dirt and rubbish in the streets were to be strictly enforced.

The following were the sections or thanas into which Calcutta was divided:—

1. Armenian Church.
2. Old Fort.
3. Chandpur Ghât.
5. Dhrumtollah.
6. Old Court House.
7. Dinshaw (Dinshobby).
8. Amnugully and Pandhamund Tulla (Punchamunda).
10. Grandee Choke.
11. Tral Bazar.
13. Churack Danga (Charakkanga).
15. Tuntumesh Bazar.

17. Cober Dinger (Gohardanga).
18. Bylakhannah.
19. Sham Pukersh (Shampuker).
20. Sumb Bazar (Shumbazar).
22. Cosmopolitan (Cosmopolitan).
23. Jorai Sunko (Joraisanko).
24. Mutichua Bazar (Menchuabazar).
26. Dunges Bangah (Dingeshbangah).
27. Sostamity Haut Odela (Sotamity Hatkhol).
29. Hanspookriah (Hanspooker).
30. Cingham (Cinghole).

(64) Hickey's Report on the Census of Calcutta, 1876, page 42.
(66) Proceedings of the Town, June 9th, 1785, from Siven Carr's Selections from the Calcutta Gazette.
In spite of these arrangements, however, the street nuisances continued unabated. In the *Calcutta Gazette* of Thursday, October 19th, 1786, it is again announced that "the nuisances in the streets are of late loudly and generally complained of. Dirt and rubbish of every kind are permitted to lie before the doors of the inhabitants in a most slovenly and offensive manner."

These and similar Press notices of the prevailing unhealthiness and insecurity of different parts of the town put the authorities on the alert, and they planned and effected various little improvements. Some old drains were filled up and the wretched old bazaar in the Fort—the ancient Govindapar bazaar of mud and thatch—was demolished. In the Gazette of Thursday, August 30th, 1787, the following paragraph occurs in respect of these improvements:

"The old bazaar composed of an irregular and confused heap of straw huts, not only collected filth and threatened contagion, but proved in fact an asylum for every thief that escaped the hands of justice in Calcutta; robberies were, of course, daily committed without the possibility of detection." The Commandant has also laid a plan before Government, which has been approved, for filling up the drains, particularly those more obnoxious ones leading from the Treasury Gate."

But these improvements fell far short of the requirements of the town. In spite of the fact that very nearly from the dawn of the eighteenth century down to the year 1793, the year of the permanent settlement, the zamindar of the town who collected the ground-rents, was entrusted with the care of public order, convenience and health, the success achieved in evolving order, convenience and health, had failed to keep pace with the rapid expansion of the town in area, population and houses and consequently with its ever-expanding sanitary and municipal needs. The management of the town was therefore taken off his hands, and in 1794, under a statute of George III, Justices of the Peace were appointed for the town and regular assessments authorized. The first assessment under the Act was made in 1795 by Mr. Mackay.

The Justices set to their business in real earnestness and effected various reforms. One of their first acts was the making of Circular Road. For this they issued on Thursday, the 24th of October, 1799, the following notice in the *Calcutta Gazette*:

"Notice is hereby given that His Majesty's Justices of the Peace will receive proposals of contrast, which must be delivered sealed to their first clerk, Mr. John Miller, within one week from this date, for levelling, dressing and making in packets, within the least possible time, the road forming the eastern boundary of the town, commonly called the Byaccoonah Road, and commencing from the Barapougla Road at the corner of Chowringhee and terminating at Chitpur Bridge."

They also paid considerable attention to the conservancy of the town, for which they invited tenders in the *Calcutta Gazette* of 17th December, 1801, for providing "eighty-five pairs of strong serviceable bullocks, with the proportionate number of drivers, for the use of the carts employed under the scavengers for cleaning the streets and drains within the town of Calcutta."

Hitherto "the Justices of the Peace" had continued to collect revenues and administer them for certain purposes specified in the Act of 1794, "principally repairing, watching and clearing the streets. But at this time the filthy condition of the town had been realised, and the necessity of very radical measures to improve it clearly appreciated. Several Committees were appointed to investigate the state of the place and devise remedial measures. The first Committee was nominated in 1803, by Lord Wellesley, whose famous Minute, in which the improvement of drains, roads, streets and buildings is strongly urged, and the need of public markets, slaughter-houses, and burial-grounds forcibly pointed out, stands out, as a beacon of light in the misty path of municipal reform. He remarks that the construction of the public drains and watercourses of the town is extremely defective, and that they neither answer

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the purpose of cleansing the town, nor of discharging the annual inundations occasioned by the rise of the river or by the excessive fall of rain; that no general regulations at present exist with respect to the situation of public markets, or the places appropriated to the slaughter of cattle, the exposure of meat or the burial of the dead; that the irregularity of buildings should be forbidden and that streets and lanes, which have hitherto been formed without attention to the health, convenience or safety of the inhabitants, should thenceforth be constructed with order and system. Thirty members were selected to form a Town Improvement Committee to push his scheme into execution. But the improvements advocated by them on the result of extensive enquiries, though sanctioned by Government and intended to be executed from its funds, were not all carried out. Government having in 1805 extended its patronage to the Lottery Commissioners, the funds raised by the latter were spent for improving the town, and the records of the Improvement Committee were in 1814, transferred to the Lottery Commissioners.

In 1793 the practice of raising money for public improvements by means of lotteries first came into fashion. The Commissioners for the Bengal Lottery for that year offered a large sum raised by them by means of lotteries, to the Committee of the Native Hospital, but the latter declined to receive the money which was therefore, given for the relief of insolvent debtors. The first issue of tickets was 10,000 at Rs. 32 each. The whole of this sum was, after a deduction of two per cent. for expenses, and ten per cent. to be defrayed for benevolent and charitable purposes, given away in prizes. In 1805, 5,000 tickets were issued at Rs. 1,000 each. Ten per cent. of the entire sum thus raised was taken for the Town Hall and two per cent. for expenses. In 1809, the lottery was for 7½ lakhs and so on. The proceeds of the lottery were made over to Lord Wellesley's Town Improvement Committee so long as that Committee existed. Between 1805 and 1817 many important works were executed from funds obtained by means of these lotteries, which were under the immediate patronage of the Governor-General himself. Large tanks were dug, the Town Hall was built, the Ballighata canal constructed, and several roads including Elliot Road were made. No less than 7½ lakhs appear to have been available for town improvements from lottery profits. In 1817 the Vice-President in Council appointed the famous "Lottery Committee", which took over the balance of the previous 17 lotteries amounting to 4½ lakhs of rupees. This Committee looked after the affairs of the town (except as to matters relating to conservancy which remained in charge of the Magistrates as before) for a period of 20 years, i.e., down to the year 1836, when it ceased to draw. The effective measures adopted by it to make the settlement "sweet and wholesome" were greatly appreciated. It would appear that it was under the auspices of this Committee that street-watering was first introduced. The Calcutta Gazette of February 19th, 1818, says:

"We observe with much satisfaction the great improvement to the convenience and comforts of the residents in Chowringhee, by the road being watered from the corner of the Dharamtollah up to the Chowringhee Theatre."  

It would be tedious to describe in minute detail all the works of improvement that were done by the Committee; we have space for mere mention of only the more important of them. It may be truly said that it was under the direction of the Lottery Committee that the work of reconstructing chaotic Calcutta into the decent shape of a modern town was not only inaugurated but pushed on with vigour. That handsome roadway which traverses Calcutta from north to south and includes Cornwallis Street, College Street, Wellington Street, Wellesley Street and Wood Street, was driven through the town, and the fine squares—Cornwallis Square, College Square, Wellington Square and Wellesley Square—with large tanks in their centre, were constructed at intervals along its course under the auspices of the Committee. Other streets, such as Free School Street, Ryd Street, Hastings Street, Creek Row, Manganese Lane, and Bentinck Street, were also opened, straightened and widened by them. The maiden was improved by the construction of roads and paths, by

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(a) Beverley's Report on the Censuses of Calcutta, 1815, page 68.
(b)同一著作, page 87.
the excavation of tanks, and the erection of balustrades; the Strand road was made; Colcotollah Street, Amherst Street, and Mirzapore Street were laid out, and the Mirzapore tank, Southabagun tank and several tanks in Short's Bazar were dug by the same Committee. Several roads were made and arrangements for watering various streets were also made, an engine being fixed for that purpose at Chandpalghat.({4})

On December 23rd, 1829, the Committee invited through the Gazette, tenders to supply them with "chingles, gravel or stones to be employed in the construction of a quay and road, along the banks of the river Hooghly."({5)}

Up to the year 1830 the streets themselves throughout the greater part of the town were simply kutcha lanes; it was from this time that a systematic plan for making them year by year at a cost of Rs. 25,000 was adopted, and in 1829, among the many improvements in the town of Calcutta, the new walk on the west side of the course from which it was only separated by a balustrade, was particularly worthy of notice.({6)}

The Act of 1794 authorised an assessment on the gross annual value of houses, buildings and grounds, and empowered the Justices to grant licenses for the sale of spirits, and the fund thus accruing was expended on conservancy and police. In 1809, a new assessment was made by Mr. Lapirmundye, and it resulted in a considerable increase of Municipal revenue. In 1819, the house-rate yielded a little over 2¼ lakhs of rupees. In 1821 four assessors were employed to revise the assessments for the house-rate,({7}) and in 1836, the yield of the house-tax was about 3 lakhs of rupees, and of the akbari about 1½ lakhs.

The expenditure on conservancy and police was at this period 3½ lakhs, Government contributing the difference.({8})

The total aggregate length of roads constructed up to this time was 170 miles, and the cost of their annual repairs was from Rs. 40,000 to Rs. 50,000.

The watering of roads cost about Rs. 25,000 including the cost of working the engine at Chandpalghat. The lighting (consisting of 387 oil lamps for the whole city) cost Rs. 6,253. The net profits of the Lottery Committee between 1825 and 1836, when it was abolished, came up to the very respectable sum of Rs. 10,19,949 exclusive of all expenses. And, but for this system of raising revenue for purposes of town improvements, it is doubtful if the improvements would have been effected so early, as the public of Calcutta still demurred to the enhancement of taxation to meet municipal requirements.({9})

After the Lottery Committee ceased to draw in 1836, public opinion in England having condemned this method of raising funds for municipal purposes, the Fever Hospital Committee was appointed by Lord Auckland. It was presided over by Sir John Peter Grant.({10)} The scope of the inquiries of this Committee was wide and their labour immense. Their first report included the results of extensive inquiries into the drainage, cleansing, ventilation and centralisation of the City of Calcutta, and the means of supplying it with water; the establishment of an hospital or hospitals and of additional dispensaries for the treatment of diseases among the native poor; the causes of disease and obstacles to convenience and improvements; the state of the suburbs; the system of collecting and appropriating the taxes of the town, and the state of the police, as well in the town, as in the river, which forms its harbour. A second report dealt with the Salt-water Lake, and a third with the Medical College Hospital. The information collected and suggestions offered by this Committee have had a most important influence on subsequent municipal action, but its researches and deliberations were followed by no immediate results of consequence. It must not, however, be forgotten that Calcutta with its thatched bungalows and straw hovels, was notorious from its early days for its huge fires which frequently destroyed properties worth thousands of rupees. In 1780 Subahbazar was frequented by sailors, and they often helped in "rescuing the natives' property from the flames."({11)}

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({4}) Dr. Macboid's Lecture on the Sanitation of Calcutta, Past and Present, 1882.
({7}) Dr. Macboid's Lecture on the Sanitation of Calcutta, Past and Present, 1884.
({8}) Ibid.
({9}) Beverley's Report on the Census of Calcutta, 1876, page 64.
({10}) Dr. Macboid's Lecture on the Sanitation of Calcutta, Past and Present, 1884.
April of that year we have an account of 700 straw houses burnt down in Bowbazar. Another fire in the same month in Kuli Bazar and in Dhurumtoollah when 30 natives were burnt to death, and a great number of cattle. Muchoa Bazar about the same time was on fire, as also the neighbourhood of Harring-
berry. “The alarm the fire occasioned was the means of robbing several foreigners from their lurking places in that neighbourhood, who did not belong to the militia.” In March 1780 a fire occurred in Calcutta, in which 15,000 straw-houses were consumed; 100 people were burned and suffocated; 18 perished in one house. In the same month it is stated: “A few days ago a Bengali was detected in the horrid attempt to set fire to some straw houses, and sent prisoner to the Harringberry, and on Thursday last he was whipped at the tail of a cart, through the streets of Calcutta—too mild a punishment for so horrid a villain.” The plan of incendiaryism adopted was to fill a coconut shell with fire covered over with a brick, and tied over with a string, two holes being left in the brick that the wind may blow the fire out. A fellow was caught in the act in Dhurumtoollah in 1780, but he slipped away, his body being oiled. It was recommended that those owning straw-houses should have a long bamboo with three hooks at the end to catch the villains. The earliest enactment prescribing the adoption of preventive measures against fires was Act XII of 1837, passed by the Governor-General in India in Council. The object of this Act was merely to secure the provision of an outer roof of incombustible materials on houses and out-houses, and thatched houses ceased to be a feature of the town or as a cause of fire from the effect of this law. At this time, there were five Magistrates with salaries of Rs. 3,000, Rs. 1,463, Rs. 1,204, Rs. 1,045 and Rs. 1,000 per month, and a Police Superintendent at Rs. 500 per month to look after the municipal affairs of the town.

In the year 1800 the Justices of the Peace for Calcutta were appointed to be Magistrates of the 24-Parganas and the parts of adjacent districts within a radius of twenty miles. In 1808 a Superintendent of Police was appointed for the town, and he was also appointed to be one of the Justices of the Peace and a Magistrate of the 24-Parganas. And it was not long before municipal taxation came to be introduced in the suburbs. On the 8th December 1810, the Collector of the 24 Parganas issued the following advertisement in the Calcutta Gazette:

“The Governor-General in Council having resolved that the tax, which for a considerable period has been levied on houses situated within the town of Calcutta, shall also extend to the suburbs as defined in clause 2, section 28, Regulation X. of 1810, and shall be levied therein under the superintendence of the Collector of the 24-Parganas, the following notice is hereby given:—

1st.—Dwelling houses of every description, with the exception of shops, shall be assessed at the rate of 5 per cent. on the annual rent which they may yield to the proprietor, and when such houses may be occupied by the proprietors themselves, or on which no rent may be received for them from the occupant, the tax shall be adjusted from a consideration of the rent actually paid for other houses of the same size and description in the neighbourhhood.
2nd.—Shops, or houses occupied as shops, shall be assessed at the rate of 10 per cent. on the annual rent, &c., as above.
3rd.—No tax whatever shall be levied on account of empty houses; the proprietors to entitle themselves to this exemption shall report the case as often as it may occur to the Collector, who, after ascertaining whether the house is actually vacant or not, will decide whether the proprietor is justly entitled to the exemption or not; houses so exempted shall be, of course, liable to be reassessed whenever they may again be occupied.
4th.—All religious edifices are exempt from the payment of tax.
5th.—Native assessors will be appointed, and notice given to each person of the amount at which his house is assessed.
6th.—Rate-payers may appeal to superior courts for exemption from excise duties.
7th.—The tax is to be collected quarterly by the native receiver who shall tender a printed receipt.

Calcutta Review, Vol. XXXV.
Dr. Macleod's Lecture on the Subdivision of Calcutta, Bank and Present, 1864.
8th.—Complaints and suits against the Collector for acts done by him under the regulation shall be proceeded upon in the same manner as if the acts complained of had been done by him in his capacity of Collector of the land revenue."

The multiple administration of the affairs of the town by the Justices, Committees, and the Magistrates produced friction amongst the officials and dissatisfaction amongst the rate-payers; and the idea of associating a few representatives of the latter in the administration of the city gradually gained ground. So early as December 1833, the first scheme for a representative Municipal Government in Calcutta was submitted to Government by Mr. D. M'Farlan, Chief Magistrate of the town. In accordance with this scheme, the Government sanctioned the appointment of a committee for one division of the town as an experimental measure. But although the scheme proved an utter failure, (a) the experiment was not discontinued.

In 1840 the Government of India passed Act XXIV of 1840 by which 'the town was divided into 4 divisions' and 'the Governor of Fort William was empowered on the application of two-thirds of the rate-payers of Calcutta to authorise them to undertake for themselves the assessment, collection and management of the rates up to a limit not exceeding five per cent, on the assessable value of property in Calcutta.' (b) No application was made and the scheme fell through. Still, however, the Government and the Legislature persevered with their scheme of partially representative administration of municipal affairs; and the next Act—Act XVI of 1847—constituted a Board of seven Commissioners for the improvement of the Town of Calcutta. (c) Three of such Commissioners were to be appointed by the Governor of Bengal, and four to be elected by the rate-payers, or in default of election, to be also appointed by the Governor of Bengal. Conservancy functions were by this Act withdrawn from the Justices from 1st January 1848 and vested in the Board. A subsidiary, but somewhat important, Act was passed a few months later which authorised the Commissioners appointed under Act XVI to purchase and hold real and personal property for the improvement of Calcutta. It also enabled them to sue and be sued by the name of Commissioners, to have a common seal, etc. Act XVI of 1847 is the earliest enactment which dealt with the formation of streets in Calcutta. (d) Section 13 of that Act directed that the Municipal funds should be applied, inter alia, to the opening of streets and squares in crowded parts of the town, and the removal of obstructions to the free circulation of air, but no detailed procedure was laid down for effecting such improvements. For the first time under this Act was a tax on horses and vehicles authorised. (e)

An Act was passed in 1848, viz., Act II of 1848; it recognized that it was necessary to bring pure water into Calcutta; that the management and control of the streets should for the future be vested in the Commissioners; that lanes and gullies should be made straight; that there was pressing need for a proper system of sewerage and drainage; that means should be adopted to prevent effluvia of the drains from exhaling; that a survey of the town should be made for the express purpose of ascertaining its numerous defects. It is to this Act that we owe Simms's survey map and report of the town in 1850. (f) A short Act, XXXIX of 1850, followed; it had only two sections, the object of which was to continue in office the Commissioners appointed under Act XVI of 1847 pending the amendment of the constitution of the Commission. It admits that it had been discovered that previous Acts were ineffectual and inconvenient for the purposes for which they were intended. (g) According to Colonel Thullier, Calcutta was better cared for when Captain Abercrombie of the Engineers had sole charge of the Municipal arrangements and the Lottery Committee effected new improvements, than by the Board of seven members, four Europeans and three natives, who, in his opinion, talked a great deal and wrote more, but did little good. (h) In spite,
however, of such opinions, the partially representative character of the Board was maintained. For by the next Act X of 1852, which was mainly a repealing Act, Calcutta was divided into its present Northern and Southern Divisions. The police arrangements and divisions of the town into 31 sections as made in 1789 had remained intact till 1845, when the Supreme Government ordered a thorough reorganisation of the police force and its redistribution in the town on the lines of the English Police Force, with such modifications as the state of the country required. The task was entrusted to Mr. Patton, then Chief Magistrate, who abolished the 31 thanas (and also the 21 outposts under them), divided the town into three divisions—the first or northern division, the second or the middle division, and the third or the southern division—and established a police-station with six sections in each division. There were thus 18 sections in the three divisions. What Act X of 1852 did was to abolish the second or middle section and distribute its jurisdiction between the northern and southern sections. The 18 police-stations were, however, retained, and these formed the 18 wards of the old town, and still form the first 18 out of the 25 wards of the present town, exclusive of what we call the Fringe Area wards. Under this Act, the number of Commissioners was reduced to four—two only of whom were to be appointed by Government and two elected for the Northern and Southern Divisions of the town. They were to receive salaries of not more than Rs 250 a month. (a) The Commissioners in 1863, were S. Wauchope, Major (afterwards Colonel) Thullier, Tarini Charan Banerji and Dinabandhu De. Their Secretary was Mr. Clarke, to whom the Calcutta drainage scheme owes its birth. (b) By Act XII of 1852, the Commissioners were empowered to fill up unwholesome tanks, register bazars, etc., (c) and in the same year the house-rate was raised from 5 to 6½ per cent. (d) The year 1854 saw the birth of a short Act, XXVIII of 1854, which merits no special notice. (e) But in 1856 a very elaborate Act, XIV of 1856, was passed. It ran to 142 sections and was an advance in all respects on its predecessors. It was quickly followed by Acts XXV and XXVIII of the same year, by which the Commissioners were declared to be a Corporation, with the Municipal funds under their control, and with power to impose rates on carriages and for lighting the town. (f) Act XXV consolidated the provisions regarding assessment and collection of rates and Act XXVIII also made provisions for the appointment and remuneration of Municipal Commissioners and the levying of rates and taxes. Section 25 of the Act provided that the Commissioners should construct with as little delay as possible, a complete system of sewerage and drainage within the town and should set apart, for that purpose, a sum of 1½ lakhs of rupees. Under this Act, there were three Commissioners to be appointed by the Lieutenant-Governor and to be removable at his pleasure. Their annual pay was fixed at Rs. 10,000 for a whole-time officer and at Rs. 4,000, if otherwise employed. Then came the Mutiny and the transfer of India from the Company to the Crown.

All the above Acts emanated from the Supreme Legislative Council. From this date forward all the Municipal Acts that were passed emanate from the Council of the Provincial Government.

The house-tax in 1856 yielded 3½ lakhs, and the municipal expenditure amounted to about 4 lakhs. (g) In this year the house-rate was raised to 7½ per cent., a tax was laid on carts, and a lighting rate of 2 per cent. was sanctioned. Halliday Street was constructed this year at a cost of Rs. 25,412, a sum of Rs. 18,263 was spent on street lighting and not less than Rs. 3,24,861 were spent on roads and drains. (h) This was indeed a great improvement on previous years. Section 54 of the Act XIV of 1856 provided that before beginning to build or rebuild a house, notice should be given to the Commissioners, and a plan submitted showing the levels. Section 56 empowered them “to alter or demolish a building within 14 days, if no notice had been sent.”

(b) Ibid., page 62.
(c) Letters by Mr. W. J. Simmons on Municipal Government.
(d) Dr. Macleod's Lecture on the Sanitation of Calcutta, Past and Present, 1881.
(e) Ibid.
(f) 1854.
(g) Dr. Macleod's Lecture on the Sanitation of Calcutta, Past and Present, 1881.
This Act further empowered the Commissioners "to enforce the erection of huts in regular lines, with proper passages for ventilation and scavenging, and at such level as would admit of sufficient drainage." From 1852 to 1860, streets, whether made by the Commissioners or by private individuals, were required to be at least 50 feet wide, or if not intended for carriage traffic, then at least 30 feet wide (the drains at the side of the street being excluded from these measurements), but this provision was repealed in the latter year. The first footpath made in Calcutta was the one on the east of Chowringhee Road. It was constructed of brick-on-edge by filling up an open drain in 1858.

The great scheme of underground drainage, by which the town was freed of surplus water and of all the filth floatable, miscible or soluble in water, constituted the chief of the sanitary improvements that were inaugurated at this period. The original scheme was devised by Mr. Clark, Secretary to the Commissioners. It received the sanction of the Lieutenant-Governor in 1857, was experimented upon, on a small scale in 1858, and work actually commenced in 1859. Its object was the conveyance, by a series of five parallel conduits, of all the drainage and sewage of the town eastwards. These emptied into an intercepting sewer, which reached a large well at Tengra, in the eastern suburbs. There the sewage was raised by steam pumps into a high-level sewer, which carried the material into the Salt Water Lakes, there to undergo oxidation and contribute to the raising of these swamps and the formation of a fertile alluvium. The works now in connection with this scheme took sixteen years to complete, and before the original scheme was successfully executed, additional work in connection with it was started and has since continued, so that it may be said to be still incomplete as far as its full extension into the added (suburban) area is concerned. The execution of the original scheme proved a very expensive undertaking, cost the municipality, including the storm-water-cut completed in 1883-84, 93 lakhs of rupees, and the annual cost of maintenance amounted to 26,000. It made the town drier and cleaner, an immense gain alike to comfort and health. Some 15 millions of gallons of sewage were daily removed from the town by this agency. With the extended system, the quantity removed at present is of course very much greater, as we shall presently see.

The first Municipal Act passed by the Provincial Government was Act VI of 1863, by which the three Acts of 1856 were repealed and the management of the municipal affairs of the town was vested in a Corporation composed of all the Justices of the Peace for the town of Calcutta, together with all the Justices for Bengal, Bihar, and Orissa resident in Calcutta. They appointed their own Vice-Chairman, subject to the approval of Government. A Health Officer was appointed for Calcutta for the first time by the Justices, who also appointed their Secretary, Engineer, Surveyor, Tax-Collector and Assessor, while their Chairman was empowered to appoint minor officials. The Act made it incumbent on the Justices to carry out a complete system of water-supply, and a complete system of sewerage and drainage within the town. It empowered them to levy a water-rate, a maximum house-rate of 10 per cent. and licence fees on trades and professions besides the existing rates and taxes. It regulated offensive trades, required the registration of burning and burial-grounds, and empowered the Justices to make bye-laws for carrying out the purposes of the Act.

The Act of 1863 was amended by an Act of 1868, but the alterations deserve little notice. Act IX of 1867 provided that the Justices were debarred from borrowing a greater sum than 50 lakhs of rupees, exclusive of loans from the Secretary of State on account of the water-supply, and by the same Act the water-rate was limited to 4 per cent. upon the annual value of premises. Act XI of the same year provided for the levy of a police-rate at 3 per cent. Act I of 1870 raised the limit of the water-rate to 5 per cent. Act VIII of the same year gave the Justices power to borrow six lakhs for the erection of markets. By Act VI of 1871 some modification was effected in the constitution.

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(2) Idem, page 13.
(4) Lecture by Mr. W. J. Simmons on Municipal Government.
of the Corporation and only Justices of the Peace for Bengal, Bihar and Orissa, who were also Justices for the town, were to be members of the Corporation, and they were further empowered to borrow six lakhs for the erection of markets. Act I of 1873 increased the general borrowing powers of the Municipality to the extent of 30 lakhs. Act II of 1874 authorised an additional market loan of 7 lakhs. But all the foregoing Acts were repealed and a new Act was passed in the year 1879, by which the number of Municipal Commissioners was fixed at 73, the Chairman and Vice-Chairman excepted, two-thirds of whom were to be elected by the rate-payers and the remainder nominated by the Local Government. By this Act provisions were made for the payment of interest on the municipal debt, for the formation of a reserve fund for the maintenance of a police force, and for the putting on of the underground drainage system throughout the town area, for suitable arrangements for the proper removal of sewage from the town, and for the water-supply of the town.

The drainage scheme was, under these provisions of the law, pushed on with vigour; brick sewers were erected to run along under all the main streets, and pipe-sewers along lanes and alleys, so that by the year 1875, 37 3/4 miles of brick and 37 miles of pipe-sewers were completed.

The scheme for supplying the whole of the town and its suburbs with pure water for domestic purposes, was sanctioned by the Local Government in 1879 and was begun to be put into execution during the same year. To get a supply of the river water free from salt and all possible floating sewage of the metropolis, a pumping station was raised at Falta, two miles north of Barrackpore, where water is raised to a large vat and purified by exposure, subsidence, and lastly by filtration. The pure water is then conveyed to the town through large and closed iron mains by gravitation, the water is then stored in a large closed reservoir, and by the agency of strong force pumps, it is distributed throughout the area by pipes. It was originally intended to give Calcutta a supply of six million gallons per diem or 15 gallons per head. In 1870, there were altogether 157 miles of pipe, of which 112 were connected with Falta and 25 1/2 with the pumping engine at Chandpahat. They distributed water along 418 streets only, all of which taken together contained 514 hydrants. In recent years, however, the works have been greatly extended. They now give the increased municipal area and its adjacent towns of Barrackpore, Dum Dum, Cossipur-Chitpore, and Maniktala, a daily supply of over 20,356,573 gallons, being nine gallons per head in excess of the original supply. The initial cost of the works was 7 lakhs of rupees up to 1864, when they were in working order. The total cost on this head was 60 lakhs, and over a lakh and-a-half were annually expended on maintenance and distribution up to 1876.

It was not until the year 1888 when, under the Municipal Consolidation Act II of 1888, the size of the town was augmented from 11,364 acres to 20,547 acres, by the addition to it of a considerable part of the suburbs, under the designation, as we have seen, of "added area" and "fringe area," that the statute law was substantially improved for the control of buildings and the prevention of encroachment upon the public streets; and it was not until that year that the Commissioners were given power to make bye-laws to supplement the statute law. By the Act, the extended municipal area was divided into 25 wards, 18 of which were the old city wards; the number of Commissioners was raised to 75, of whom 50 were to be elected, 15 appointed by Government, 4 to be elected by the Chamber of Commerce, 4 by the Calcutta Trades Association and 2 by the Port Commissioners. This Act remained in force from 1st April 1889 to 31st March 1900. It was under this Act that personal voting was first enforced on 16th March 1899. Both the Act of 1888 and the bye-laws were, however, drawn in such a manner that many of the improvements which they were intended to introduce, proved impossible of achievement, and a Building Commission set in Calcutta to devise means for giving the Commissioners the necessary power. Their report was submitted in 1897 and their recommendations are incorporated in the new Calcutta Municipal Act of

1899. This Act has reduced the number of Commissioners from 75 to 50 and
has vested in a General Committee of 12 members, much of the powers in
controlling financial and executive acts which were vested in the Corporation
under the old Act. Half the number of Commissioners are elected by
the rate-payers, four by the Chamber of Commerce, four by the Trades
Association, and two by the Port Commissioners, while 15 are nominated by
the Government. While Act XIV of 1856 ran only to 142 sections, Act VI of
1865 to 240 sections, Act IV of 1876 to 370 sections and Act II of 1888 to
461 sections, the present Act covers 652 sections, while of its 21 schedules, some
are as big as the old Acts. The Building Regulations occupy no small space,
nor are they the least difficult portion of the improved law.

Although much has been done under the powers conferred by law to
reduce the state of overcrowding in the town, by including the old surface
drains in the road area and by opening out new streets and by the clearance of
bustees, and although a beginning has been made, thanks to the exertions of
the present head of the Corporation, in providing model dwellings for the
poor on approved sanitary principles, the action of the Corporation has been
limited by the funds available, and many portions of the town are still
greatly overcrowded. It must, however, be remembered what a vast amount of
work the Corporation has to do to prevent existing ‘conveniences’ from
becoming less useful and efficient, irrespective of its new works. There are
now 330 miles of roads, of which 103 miles are stone-metalled and 135 miles
brick-metalled, in the place of 82 miles and 50 miles respectively in 1876; there
are 6,811 gas-lamps and 2,393 oil-lamps instead of 980 and 704 in 1823 and
2,790 and 717 in 1876 respectively. There are 10,069 carts and 8,796
carriages, of which 9,242 are private, in place of less than half the number in
1876, and there are, at the present time, 84,410 kutchas and 41,064 pucks houses
for the Corporation to look after in the place of 22,860 kutchas and 16,313
pucks houses of 1876, and of these 26,304 are connected with the filtered
water-supply of the town and 31,295 with the public sewers. A glance at the
figures in the two statements appended to this chapter will, it is hoped, give an
idea of the nature and volume of the current duties of the Corporation in
connection with its finances and with the various other works which it has to
perform in order to prevent any portion of its existing machinery from falling
into disuse.

It is of course out of the question in a brief history like this to describe
in detail all the various improvements that have taken place in the town in recent
years so as to reach this result. The more important of the town
improvements, besides those incidentally mentioned in connection with the
Acts, may, however, be briefly noted here.  

Between 1867 and 1878, Beadon Street and Grey Street, in the north of
the town, were opened, Beadon Square was constructed and ornamented;
Moorgheehatta Street was improved and widened and named after Lord Can-
ning and continued to Jackson Ghut Street; Clive Street was extended by the
opening out of Clive Road to meet Canning Street; Free School Street was
continued to meet Dharamtala Street, Gaoliddy Lane, Mott’s Lane, Harre-
pam Lane, Ramhurty Mistree’s Lane, and Janhazar 2nd Lane were widened;
early the whole of the main thoroughfares of the town had footpaths made
at their sides, and Chowringhee Road, Canoe Street, Theatre Road, and South
Circular Road had trees planted at their sides. Another most important work
of this period was the construction in 1873 and 1874, at a cost of 18 lakhs of
rupees, by the Port Commissioners, of the Hooghly Floating Bridge by which
Howrah was connected with Calcutta. The Municipal Railway was constructed
between 1866 and 1867 at a cost of nearly 6½ lakhs. The New Market was
built and established at a cost of over 6½ lakhs between 1871 and 1874, and
the Dharamtala Market, belonging to Babu Heralal Seal, which remained
a great obstacle to the success of the former, was purchased for 7 lakhs. Public
latrines and nightsoil depots were made since 1866, costing no less a sum
than 3½ lakhs originally. Slaughter-houses were built at a cost of over 2½
lakhs between 1868 and 1869. Besides these, the Municipal workshop at
Entally, with its machinery and building, and the land and machinery, etc.,

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16) The succeeding paragraphs are based upon the Annual Administration Reports of the Corporation
and the Reports of the Settlement Committee and Building Committee.
at Kotrung cost the Municipality a sum of nearly 4 lakhs. Thus, inclusive of the drainage works, a sum of no less than two crores of rupees were expended by the Commissioners for the improvement of the town between 1858 and 1876.

The most noticeable improvements effected in the town between 1876 and 1881 was the widening of the Strand Bank for the location of jute and seed warehouses, particularly in the northern sections, Kurnartuli, Jorabagan and Burabazar, of the town. The open drains in Burabazar were filled up. A new Municipal materials depot was constructed at Shampukur by which half of the Nikaripara Bustee was cleared away; a new road was made between Rajah Rajbunih Street and Ram Kanta Bose's Lane; Schalch Street was constructed in the north of the town as well as another road, since named Barwell Lane, between Baniatola Street and Sobhabazar Street. The Tramway Company, which first started work in 1880 between Sealdah and Hare Street along Bowbazar and Lalbazar Street, Dalhousie Square and Hare Street, built large, spacious and clean stables where populous busties existed, and several jute warehouses were erected close to the Strand Road at the site of bastis. In the Northern Division, six new roads since named Rajpara Lane, Dalimtula Lane, Poreyabagan Lane, Mullick's Lane, Coonoo's Lane, etc., were constructed, while a big bustee was cleared in Bendon Street for the Free Church Orphanage and Zenana House. Two new roads were constructed in the Sukooa's Street Section and several private pucca buildings were constructed at the sites of huts. The Mayo Hospital was constructed in the Jorabagan Section where large private residences and ware-houses or jute-presses also displaced clusters of thatched huts. A bustee was demolished in the Jorosanko Section of the town, and several streets, since named Chorebagan Street, Rajendra Mullick's Lane, Sarcar's Lane, Singhoo's Lane, etc., opened between Baranose Ghose's Street and Muktarom Babu's Street, and between Machuabazar Street and elsewhere, such as Vidyaagara Street, Badoorabagan 2nd Lane, Kalitola Lane, Byeak Dighi Lane, Banipara Lane, etc. In Burabazar several huts gave place to a few warehouses, and in Cocolotla, a large bustee was cleared for the Eden Hospital. In the Muchipara section, a bustee was cleared for Miss Fendal's Home and St. Paul's Mission chapel in Scott's lane, and a road was made through Puttabagan. In Colinga, Duncan's bustee in Wood Street was cleared for the Surveyor-General's office. Some new roads were also opened in the Taltola Section.

Totaik mukhtiere, in the pay of the house-owners and occupiers, over whom the Municipality had no control, were done away with in 1876 and Hatalcores, over whom the authorities could have entire control, were imported by Mr. C. T. Metcalfe, Chairman, at the advice of Dr. Payne, the Health Officer, in 1877. Large conservancy works were taken in hand; the drainage and filtered water-supply were extended year by year from that date, and more and more tanks began to be filled up, while a larger and larger number of bustees came to be improved by the construction of roads and drains through them as years rolled on. All these works were greatly owing to the strong advocacy of the measures by Dr. Payne, the Health Officer, whose earnestness and condemnation of the existing nuisances often brought him into conflict with his employers. The lighting of the town also grew space. As tanks began to be filled up, bathing platforms began to be constructed to supply the water covered over. The construction of new roads was also not forgotten. The Commissioners in their review of the work done by them during the twelve years 1876—1888 claimed to have completed the whole of the original drainage scheme, and to have doubled the supply of water, filtered and unfILTERED, by importing new machinery and engines and providing for two large settling tanks and 24 filters at Pulta, and laying a second iron main from Pultah to Tulla, by setting up additional engines at Tulla for requisite pressure to distribute the water direct into the pipes in the day and into the reservoirs at night for which the Tulla reservoir was enlarged to a capacity of three million gallons, by providing additional engine-power to the Wellington Street engines and by the construction of new engines in a complete Pumping Station with requisite reservoir in Halliday Street, and finally by laying additional pipes throughout the town; to have increased the length and area of roads by ten per cent., and 35 percent, respectively, and to have lighted
and watered them better than before; to have filled up 240 foul tanks and made five new squares and begun one more square, to have erected many bathing platforms and cleared various bustees and filled up open drains (called elongated cesspools), so that, on the whole, the value of land had doubled. They spent in 1888 over 2½ lakhs annually on drainage works alone. In the place of 7,214 houses drain connected in 1876, they had no less than 23,349 houses thus connected in 1888; in the place of 47 miles of pipe sewers of the former year, they had more than three times as many miles; or 144 miles of them in the latter, and these were periodically inspected, cleaned and flushed on an improved system. In the place of 6,541,354 gallons of filtered and 721,676 gallons of unfiltered water in 1876, they had, in 1888, 10,926,001 gallons of filtered and 2,501,830 gallons of unfiltered water supply per day and had proposed to extend the filtered supply to 20 million gallons per day, 16 for the town and four for suburbs, at a total outlay of one million and 29 lakhs of rupees nearly. By increasing the length and width of roads and by leaving open spaces in the form of squares, lungs had been provided to the over-crowded areas and thus the mistake had been avoided of allowing the sites of all filled up tanks to be converted into overcrowded and insanitary bustees. One of the squares—the Murums Square which was under construction in 1888, was situated at the site of one of the oldest tanks of the town called Byande’s Dighi which had been a source of great unhealthiness to the locality. It was named after Mr. Murums who made a bequest of Rs. 70,000 to the Corporation. In the place of 3,418 street lamps in 1876, there were 4,761 lamps in 1888. They also claimed to have initiated the cleaning and improvement of basins, of which there were in 1883-86 with an area of 2,222 bighas, for which they had a special establishment of about 300 coolies (dbhangers), 2 markars, 2 Inspectors and 12 peons, during that year. And they had constructed 86 bathing platforms, of which there were none in 1872. The town had in fact been, as was said at the time, revolutionised within living memory and its improvements had been far more rapid and decisive during the twelve years than ever before. An indication of the activity of the Commissioners during these years may be obtained from a summary of their annual works. In 1880 they completed three new roads and constructed a fourth road; arranged to transfer the pumping engine from Chundpal Ghat to Mullick’s Ghat; supplied Barrackpur for the first time with filtered water; laid 7,933 miles of drainage, thereby connecting 14,831 houses against 12,759 of the previous year; completed arrangements with the Tramway Company for the opening of their line and increased the vaccination staff entertained for the first time the year before. In 1881 the Commissioners widened the Chiprit Road; opened the Stormwater outfall sewer; constructed a new road west of the Medical College; filled up 26 tanks and opened 1½ miles of new streets by filling up and widening several drains and completed the basin rules and regulations for huts. The revenue increased to Rs. 43,00,885 from Rs. 28,67,129 of the preceding year, although their income from Hackney carriages decreased owing to a diminution of 477 carriages as the result of the opening of the Tramways. This was compensated by an increase in the number of carts from 15,012 to 15,096. They had still 500 tanks to fill up, of which 177 only were basin tanks, the rest being within private enclosures. They examined and listed 486 basins for improvement, of which they took nine in hand inclusive of Soortebagan, Patwarbagan and Jorabagan, while 14-15 miles of drainage pipes were laid on during the year. In 1882 the widening of Chiprit Road was continued, and new roads were constructed between Bartolla and MacDonald; Nimbola Street and Darbhanga Street. Sikolparra Street was widened and converted into a carriage drive from a narrow footpath. Several paved Hackney carriage stands with drains at their side were made, and arrangements were made for supplying the suburbs with filtered water, while 20-67 miles of sewers were opened—thus bringing up the total mileage of sewers to 30-77 miles of brick and 118-14 of pipe sewers, total 139-91 miles, leaving only 16 miles of pipe sewers to be constructed in the town area as per original drainage scheme. Sixty-four bighas of basin land in Soortebagan were cleared and the cleaning of Patwarbagan and Jorabagan was continued, while schemes were prepared for the improvement of Natherbagan, Jora-pooker, Goalpara, Bannarbagan, Kalabagan and Colvia basins. Thirty-three
tanks were filled up during the year—20 by the Corporation and 13 by owners.

75 bathing platforms were budgetted for, of which only one was constructed at
Komedanganj during the year. In the following year four bathing platforms
were constructed at a cost of Rs. 55,572; 44 tanks and 477 basins and jatis were
filled up, the work of clearing the basins taken in hand in the preceding year
was continued, and 46,723 feet of sewers were constructed. The water-supply
had risen to 7,075,930 gallons of filtered and 2,035,585 gallons of unfiltered
water from 7,260,320 gallons and 1,000,000 gallons respectively in 1878, which
was the first year in which unfiltered water was supplied for flushing drains
and watering streets. And the quantity of refuse taken to the Salt Water Lakes
had grown from 7,163 waggon loads in 1877 and 7,284 waggon loads in 1878,
to 14,189 waggon loads. Action was also taken on the report of the Sanitary
Commission that sat under section 28 of the Act of 1876, and resolutions
were come to for extension and widening of roads, for more commodious
Jackney carriages, for an additional establishment for Vaccination, and for
the appointment of a Food and Drink Inspector.

In 1885-86, Dr. Simpson was appointed a whole-time Health Officer,
his predecessors, Drs. Payne and McLeod, having been only Consulting Health
Officers of the Corporation with more responsible and onerous duties under
the Government. This year saw the codification and remodelling of Rules
and Regulations for house drainage. The Municipal latrines were thrown
open to the public free of charge, the drainage works of Hastings and
Baghazar not contemplated in Mr. Clark's scheme were taken in hand, roads
were made in the Kurr happiness tank locality, and Hindoo slaughter-houses
were prescribed. All 13 beds were taken in hand in 1883 were completed, and the
improvement of Socotra and Kerambagan basins was commenced, and several
other projects of bedd cleaning were approved. The water-works of Pulte
were extended and a new main to Chitgarh was completed; 16 tanks were filled
up and 12 emptied. The Jom poon and Goolpark tanks were acquired for public
recreation; 47 bathing platforms were made, nine more were begun and the
sites for 26 more were selected. It was ascertained that 62,003 persons had
resorted to these platforms during the year. The town was illuminated for the
Queen's Jubilee at a cost of Rs. 5,000.

In 1886 16 basins were completed. 4 were under construction, and 5
taken in hand at a cost of Rs. 2,173,354; 28 bathing platforms were constructed,
38 tanks were either filled up or in process of being filled up; and the
drainage of Hastings, Baghazar, and the sewerage of the Mahinatta Ditch was
pushed on, but no more than Rs. 24,000 were available for expenditure on
roads.

In the year 1887-88—the last year of the Commissioners under Act
VI (B.C.) of 1876—they agreed to stop the filling up of tanks by refuse, and to
substitute dry earth for it and to burn a portion of the town refuse in an
incinerator. They made 184 miles of road by constructing four new roads
in the Puttabagh block, where a number of tanks had been filled up. They
cleared the Raja Bagun basin and made a road through it 50 feet wide, and they
removed no less than 16,078 waggon loads of refuse from the town.

With the accession of the new Commissioners under Act II (B.C.) of 1888,
and the relinquishment, on promotion, of the late Sir Henry Harrison of the
office of Chairman, ceased this zealous and rapid improvement of the town. The
addition of such a large part of the suburbs to the town under the Act and the
increased responsibility and work thrown thereby on the new agent appear
to have had a marked effect in checking progress in the town area. One great
cause for this was undoubtedly paucity of funds, caused by such a large
outlay as Rs. 27,57,000 upon the construction of the central road, since called
Harrison Road, which, owing to litigation and delay in land acquisition
proceedings, was completed till 1892-93 though begun in 1889-90. But
the chief cause of this arrest in the continuity of improvements in the
old town area was the transference of attention to the newly added area
which, in point of appearance and sanitation, was far worse than the old town
of 1876. Beyond, therefore, an extension of drainage and of water supply, and
of the opening out of a few roads and the clearance of a few basins and the
erection of large buildings by the Public Works Department or private individuals, the old town area can show no record of improvements during the last decade which may be described as the period of extension of the improvements of the town into the added area. Thus, in 1899-90, the schemes taken in hand were (1) the continuation of the New Central Road, (2) the burning of town refuse by the erection of Harrington's Incinerator, (3) the survey of the added area for an extensive drainage scheme, (4) the extension of drainage and water-supply to the suburbs, (5) the acquisition of land for a Municipal Dhobi-khana, and (6) the Lepers' Settlement. In 1900-01 the Incinerator was purchased and Mr. Baldwin Latham was consulted on the drainage scheme of the suburbs. In 1891-92 the Bhawanipur portion of the water-supply scheme of the suburbs was completed and 351 stand-posts and 36 miles of pipes were constructed, for which the waterworks at Pulia were further extended. The Corporation spent 2½ lakhs in the construction of the Bhawanipur Pumping Station and 4½ of a lakh for the construction of the Lansdowne Road. The Central (Harrison) Road was all but completed, 8 baatis were cleared, 11 more were under consideration, the Goragate Incinerator was erected, and 200 miles of open sewers were drained. In 1892-93 the Harrison Road was lighted by electricity at a capital outlay of Rs. 91,885 and a yearly charge of Rs. 2,470, the Hooghly Bridge and the Eden Gardens having already been so lighted. Two more settling tanks were constructed at Pulia and 18 miles of pipes laid and the Municipality of Maniktala was supplied with filtered water at four annas per gallon. The total daily supply was raised to over 24 million gallons. The Bhawanipur Flushing Reservoir for its Drainage Scheme was built. The necessity of building Bye-laws to regulate the construction of buildings was strongly pointed out by Dr. Simpson during each of the previous four years. In 1893-94 two new Pumping Engines were stationed at Tulla and the daily supply of filtered water was raised to 30,668 gallons for the town and 19,955 gallons for the suburbs, for the distribution of which there were 302-09 miles of pipes. There was, besides, a supply of 72-46 miles of pipes for a daily supply of 42 million gallons of unfiltered water. As for extension of the drainage scheme, 25 flushing chambers were made during the year, the length of sewers being 204 miles and the number of houses connected 27,997, of which 437 were new connections. The sewerage was extended to the Entally block. In 1894-95 the conversion of Bysack's digli into Madeira Square was a fait accompli.

The Worthington Engine imported in the previous year for the Tube waterworks—the largest engine in India—was set a-going during the year and 491 miles of new pipes were constructed, bringing up the total length to 307 miles. The Dum-Dum Cantonment and the Costipur-Chiripur Municipality were connected with supply pipes of the town and 76 cattle-troughs, several of which were presented by private individuals, were also connected with the filtered water-supply. The drains of the fringe area were connected with the town drains and 3,135 feet of new pipes were laid. In 1896-97 the revenue of the Commissioners had risen to Rs. 46,70,000 from 32 lakhs in 1888 and 42 lakhs in 1890-91, but the expenditure had increased beyond receipts, being Rs. 48,37,000. Four lakhs were spent in extending the drainage scheme to the suburbs, but owing to the scheme approved by Mr. Baldwin Latham, an eminent authority in Europe on drainage matters, being different from the scheme of Messrs. Hughes and Kimber, the local Engineers; it was confined to the Entally block, Chita sluice, Garden Reach and Chauli, etc., the main scheme being kept in abeyance. Building Regulations were framed during the year; the Council House Street and Dalhousie Square south were widened and several new roads were opened, a few tanks were filled up and a few bathing platforms were constructed. The only baati improved was that of Hastings. Improvement in water-supply was of course continuous. In 1896-97 Messrs. Kilburn & Co., Contractors under the Corporation for electric lighting, replaced the electric under-ground cables by overhead wires in Harrison Road, experience having proved the unsuitability of under-ground cables in the wet climate of Calcutta. A new road connecting Kumartuli Street with Schultz Street was opened, Lansdowne Road was extended and also Bediapara Road. A high level sewer road, the Hazara Road and the Kalighat Road were also projected.
Tank filling and basti improvement were also carried on to a small extent. The energies of the Commissioners were, for a time, wholly occupied with plague-preventive measures, one of which was the increase of the daily water-supply to 26,169,476 gallons and the connection of the Plague Hospital at Maniktala by big pipes. Unfiltered mains were extended by 3 miles during the year, and steps were taken to supply filtered water in bathing platforms. The plague staff was placed under Dr. Banks, a Civil Medical Officer under the Government of Bengal, of high scientific attainments whose services were lent to the Corporation.

On November 26th, 1896, the foundation stone was laid by Sir Alexander Mackenzie, Lieutenant-Governor, of the new drainage scheme of Messrs. Hughes and Kimber. This is a combined scheme for improving the outfall of the sewers of the town and for draining the suburbs.

In 1897-98 2¼ miles of filtered water-pipes and 15½ miles for unfiltered water were constructed, a new Worthington Engine was stationed at Mullick’s Ghát Pumping Station and two more were requisitioned for Tullah. Much attention was paid by the Commissioners to plague measures for which hospitals existed at Marcus Square, Bridge-Bridge road, Maniktala, etc.

Gas Street was connected during this year with Jagannath Dutt Street by a new road, Harrison Road with Roopeshan Road by another, and Garpar Road was also similarly opened and connected with another road in Ward No. 4.

In their report for the year 1898-99, the Commissioners reviewed their work for the preceding ten years and pointed out that they had during this period extended the filtered water-supply at a cost of 18 lakhs, and that the underground drainage scheme had been started which was to cost 20 lakhs; that a Dhobikhana and an Incinerator had been constructed; that a number of insanitary tanks had been filled up and roads or squares made in their place; that Muhammadan burial-grounds had been improved, conservancy bettered, unfiltered water-supply extended at a cost of 8 lakhs of rupees, five fine new roads made, and that 167 lakhs of rupees had altogether been spent, including the construction of 37 miles of new minor roads, reclamation of basti and disposal of refuse.

In 1898-99 the Municipal revenue had increased to Rs. 48,25,600 and the expenditure to 48 lakhs. Vaccination and Plague Inoculation were, however, not very successful, although nothing was wanting on the part of the Corporation to render them as success. In 1899-1900 the Municipal revenue reached Rs. 52,43,600. Extension of water-supply and drainage works was, of course, continued through all these years, and plague also engaged the attention of the Corporation.

The Re-organisation Scheme which has been carried into effect this year, and by which the town has been divided into four primary districts, with a full staff of officers in each, is expected, if properly worked, to mark an era in the history of the Calcutta Municipal Corporation by developing effective control and thereby checking abuses, in each of its hitherto unyielding and necessarily ill-managed departments. Decentralisation has, in most Government departments, resulted in increased efficiency, and there is no reason why the result should be different in the case of the Corporation. In spite of great efforts on the part of the Commissioners in the past to improve the town in point of health and outward appearance, its Establishments in the Sanitary, Conservancy, Drainage, Building and Roads Departments, were entertained on very low pay, and they had to be let severely alone for want of a proper supervising staff, while the heads of departments had too much work at their desk in the central office for effective out-door supervision. Thus many of the orders issued by the Central Executive used to be frustrated with impunity. Corruption and even false reports, so ably exposed by the late Mr. Jones before the Sanitation Committee of 1881, were scarcely detected, while the overlapping of the duties of the officers of different departments, and the deputation of different sets of men for the doing of kindred work, frequently enabled the subordinate outdoor staff to shirk responsibility. But the new scheme which has also sanctioned a more liberal scale of pay, will, it is expected, change all this. There are now District Engineers, District Health Officers, District Surveyors of Buildings and Roads, etc., each with a sufficient staff of Inspectors and Overseers under him, and if good and honest men are got in, instead of drones recommended by
men of influence, and are kept under proper check, there is absolutely no reason why the affairs of the town should not be administered with thorough efficiency.

Electric Tramways, and Electric Lighting of the main thoroughfares of the Town, for which the requisite contracts have already been completed, and the requisite plant has already been imported and partly erected by the contractors, will, if carried out in conjunction with the large schemes of improvement that are in contemplation, and towards which preliminary action has already been taken, completely change the aspect of the town in the course of a few years and raise it from its present fifth position amongst the chief cities of the old world to the fourth, if not third in rank—a position to which it is entitled as the metropolis of the British Indian Empire.

APPENDIX I.

A Statement of Municipal Works and Properties up to 31st March 1901.

<table>
<thead>
<tr>
<th>Public Sewers</th>
<th>in town area</th>
<th>in added area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire hydrants</td>
<td>802</td>
<td>1,068</td>
</tr>
<tr>
<td>Trunks</td>
<td>68</td>
<td>32</td>
</tr>
<tr>
<td>Primary schools</td>
<td>326</td>
<td>32</td>
</tr>
<tr>
<td>Roadside gravel</td>
<td>3,148</td>
<td>32</td>
</tr>
<tr>
<td>Markets and bazaars</td>
<td>62,761</td>
<td>62</td>
</tr>
<tr>
<td>Municipal Market</td>
<td>1</td>
<td>62</td>
</tr>
<tr>
<td>Bathing platforms</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Cattle-drinking troughs</td>
<td>99</td>
<td>96</td>
</tr>
<tr>
<td>Public water towers</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Night soil depots</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Public squares and parks</td>
<td>213</td>
<td>28</td>
</tr>
<tr>
<td>in Town area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>in added area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gas lamps</td>
<td>in Streets</td>
<td>6,062</td>
</tr>
<tr>
<td>in New Market</td>
<td>460</td>
<td></td>
</tr>
<tr>
<td>in Public squares</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>in Port Commissioners' Jetty and Strand</td>
<td>5814</td>
<td></td>
</tr>
<tr>
<td>in Bridges</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>in Street trunks</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Oil lamps</td>
<td>in Streets</td>
<td>2,220</td>
</tr>
<tr>
<td>in Municipal Office</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>in Port Commissioners</td>
<td>2,235</td>
<td></td>
</tr>
<tr>
<td>Dock Roads</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>Filtered water connection to houses</td>
<td>21,512</td>
<td>31,600</td>
</tr>
<tr>
<td>in town area</td>
<td>21,512</td>
<td></td>
</tr>
<tr>
<td>in Hastings</td>
<td>740</td>
<td></td>
</tr>
<tr>
<td>in added area</td>
<td>48,034</td>
<td></td>
</tr>
<tr>
<td>out of town</td>
<td>32</td>
<td></td>
</tr>
</tbody>
</table>

Stand-pipes—

| in town area | 3621 | 1,007 |
| Ground Hydrants (filtered water-supply) in added area for fire service | 324 |

Unfiltered connection to houses—

| in town area | 3,676 |
| Ground Hydrants—

| in town area | 3,676 |
| in added area | 3,636 |

Municipal Buildings—

| Town Hall |              |
| Municipal offices |              |
| Municipal Market |              |
| Dharamtala Market |              |
| Staircase house |              |
| Daily Workshops and Store godowns and sheds |              |
| North Bazaar |              |
| South Bazaar |              |
| Railway Bazaars |              |
| Mother Bazaar |              |
| Municipal libraries |              |
| Municipal libraries |              |
| Discharge depot |              |
| Drainage Pumping Station |              |

Pumping Stations for supply of filtered water—

| Salt Palace |              |
| Lat Talab |              |
| 1st Wellington Square |              |
| 1st Halliday Street |              |
| Lat Bhawanpura |              |

Pumping Stations for unfiltered water supply—

| Lat Mulla's Ghat |              |
| Lat Waghunge |              |
### APPENDIX II.

**List of Delouture Loans for the Corporation of Calcutta.**

<table>
<thead>
<tr>
<th>Year of Loan</th>
<th>Date of Loan</th>
<th>Amount</th>
<th>Rate of Interest</th>
<th>Duration</th>
<th>Date of payment of interest</th>
<th>Date of repayment</th>
<th>Works for which loans were made</th>
</tr>
</thead>
<tbody>
<tr>
<td>1854</td>
<td>1st September 1854</td>
<td>3,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th December</td>
<td>31st July, 1855</td>
<td>Docks, &amp;c.</td>
</tr>
<tr>
<td>1856</td>
<td>1st July, 1856</td>
<td>8,000</td>
<td>5% per cent.</td>
<td>20 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1857</td>
<td>2 lots for drainage, and Rs. 10,000 for water supply.</td>
</tr>
<tr>
<td>1857</td>
<td>1st August, 1857</td>
<td>2,000</td>
<td>5% per cent.</td>
<td>10 years</td>
<td>31st January and 31st July</td>
<td>30th June, 1858</td>
<td>2 lots for drainage, and 3 lots for water supply.</td>
</tr>
<tr>
<td>1858</td>
<td>1st May, 1858</td>
<td>6,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th December</td>
<td>31st December, 1858</td>
<td>Water supply.</td>
</tr>
<tr>
<td>1859</td>
<td>1st October, 1859</td>
<td>2,500</td>
<td>6% per cent.</td>
<td>10 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1860</td>
<td>4 lots for drainage, and Rs. 20,000 for Jubilee Road Improvement.</td>
</tr>
<tr>
<td>1860 - 62</td>
<td>1st January, 1860</td>
<td>5,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th December</td>
<td>31st December, 1862</td>
<td>Drainage.</td>
</tr>
<tr>
<td>1863 - 64</td>
<td>1st April, 1863</td>
<td>2,000</td>
<td>5% per cent.</td>
<td>10 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1864</td>
<td>Water supply.</td>
</tr>
<tr>
<td>1865 - 66</td>
<td>1st August, 1865</td>
<td>2,000</td>
<td>6% per cent.</td>
<td>10 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1867</td>
<td>6 lots for drainage, and 5 lots for water supply.</td>
</tr>
<tr>
<td>1867 - 69</td>
<td>1st February, 1867</td>
<td>10,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th December</td>
<td>31st December, 1869</td>
<td>1 lot for drainage, 2 lots for drainage, 1 lot for town and hospital improvements, and 8 lots for repayment of loans of 1867.</td>
</tr>
<tr>
<td>1870 - 72</td>
<td>1st September, 1870</td>
<td>5,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th September</td>
<td>31st December, 1872</td>
<td>Ex. 10,000 for drainage, Rs. 3,000 for town and hospital improvements, Rs. 5,000 for water supply, and Rs. 5,000 for repayment of loans of 1870.</td>
</tr>
<tr>
<td>1873 - 75</td>
<td>1st September, 1873</td>
<td>5,000</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>30th June and 30th September</td>
<td>31st December, 1875</td>
<td>Water supply.</td>
</tr>
<tr>
<td>1876 - 78</td>
<td>1st January, 1876</td>
<td>2,200</td>
<td>4% per cent.</td>
<td>15 years</td>
<td>30th June and 30th January</td>
<td>30th June, 1878</td>
<td>1 lot for drainage, 1 lot for water supply, and 4 lots for town and hospital improvements.</td>
</tr>
<tr>
<td>1879 - 81</td>
<td>1st July, 1879</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th July</td>
<td>30th June, 1881</td>
<td>10 lots for drainage and other works.</td>
</tr>
<tr>
<td>1882 - 84</td>
<td>1st April, 1882</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th April</td>
<td>30th June, 1884</td>
<td>Ex. 4,000 for drainage, and Rs. 4,000 for water supply.</td>
</tr>
<tr>
<td>1885 - 87</td>
<td>1st October, 1885</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th October</td>
<td>30th June, 1887</td>
<td>2 lots for drainage and 2 lots for drainage and other works.</td>
</tr>
<tr>
<td>1888 - 89</td>
<td>1st February, 1888</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th February</td>
<td>30th June, 1889</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1890 - 92</td>
<td>1st December, 1890</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1892</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1893 - 95</td>
<td>1st January, 1893</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th January</td>
<td>30th June, 1895</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1896 - 98</td>
<td>1st July, 1896</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th July</td>
<td>30th June, 1898</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1899 - 01</td>
<td>1st July, 1899</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th July</td>
<td>30th June, 1901</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1902 - 04</td>
<td>1st December, 1902</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th December</td>
<td>30th June, 1904</td>
<td>Thames Embankment.</td>
</tr>
<tr>
<td>1905 - 07</td>
<td>1st March, 1905</td>
<td>2,000</td>
<td>4% per cent.</td>
<td>10 years</td>
<td>30th June and 30th March</td>
<td>30th June, 1907</td>
<td>Thames Embankment.</td>
</tr>
</tbody>
</table>

Total for 12 years: 1,72,00,000
CHAPTER XI.

LOCALITIES AND BUILDINGS.

At the very first stage of growth, every locality derives its name from its prominent natural features. Calcutta was, therefore, in its primeval stage of development, included under the general nomenclature of "Burinar dash," meaning a tract of land liable to inundation or, more properly, a tidal swamp, and the very first name of a locality within it that we come across, is Balliaugnath, a name derived from the sandy deposit in the bed of the river Adiganga that flowed through it. (66) At the second stage of its growth, the incident of its becoming a field of contest between the Aryans and the aborigines and the eventual settlement of the quarrel by an assimilation of the aborigines with the Aryans, so aptly illustrated in the form of the black goddess Kali trampling under her feet her admitted white lord, Siva, changed its nomenclature. The aboriginal goddess becoming triumphant, gave her name to the locality and it came to be called Kalikshetra. But the Aryan trial could not be ignored. So with her as the central figure, there were Brahma, Vishnu and Maheswar at the corners of the triangle over which she ruled. These Hindu gods (and their successors) imparted names, either from their own various names or from the rites and ceremonies connected with their worship and feasts, to the localities around. Thus originated the names (67) of Chitpur, Satunat, Govinpur, Bhawanipur, Kalighat, Laidighi, Lalbazar, Birji and Birjitala (from Brajimath, which is another name for Govinda or Vishnu), Sashitala, Panchamalai, Silitala, Kalitala, Siddheswaritala, Burabazar; (from Bura, old man, as Siva is often fondly called by devotees), Kadhabazar, Chaurangi, Charakanga (the site of the swinging festival in honour of Siva), Rathitala (under the shade of the Ratha or Jagannath's car).

With the removal of Kali to Kalighat, the spell under which each locality came to be known by a Hindu deity's name, came gradually to be broken. And for a time the localities of our present town came to be named, as at the very beginning, from the prominent natural objects. This was, of course, long before men or their achievements became important enough to contribute by their name to the designation of localities. Thus arose Bartala, Nimitala, Nebatala, Kadamalai, Belsala, Boinechitala, Bausula, Ghabala, Jhawalata, Anuratala, Badantalal, Talitala, Champaatala, Dalinatala etc., from the Bengali names of the particular trees (tala-shade), the trees being Bar, Nim, Neba, etc., that were conspicuous in these localities. It is surprising that the Indian people should tenaciously hold to these ancient names down to the present day, although the localities have, with but few exceptions, been differently designated since a very long time. Bartala survives in Burtola Street and Burtola Thane, not far from which on the Chitpur road is still to be seen the banian tree which, according to some people, gave the locality its original name. Nimitala, Nebatala, Bansala, Anuratala, and Talatala also survive in the names of streets. Kadamalai survives still in the name of a ghat, while Boinechitala, Badantalal, Ghabala, and Jhawalata exist only in the memory of people. Puddapooker, derived its name from a tank that was full of the palma, a term that is equally applied in Bengali, to the lotus and the water-lilies. The name of Entally, originally Hintaly, (68) recalls to our mind the earliest stage of the locality when the Hintal, (69) a species of the date-palm that grows only on land subject to the influence of tides, used to be abundant in the locality and yielded to the poor, its leaves for thatch, its small trunks for sticks to scare snakes away with, and its longer trunks for rafters to their huts. Simlea (Simulea) got its name from the simal or cotton tree which used, it is believed, to be cultivated at one time for its cotton before the kapas (Gossypium) which gave its name to Kapasdanga.

(66) Rigveda's "Namaa."
(67) See Chapter III.
(68) Bar = Ficus indica, Nim = Anacardium indicum, Neba = Citrus indica, Kadam = Nuxia Adansonia, Bel = Anax Manilkara, Belital = Ficus retusa, Bima = Bismarckia novo-belgica, Gob = Diospyros plantainifolia, Jhaba = Carica papaya, Aanu = Spindia oleosa, Balsam = Terminalia tomentosa, Tal = Brousson bellidifolium, Champa = Magnolia champaca, Daim = Punica granatum.
(69) See Appendix Chapter VI.
(70) *Phran* paludina.
was imported. Hogalkuria was named from the large number of huts that were thatched with the "Hogala leaves, the "Hogala" being a species of elephant-grass that grew in abundance in ponds and ditches of the locality, as they grow now in patches, by the side of the railway line off Narikelsanda, which, again, gets its name from its preponderance of coconuts. Golpukar and Gollaco obtained their names, not because the tanks were round when originally excavated as some have supposed, but because they were stagnant cesspools that grew in their marshy beds, before their conversion into tanks, the "gol-pata" with which huts and umbrellas are still thatched for the use of the native poor. Mirzapur is derived, not, as some have said, from a Muhammadan "Mirza Salab," but from its having been reclaimed from a marshy condition. Its original name was "Mritisn-pur = a 'pur' or hamlet begot from 'mrit' or mud, while its neighbouring mauza on the west, Thuntena, was, in the consistence of its soil, hard as brick (Than-tham), an onomatopoeic term, representing to the Indian ear, the sound which two bricks emit when struck against each other). While the soil of Pataldanga, the mauza on the south of Mirzapur, was on the other hand, friable enough for the cultivation of the "pata," a delicacy in the old Bengal's herbal diet, that of Jhumapooker, just north of Mirzapur, was found to have caked harder than that of Thuntena, when a tank was for the first time, dug within it. Kuntapooker was full of spinous shrubs when it was cleared of jungle and had a tank made in it for supplying the drinking water of its primeval settlers. "Hodun," north of Thuntena is a corruption of "Harud," a lake, the locality and the tank being famous for its underground springs of water which caused considerable delay in the excavation and deepening of the tank in Cornwallis Square, just like the tank at Wellington Square. Dingabhanga, north of the Govindapur creek (Wellington Square and Creek Row), and Ootadangi are both named from accidents to boats in the creeks that flowed through these localities in the old, old days, the one signifying "broken boats," the other "boats capsizal," both, however, indicating the existence of a trade in fish at least, if not in any other article.

The next or fourth stage in the development of localities in the town is marked by their obtaining names from particular industries or occupations of the classes of people that formed its population. We have already seen how Machimbazar and Nikariparah came to be named in pre-British days after the fishermen that tied up their boats in the creeks and lived upon their banks. Kolungas was named after the salt-workers and Molunga and Nimakpookts derived their names from the salt-works that used to be carried on there. Mochesgara, Mochoshebazar are also examples of this kind, indicating the hamlet and mart respectively of the coopers and shoemakers.

With the growth of a heterogeneous population came the necessity of allotting particular areas to particular races. Thus, shortly after the English came, the Portuguese who were then the only people who kept fowls, the rest of the inhabitants being Hindus to whom fowls are forbidden, were allotted a quarter which came to be designated as Murghihat, and the Armenians a tola or division which was named Armani-tola. With the unprecedented increase of the Calcutta population, due to the Malabattia invasions, the necessity of separating the classes and industries became still further apparent. It was accentuated when, after the battle of Plassey, the English became the rulers of Calcutta and its inhabitants increased by leaps and bounds. We then find the Court of Directors of the East India Company enjoining that the Company's workmen should be allotted "separate districts" in the town. Pursuant to this policy, Holwell, then Zamindar (Magistrate-Collector), distributed his tenants into groups according to their occupations and allotted each group a distinct quarter in the town. Thus originated tola and tolas (diminutive of tola) meaning quarters, of the different trade-guilds.—Kumartuli for the Kumara (potters), Colootola for the Kolus (oil-pressers), Jehiota for the Jelias (fish-catchers), Domtooly for the Doms or scavengers and basket-makers, Goaltooly for the Godlas (Holwell's

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(1) *Typha elephantina*.
(2) *Calamus voicis*.
(3) See *Beverley's Census Report*, 1875, page 42. The Wellington Square tank cost Rs. 2,12,000 and took two and a half years to excavate, in consequence of numerous springs on the site, which caused the banks to give way. It gave trouble ever afterwards and was eventually converted into a subsurface reservoir in connection with the water works.
'palanquin-bearers,' milkmen), Abiriotola for the ebar (Behari goallas as distinguished from Bengali goallas) Cossinotola, for the Cossais (butchers), Pattuatola for the Patuas (painters), Sankaritola for the Sankaris or Sankhabanias (conch-shell-workers), Boparitola for the Boparis (petty traders), Kambulitola for the Kambulis (people dealing in country blankets); also Haripara (para or quarter of the Haris or sweepers who were located, as now, in different parts of the town at intervals from each other, and hence there are several Hariparas), Kansaripara (for the Kansaris or bell-metal workers), Kamarpura and Kamardanga (quarters for the Kamars or blacksmithe), Musalmumpara (quarters for the Musalmans), Ooripara (for the Oorays), Darzipara (for the tailors), Khoalitala (for the Khalis or lascars), Dhubapara (quarters of the washermen), Telipara (of the oil-mongers), Baniotola and Baniapara (for the Banias or traders), Badiapara and Bad Deadanga, the place of gypsies, Chootapara (the para or quarter for the carpenters), Jugipara (of the jugis or weavers), Sakrapara (of the Sakhra or goldsmiths), Siklaripara (of the silhars or vendors of articles carried on pack-bullocks), and so on.

With the increase of population increased the number of hits or temporary markets, and the more important or prominent articles sold in these gave their names to the locality. Thus originated Darnahutta and Darnagulley (the place for bamboo-mats called durnuta), Subjikhatla (for Subji or vegetables), Mechukhatla (for fish), Amhati (for sale of mangoes), Dakhhatta (for sour whey), Mayurahutta (for the Mayuras or sweetmeats), Siukhatla (for Sula or thread), etc., Chaupati (the pot or para-quarter, for the sale of Chani or sugar), Malikpati (for flour), Sidhurapatli (for Studer or vermillion), Kupurapatli (for Kapoor or clothes), Chaupati (for chaul or rice), etc., etc.

That Kalibatic was under Muhammadan rule is evidenced by the name of Maniktola. For Manik is essentially a Muhammadan saint, and Hindu allegiance to this saint is only a compromise between the rulers and the ruled. Maniktola existed long before the British acquired influence. The Faunder of Howgley had his Calcutta Court—he was the Magistrate of the native Indian community even after the English settled at Calcutta—close to the mosque in Lower Chittapur road, a short distance to the north of its junction with Colootolla (Kalitola) street. Hence the locality is called "Faunder Balakhana" down to this day, and the only bazar of those days that lay to its north, was the Subah Bazar (latterly corrupted into Sobha Bazar) being the Bazar of the Subah (Government) of Bengal.

With the growth of British trade in Calcutta grew the wealth of its native bankers and baniyas, brokers and gomias, and as their wealth increased, they imbibed ideas of western comforts, their desire for pucca-houses for residence and for gardens increased. The reclamation of waste and jungle was very rapid between 1757 and 1800, and hence we had a very large number of localities scattered all over the town, named after the gardens. These names are still preserved in the minds of the Indian residents who, if questioned about any locality, would give its gardan name in preference to its more modern appellation. The garden-houses were most abundant at the east end of the "road and avenue leading to the eastward" which end, therefore, came to be designated as Boitak-kháná. Barrette, Peter Suckea, Omi Chand, Govindaram Mitra, Huzuri Mall, Sohakam Byass, and many Europeans had garden houses both on the east and on the west of the Mahatta Ditch, but more on the east than on the west of it. The circular road therefore, which was built out of the earth dug for the ditch, came at first to be called the Boitakhana road. The Mahatta Ditch having put up a barrier to the better and more numerous garden-houses, the origin of the name of the street was apparently forgotten towards the end of the eighteenth century. When, therefore, people found petty traders sheltering themselves under the shade of the huge banyan tree where the present Boitakkháná Road crosses Bowbazar street, and discussing the prices-current of the articles they brought to vend, it was imagined that these discussions had all along been held at a meeting or boitak of the traders, and that this had originated the name of the locality. As a matter of fact, however, mausa Boitak-kháná will be found in the Dhi Panchannagram maps, far to the east of the Mahatta Ditch. Bowbazar, a corruption of Bowedzahar, is the locality where a number of petty bazars were held. 168 Under the umbrageous shade of

168 We have failed to trace the Bowe or daughter-in-law of the family of Hovanath Mandal to whose name the bazar is said to have fallen, and to whom its name is said to be due.
the tree which was called and even mapped as the Buitakkham tree, was located for sometime a tham, and close by, existed a Ratha or car for the Hindu god Jagannath, said to have been seventy feet high, but neither the god nor his car imparted a name to any locality in the neighbourhood, although the ghat at the river-side up to which the car used to be pulled in the olden days, is still called after the god's name.

Besides the garden-houses of Barretto, Sukees, Bysack and Hussuri Mall, all of whom are remembered in the names of the streets designated after them, and Sukees in the name of a ward division as well, the most important garden-houses of the eighteenth century, were those of Omichand and Govindaram: Mitter in Golladanga, in the native quarters of the town. The garden-houses of Europeans were of course far larger in size and number.

Perrin's garden at the extreme north of the town was named after Captain Perrin who owned several ships, among which was the Scopros which was seized by the company in 1707, for the alleged liabilities of the Captain, to Thomas Pitt, Benjamin Boweher and others, but was released on receipt of evidence from Madras that the claims were unsustainable, and that the ship was no longer owned by Captain Perrin. The garden served for the Company's Covenanted servants during the Rotation Government, the same purpose which the Eden Gardens serve at present for the public. As the English left Sutanuti and Calcutta and moved down to Chowringhee about 1746, the garden began to be but little frequented, and in 1752 was altogether out of use and repair. So it was sold, in Holwell's time, for Rs. 25,000. Bagbazar is situated at its site, and owes its name to it, being the bazaar in the bay or garden.

Surman's garden lay at the extreme south of the town. Surman apparently owned both Belvedere House and garden which were sold on his behalf by public auction and purchased by Captain Tolly of nalla fame. It was afterwards purchased by Hastings for the Governor's garden-house. Hastings had another garden-house on the south of it which was afterwards sold by Sir Charles Imhoff to the Nawab Nazim.

Clive had a garden-house at Dum-Dum and Dr. Taylor at Garden Reach; Colonel Watson's garden-house was situated in Watrange which is but a contraction of Watson's gunge or mart. Besides these there were many other garden-houses of Europeans in Buitakham, Ballighata, Garden Reach and Russapuga, and also at Tannah and Sukees on the opposite side of the river. Lord Auckland's famous garden-house was at Belgachia which afterwards passed to the Tagores, Debendra Nath Tagore sold it to the Paikpara Raja after failure of the Union Bank which impoverished him.

The gardens, however, owned by the native residents, were not named after them in the early years of British rule. But few of them had yet become prominent enough for that honour. Besides, their so-called gardens were, in many cases, mere holdings or tenures fenced in for demarcation of ownership. The more important of these only need be named. Chorebagan was so named from the fact of its dense jungle affording a place of hiding to thieves, Mehdibagan from its being encircled by a myrtle hedge, though some attribute its name to Mirza Mehendi's ownership. Badoorbagan came to be named from a preponderance of bats or flying foxes, Goobagan from gum or betel-nut trees. Joraban was named after the paor of gardens, those of Omichand and Govindaram Mitter at Golladangi, for reaching which the road was originally made from the river's edge, and called Joraban road (see Upjohn's map of 1798-94). Hatibagan was the garden where the Nawab's elephants were kept during the siege. Phoolbagan, the flower-garden, Panbagan, the betel-grove, Kalabagan the planam orchard, Narikelbagan the cocoanut plantation, Chalda-bagan, the enclosure of the chalta-trees (Dillenium spectabile), Kashibagan, the garden, full of the cough grass, and Bakulbagan the garden full of the bakul tree (Mimusops Elengi), require no explanation of their origin, Suribagan, famous in connection with the surib or lottery of the Lottery-Committee; the lucky recipient of one of whose prizes wisely invested the amount in its purchase and Harisakibagan named from the myrobolan trees it grew, are both well known.

(14) See Buckland's Bengal, under the Lieutenant-Governor, Vol. II., pp. 2033-2036. Belvedere House was, we are told, originally constructed by Prince Azim-us-Shah about 1700 A.D. The Governor of Hooghly is said to have occasionally resided in it, but no documentary evidence on the subject is available.

(15) Ibid. page 1059.
And last, though not the least, of the gardens, is Habibagan which takes us once more back to the old days, when Calcutta was a tidal swamp and grew in this quarter the Haib, *Eugenia foetans*—a plant that refuses to grow in any place but such as are overflowed at spring-tides. It is certainly most remarkable that in spite of this locality having, for years, been the site of the garden-houses of the most eminent of the Indians of their days, it has retained its nomenclature intact down to this day, although, in modern times, people of much less consequence, and sometimes of no consequence, have influenced the re-naming of ancient localities after them. 

Sattibagan of which the Setts were the owners, was, however, a real garden, and has a history of its own. On September 11, 1707, the English Council abated its rent by “eight annas in a bigga” or Rs. 55 in all. Its area was, therefore, 110 biggas. The ground of the abatement was, that the Setts were in possession of the ground which they made into gardens before the English were in possession of the town, “being the Company’s merchants and inhabitants of the place.” The reduction was allowed on the condition that Janardan Sett, Jada Sett, Gopal Sett, Baranasi Sett and Ajiarkhina Sett should “keep in repair the highway between the Ports’ land-mark to the nor’ward on the back side of the town.” 

Kuttam Sareas’ garden, named from the owner, an illiterate man who, under the protection of Nandaram Sen, the black zamindar, and others, made a large fortune; Ramshagan named after Ram Ray, who also owned and named a bazar after him; Rajahbagan, named after Raja Rajballav who sought and obtained against the Nawab, the protection of the Company; Nandubagan, the pleasure garden of the black zamindar, Nandaram, and Mohanbagan, named from Raja Gopi Mohan Deb, father of Raja Sir Radhakant Deb Bahadar, besides the more recent ones, Royshagan, Singheebagan, Bysskheebagan, Bannubagan, Patwaribagan, Comedanibagan, Bheebagan, Dokanibagan, Gol manufactures bagan, Sikdarbagan, Tantibagan, Warisibagan, Wolfshagan, are the few instances in which gardens have derived their nomenclature from their native owners. But except in the case of the Setts, of Nandaram and, of course, of Raja Rajballav, who were historically influential personages in the 18th century, they indicate a later stage in the development of localities, when a few native Indian gentlemen had, under the wings of British trade or protection, either amassed large fortunes, purchased large gardens and erected big buildings therein for their recreation and pleasure, or clustered together in convenient localities as a special caste or for a special calling. Keranibagan, however, recalls to mind the early days of the Company, when native Indians had not qualified for clerkships which were the monopoly of the East Indians. They were then called *zarae* in Calcutta, as they are even now called in Orissa and elsewhere. Boitakhan was then, as it is now, their great centre, although Keranibagan itself on the south of it, has been abandoned by those since St. James’ Church was removed from the locality. Short’s bagan is quite as popular as was Short’s bazar, both belonging to Mr. Short who, however, personally benefited nothing by the large sums the Corporation spent in their improvements.

The next or last stage in the development of the localities in Calcutta was reached when men, both European and native, had become prominent persons in the service of the Government, and localities and streets, ghats, lanes, by-lanes, tanks and squares came to be named after them. It will be seen from the map of 1794 that although several bazaars, ghats, and tanks had already been named after persons, very few streets were so named even then. But the number of streets and lanes began to increase so very rapidly since the dawn of the nineteenth century, that the City Fathers found no way of designating them, except by calling them after the names of persons. It was not merely living personages, or indeed, residential men of note, after whom they came to be named. A few were named after historical personages unconnected with India, as the examples noted in the next Chapter will show, but a great many came to be named after insignificant individuals. From the list of the streets and lanes of the town named after men, it would appear that Hindu names preponderate; next come European and Eurasian names, while although the Muhammadan population of Calcutta is, in point of number, only next

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(a) A Bengali writer attributes the name of the garden to one Mr. Halay. We have come across this name in Pitt’s correspondence (Wilson’s *Early Annals I* p. 210.) He was Pitt’s kinsman, but there is no evidence that he ever resided in this locality.

(b) *Cassiruallia* 316, September 1707.
below the Hindu, they have imparted their names, comparatively, to few streets and fewer localities.  

With this material preliminary help from nomenclature as to the sequence in the evolution of the localities of the town, we may at once proceed to briefly describe their development, the main outlines of which we have already traced in the previous chapters.

It was, as we have already seen, only under the influence of the British settlement that the three ordinary, riparian villages, Chuttanattee, Calcutta and Govindapur, came to form the nucleus for the modern town of Calcutta. At first the English confined their early settlement to Chuttanattee, and in the year 1696 shifted to the adjoining village of Calcutta. Though bereft of all the features of a town, the settlement attracted in large numbers, as we know, people wishing for service and trade. In its earliest days the sphere of influence of the English settlement extended for three miles in length, from the Chitpur creek to the Govindapur creek, and about a mile in breadth, from the river Bhagirathi to the Chitpur Road. Beyond that road, which afforded the only means of access to the temple of Kalighat, spread jungles and pools, swamps and rice-fields, dotted here and there by the straggling huts and hovels of a small number of fishermen, falconers, wood-cutters, weavers and cultivators.

In 1717 Chaurighat was a small village of isolated hovels, surrounded by puddles of water and separated from Govindapur by dense jungle. It consisted chiefly of bamboo-groves and paddy-fields. There was a tank called the "Golataloo" on the site of the Nunnery Church. The Esplanade was a jungle not yet cleared, "interspersed with a few huts and small pieces of grazing and arable lands." To the south of Chandpat ghat, which was then the southern boundary of "Dee Calcutta," extended a forest, which was afterwards removed by degrees. It was not till 1746 that Europeans began to move into Chaurighat. Chauririghat-road is mentioned by Holwell in 1753, as "the road leading to Collegot (Kalighat) and Dee Calcutta." A bazar was held in it at that time as a check to the large expansion of the "Collegot market." Even in Upjohn's map of Calcutta (1794), we have found no more than one-hundred and forty-six houses in Chaurighat, between Dharamtala and Birjitalah, the Circular Road and the plain. Dharamtala is so called from a famous old mosque that existed on the site of the present smaller mosque on the west of the stables of Messrs. Cook & Co. The ground including all adjacent land belonged to Jaffar, Jamadar of Warren Hastings.

In the year 1742 the earth excavated in forming the Mahratta Ditch was so disposed on the inner or townward side as to form a tolerably high road, along the margin of which was planted a row of trees, and this constituted the most frequented and fashionable part about the town. An old writer states: "Now (1809) on the Circular Road of Calcutta the young, the sprightly and the opulent during the fragrance of morning in the chariot of health, enjoy the gales of recreation." The Mohammedans have five burial-grounds along this road in the neighbouring localities, namely, in Narikeldanga, Gobra, Kasibagan, Tangra and Karbela. Ballighat, which is now the scene of busy and thriving trade, was a century and a-half ago called the "Ballighat passage through the wood." Sealah is mentioned in 1757 as a "narrow causeway, raised several feet above the level of the country, with a ditch on each side, leading from the east."

In the accounts of old Calcutta left by Holwell and Orme, the Adiganga is some times confounded with and miscalled "Govindapur" creek, which was, as we have seen, the original name of the creek that issued from the river at the point where Hastings Street now meets it, and flowed into the Salt Water Lakes, north of Dharamtala, through Wellington Square and Creek Row. At present, as we all know, the Adiganga goes by the designation of Tolly's Nullah, from the fact that Colonel Tolly deepened its bed at his own expense in 1775, following the example of Surman, of embassy fame, after whom it had before been named "Surman's Nullah." Surman's point which in early days, marked the site of the old pillar stone of the Company's boundary at Govindapur was the ground at the edge of the river at the south of which the sluice branched off. The channel, when excavated by Surman, was of very small dimensions, the Adiganga having been nearly silted up at its source from the diluviated debris of
manza Govindapur; but with the growing evidence of its increased usefulness, it was widened several times, until it now extends from Kidderpore to Turlah. Colonel Tolly opened out the way into the Sundarbans by connecting the Hooghly with the Bidyadhari. He also set up a bazar at Tollyganj, whence the name of the locality, and enjoyed its profits as well as the tolls on all craft using his canal. The nulla has again become a nuisance in many parts and an agitation has been set up for its improvement.

By the year 1756, just before its capture by Siraj-ud-daula, Calcutta was sharply demarcated into the "European and native towns" which were occasionally designated the "white and black towns" respectively. The English factory with its warehouses, workshops, offices and outlying houses, covered about a hundred and fifty acres on the bank of the Hooghly; the "native town" rose about half a mile to the north of the old fort and consisted of three or four large villages more or less remote from each other and from the English factory. These villages extended principally along the river from Bastsala to Baghazar, and inland to the east of the Chitpur Road, over such places as Hogaluria, Simla, and Kaltota. The villages in the vicinity of the factory were fast developing into an unpretentious city, under the stimulus of manufacture and trade. The whole town extended in breadth and was not, as we have seen, confined within the Mahatta Ditch. It comprised, as we know, the muazzas Banapukur, Pagladiana, Tangra and Dallanda. Beyond, lay the Salt Water or the Great Lake as it was then called, then much larger and deeper than it is now, and overflowing every year during the rainy season. The town was dotted with only a few houses of brick and mortar, but the majority were mere "shanties" of mud and straw. There were bazars, tanks, gardens, and patches of jungle gopora on all sides, enlivened here and there by the presence of pagodas, mosques, temples and two or three churches. The Armenians built a church of their own in 1734, to the south of Barabazar, in their own quarter, which lay intermediate between the Hindu town and the Christian town. The steple of this church was completed in 1734 by Hazoori Mull, a Sikh millionaire, friend and subsequently executor of Omichand, the wealthiest native resident of the town in his day.

The Portuguese, who also lived close to the Armenians, raised a small brick church in 1700, and this was enlarged and improved in 1730. The Navariha or the Nine Jewels temple, towered loftiest in the sky in the Hindu town. It was built by Govrindaram Mitra, the "black zamindar," and was crowned with a lofty cupola.

In the early days of Calcutta, houses were generally of thatch and mud and of one story. "Such houses were appropriated for the use of the junior servants of the Company and the writers in the fort, which, having been on the ground-floor and in damp situations, proved fatal to a good many of them" and it is not therefore, surprising that garden houses should be, as they were, the rage of the hour among the servants of the Company. "The banks of Garden Reach, wrote Mrs. Foy in 1780, "are studded with elegant mansions, called garden-houses, surrounded with groves and lawns which descend to the water's edge, and present a constant succession of whatever can delight the eye, or bespeak wealth and elegance in the owners." The officers used frequently to get away to Barasat, then comparatively healthier, for enjoying the freshness of country life and indulging themselves in pig-sticking. It was the training ground for young recruits in the army, for whom a school was established there, although ten miles from Calcutta. These frequent trips to the country were under the ban of the Court, which ultimately led to the order, that no European inhabitant of Calcutta was to go ten miles outside the city, without the Governor's special permission.

Even in 1758, houses with thatched roofs were built for the writers and officers of Colonel Coote, in the old fort, in order that they might be kept under some discipline and control. Before this, soldiers used often to ream about the town at night and create "inconveniences" and scenes by their quarrels. The principal place for promenading was, in the very early days, the "Park," at first called the "Green," which has since been known as the Tank Square, and now Dalhousie Square.

We have already seen from the maps, how with the solitary fort as the first brick-and-mortar house for a mudens, in 1690, no less than 230 edifices

See Chapter XIII.
had arisen on its north and its south and its east in 1753, and no fewer than 1114 puea houses all over the town in 1793-94. It would be tedious to follow the growth of houses in detail, but the more important ones may be briefly noted.

The first and most important building was, as we have already seen, the Fort (with the splendid house of the Governor within it), on the site of the present Custom House, "round and close to which," says Price in his Observations, "the English settlers by degrees built themselves very neat, useful, if not elegant houses, laid out walks, planted trees, and made their own little district neat, clean and convenient." The European town rose about the Fort, which extended from Fairlie Place to Koila Ghüt. "The town rising about this Old Fort, like one about a baronial castle in the medieval times, was built," says Captain Hamilton, "without order, as the builders thought most convenient for their own affairs, every one taking what ground best pleased them for gardening, so that in most houses you must pass through a garden into the house; the English building near the river's side and the natives within land."

The Church of St. Anne and the hospital were the next buildings owned by the Company, as already described. The value of the hospital for the relief of pain and suffering can be best estimated by Hamilton's facetious remark, that "many go in there to undergo the peneance of physic, but few come out to give account of its operation."

The Post Office was originally located in Old Post Office Street in the premises just opposite to the house which is said to have been occupied by Sir James Colville in the last century. Hyde infers its probable existence in a corner of the burial ground as early as 1737 to 1737. The first Treasury included the building which was erected by Sir E. Coote for residential purposes in Council House Street. "We have heard," says Rev. Long, "that the Council was formerly held in the house which still stands, between Mackenzie's and Holling's offices, the scene of many a stormy discussion between Hastings and Franks."

The Court House for the Mayor was erected in the year 1727. Its site is at present occupied by St. Andrew's Church at the north-eastern corner of the Lakhghee tank, as we have seen in Lieutenant Wills' plan. The "Supreme Court" sittings were first held in the old Court House, which was then a fine building and served the purpose of a Town Hall as well. It was considerably shaken by the cyclones of 1737 and subsequent years, and was in a minuscule and tottering condition in 1792, when it was pulled down by the orders of Government.

There was, as we have seen in Lieutenant Wills' plan of 1753, a play-house for the Europeans in the north-east corner of the Park, facing the old Court House. This theatre was "turned into a battery by the 'Moors' in the siege of 1757."

About the year 1760 a school was founded for the education of East Indian and European girls, by one Mrs. Hodges, who taught dancing and French exclusively. A charity school for Eurasian boys (the Free School) was first set up about 1727 by Mr. Bourchier, a merchant, who was afterwards appointed Governor of Bombay. In 1765 the school was enlarged to a great extent by private subscriptions, in consideration of which the Government agreed to subscribe Rs. 800 per annum towards its maintenance. The present St. John's churchyard was then the European burial-ground. It contained at that time some 12,000 graves—the remains of all Europeans who had died in Calcutta since 1698. Another cemetery of proper dimensions was ordered to be erected in 1762 "without the boundaries of the town," inasmuch as the old burial-ground was much too confined within the confines of the city and proved quite detrimental to the health of the inhabitants, and the sanitation of the entire settlement. At the St. John's churchyard, even to this day, a mausoleum can be seen, at the north-east corner of the ground, which contains the last remains of Job Charnock. This, according to Hyde, is the oldest structure of brick and mortar made by the English in Calcutta. There lies buried, again, the famous Dr. Hamilton who cured Farnock-ayyar of his illness and procured the Company their valuable privileges for free trade and 40 bighas of rent-free land, around the site of all their factories in Bengal.
The fortifications at Bagbazar, which were represented to Siraj-ud-daula as an extension of the English fortifications throughout their settlement, and which formed, therefore, one of the main causes for the Nabob’s attack in 1766, were not formidable. They cost altogether Rs. 20,000 only. The purchase of an octagonal building on the riverside, the repairs of the Redoubt and the mounting of a few pieces of cannon, were about all that was done in 1754; and the work of repairs did not cost more than Rs. 338-6-9. (6)

In the year 1766 there were, as we have seen, only about 498 masonry houses in the town of calcutta. These were scattered on the site of the Royal Exchange, (6) Some say that the building now occupied by Messrs. Graham & Co., was the residence of that soldier-statesman, Warren Hastings, town-house was a very small one, on the site of the present Government House, but he also lived in another in Hastings, which was formerly occupied by Messrs. Burn & Co.

In the year 1763 the Board granted permission to Hastings to build a suspension bridge over the Kalighat Nullah, on the way to his garden-house. Nearly opposite this bridge, to the west of Belvedere, stood two banian trees, beneath whose shady branches Governor Hastings and Sir Philip Francis, Member of Council, fought their famous duel, in which Francis was wounded.

The Alipore residence of Sir Philip Francis, where he used to hold his weekly symposiums, is at present the official residence of the Magistrate of the 24-Pragannahs. Francis’s Calcutta house, which was “the best in Bengal,” according to the testimony of his brother-in-law and Private Secretary, Macaulay, stood just “behind the play-house” at the north-east corner of Dalhousie Square.

General Clavering resided in the premises at the corner of Waterloo Street, occupied by Messrs. Winstor & Co., in 1802. This house is at present occupied by Messrs. Cuthbertson and Harper. Adjacent to this house lived General Monson in the premises “belonging to Messrs. Fero, Smith & Co., near Mangoo Lane,” now known as 1 Mission Row. (6)

Richard Barwell’s house was situated at Kidderpore. The premises were rented in the year 1798 by the “Manager of the Orphan Society.” We cannot vouch for the truth of the conjecture that “Kidderpore House,” 4 Diamond Harbour Road, where the Military Orphan School is at present located, may, probably, have been the residence of Barwell. (6)

Sir Elijah Impey lived, says Rev. Long, in “the very house now occupied as the Nunnery, a third storey only being added.” Writing of the “Thackerais in India,” Sir William Hunter says that Impey lived “near the present Loreto Convent.” The house referred to by Mr. Long is still occupied by the Loreto Convent, and is known as 7-1 Middleton Row.

Sir William Jones lived in the “New Court House,” which was situated at 2, Esplanade, on the very site of the present High Court. He also had a “bungalow in Garden Reach, nearly opposite to the (old) Bishop’s College.” Writing in 1852, Long, however, confessed his inability to ascertain the exact site of this building. (6)

In that sequestered bungalow, amidst philosophic calmness and academic repose, Sir William Jones studied Sanskrit under Jagannath Tarkapanchanan, and Arabic under Sadar-ud-din, the greatest pandit and munshi of their day. There he translated the Manu-Smath and Kalidas’s greatest drama, Sakuntala, and from there kept up correspondence with Johnson and Burke. The Asiatic Society of Bengal was instituted by Sir William Jones, on the 15th January 1784, during the administration of Warren Hastings, who became its first patron. The present building was erected about 1806, and subsequently enlarged in 1839. The Society established a private museum

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(6) Bartlett’s “Recollections from Old Calcutta.
(6) “Recollections from Old Calcutta.”
(6) “Recollections from Calcutta Gazetteer,” Vol. XI, page 827, where an advertisement appeared, dated the 15th October, 1784, notifying the sale by public auction of the “Property of Richard Barwell, Esq.”
(6) We have heard it stated that premises No. 8 Kidderpore, now in the possession of the L. G. S. N. Co., was occupied by Sir William Jones.
"for the reception of all articles that may tend to illustrate oriental manners and history, or to elucidate the peculiarities of nature or art in the East." Extensive collections of archaeological and natural objects were gradually brought together, which appeared so valuable, that it was decided to approach the State, with the prayer to preserve them in a national building. The Government readily consented to erect an Imperial Museum in which the treasures of the Asiatic Society might be arranged and exhibited, together with the palaeontological and mineralogical collections of the Geological Survey of India. In the year 1836, the Indian Museum Act was passed, and the Asiatic Society's Museum became the property of the Government of India. The building has since undergone extensive additions and alterations, and with its new wing for the art gallery, forms one of the largest, though, perhaps, not stateless, of the Calcutta public edifices.

Sir Robert Chambers, who succeeded Sir Elijah Impey as Chief Justice, lived in the house at Kashipur (Cossipur), known in his time as "Kashipur House," which still stands on the river-bank. He had a retreat far out of town, within sight of the present Cathedral, which was quite dangerous at night from the visits of tigers. There the learned Orientalist revelled in the study of his valuable manuscripts, which were subsequently purchased by the King of Prussia.

The Bank of Bengal was founded on the 1st of May 1806, under the designation of the Bank of Calcutta, but no Royal Charter was granted till nearly three years after. The Bank assumed its present name on the 1st of January 1809.

The Ochterlony Monument is situated at the north-east corner of the Maidan as a great memorial to General Sir David Ochterlony. The structure is 155 feet high, and commands from the top a most magnificent view of the whole city. Even Barrackpore, Dum-Dum, Fort Gloucester, and the Salt Water Lakes are visible. The subscriptions for its erection, amounted to forty thousand rupees, and were realised from all sections of the community—civil, military and mercantile.

The Town Hall stands at present on the northern side of the Maidan. When the Old Court House was pulled down in 1792, by the orders of Government, a meeting was held under the presidency of Sir William Jones, to raise subscriptions for the erection of another Town Hall. The present edifice, which is in the Doric style of architecture, was erected in 1894 at a cost of £70,000. It stands upon the site of a house where Mr. Justice Hyde resided and for which he paid a monthly rent of twelve hundred rupees. Sir Lawrence Peel, one of the Chief Justices of the Old Supreme Court, lived in the house which was afterwards converted into the Sultan Khana of the late ex-King of Oudh, Nawab Wajid Ali, and is still in existence at Matiabund.

The house, which is at present occupied by the office of the Commissioner of Police, was the same in which lived Mr. John Palmer, the celebrated "merchant prince" of his days. Charles Grant, father of Lord Glenelg, who became Chairman of the Court of Directors, resided in "the first house on the right-hand side" at the beginning of Grant's Lane, from Cossimbazar (Bentick Street). In the same house lived, in his childhood, Lord Glenelg, who became Secretary of State for the Colonies (1834-39).

The house occupied by Lord Macanlay in Chowringhee has been converted into the Bengal Club. The locality just fringing the northern boundary of Calcutta is at present called Talaah, because it was originally named after old Mr. Tulloch, who carried on the business of an auctioneer. Kidderpore, on the southern outskirts of the city, is said to be denominated after Colonel Kyl, Chief Military Engineer to the East India Company and founder of the Botanic Gardens. It is, however, asserted by our Mahomedan brethren that both Ekalapur and Kidderpore derive their names from Moghul dignitaries.

The western part of Calcutta formed the most populous, important and architecturally adorned quarters of the native town. It included Kumartoli, Hatkhola, Jurabagan and Barabazar, all stretching by the bank of the river. Here dwelt those powerful contractors who supplied goods for the Company's investment, and amassed great wealth. Here lived the chief banians who

(Rev. Long's article in the Calcutta Review, Vol. XVIII.
drove a thriving business and made large fortunes. "The Settas of Murshidabad, with the wealth of princes, had a gold (commercial) seal here. Many of the chief officers of the native Government, Rai Doorhub, Raja Manickchand and Patdeehchand, had mansions in this part of the town." The "Black zamindar," Govindamran Mitra, to the detection of whose frauds we owe the existence of Hojwell's Tracts, lived in Kucartoli Bunnali Sarkar, who was next to him in wealth and influence amongst the residents of the town, was famous for his magnificent residence, which formed so conspicuous a feature in the topography of the town as to be marked down on the old maps. The ruins of this house, which are nothing but a few steps of the ghāt that led to the building itself from the river, still exist near Bagbazar. The Sikh merchant, Omichand, who is more famous for his big house which has passed into a proverb, than for his wealth amongst native Indians, lived in his own house, north of the Laldighi, in the European quarter of the town, Vaisnab Das Sett, the accredited head of those Bysacks and Setts, of whom, as the pioneer traders of Calcutta, the late Babu Gurudas Bysack has told us so much, resided in Burra Bazar. His old Thakurbari behind the Mint still survives. Huzooro Mall, a wealthy Sikh merchant, lived at Burra Bazar in a very large house. He owned a garden house at Baitakhana, where he excavated a tank which still gives its name to a lane there, although it has long ceased to exist, and a small sooki mill now sends up its dirty smoke from its site. Raja Rajballav had his residence at Bagbazar. Maharaja Nabakissen's residence is shown in the plan of Calcutta, by Lieutenant-Colonel Mark Wood; in 1784-85 as having been the identical house, which was in the occupation of the late Raja Rajendran Namin Deb.

A small room of the famous house of Churramani Datta, who almost rivalled Maharaja Nabakissen in wealth, and always fretted for want of his power, still exists intact, we are told, at its old site. On the north of Calcutta beyond the Mahatta ditch and the creek, almost due opposite Salkan, was the palace of the Nawab of Chittagong, a favourite haunt of Europeans in the last century. The buildings and gardens were magnificent and sumptuously furnished in European style, and the Nawab Roem Khan lived on terms of intimacy with the "powers" of the day, inviting them often to his mansion. The foreign Governors, on their visits to Calcutta from Serampore, Chandernagar and Chinsura, came down to Chittagong, where a reception was received, and they then rode in state up to Government House, mounted on the Nawab's splendid elephant and attended by his guard-of-honour.

Opposite Baitakhana, in the southern corner of Scaldah, there were, in those days, the houses which formed the Jockey Club, and the Restaurant for the sportsmen of Calcutta, who enjoyed their holiday by visiting the neighbourhood of Dum-Dum for shooting tigers and boars.

The most important modern buildings of the town are: (1) The High Court with its lofty spires, erected in 1872; (2) the Writers' Buildings with equally high spires, erected in 1879-84; (3) the Imperial Secretariat and Treasury Buildings 1877–82; (4) the New Customs House on the site of the old, 1890; (5) the General Post Office with its oval dome; (6) the Port Commissioners' Building, 1871; (7) St. Paul's Cathedral; (8) St. James's Church; (9) the Bank of Bengal, 1809; (10) the Mint, 1832; (11) the various mercantile offices and commercial buildings in Clive Street, Clive Row, Strand Road, Old Court House Street and Chowringhee, amongst which Gyllander House, belonging to the Maharajah of Burdwan, the Hongkong and

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\[1\] Marhaman's "Notes on the left bank of Calcutta Bank of the Hooghly.

\[1\] The Bengal proverb is about this house are:—

- (a) আমার রয়ে হাটি
- (b) ভুক্ত রয়ে হাটি
- (c) ভুক্ত রয়ে হাটি
- (d) ভুক্ত রয়ে হাটি

See the next Chapter for Illustration of the meaning of these expressions. Nababans and Govindamran, were both "Black Zamindars," and thence famous for their magnificent ships. Omichand always carried names for his house, his wealth being above comparison. Huzooro Mall after Omichand was the wealthiest merchant in native Calcutta. His successor in the title was Laskharnaha Das, nick-named Naka Dhar, while Babumut Sarker and Madhus Sen built the grandest houses in their time.
Shanghai Bank, Hamilton House, Mathewson’s, the Great Eastern Hotel, the Grand Hotel, and the Army and Navy Stores, besides the National Bank of India, are the most notable; (12) the Asiatic Museum including the Art Gallery; (13) the General Hospital, 1856—93; (14) the Medical College Hospital and its adjacent branches, inclusive of the Eden Hospital built in 1892, the Eye Hospital, the Eye Infirmary, the Students’ Boarding House; (15) the Lady Dufferin Hospital, 1897; (16) the Senate House; (17) the old Hindu School and the Sanskrit College and the Presidency College, 1854; (18) the Government Telegraph office; (19) the Royal Insurance Company’s House; (20) the East Indian Railway Company’s offices at Fairlie Place, and (21) the Calcutta Public Library.

Of the houses owned by native Indians, the following are noteworthy, besides those already mentioned—

2. Maharaja Doorga Churn Lal’s house in Cornwallis Street, formerly owned by the Palit family, of which Messrs. T. Palit and L. Palit, father and son of the High Court Bar and Indian Civil Service respectively, are the best-known representatives.
3. Raja Rajendra Mullick’s palace at Chowringhee.
4. The Dighapatiya Raja’s house in Circular Road.
5. Raj Chandra Bose’s house in Jhambwar Street, known as the Rain Roshmona’s house.
6. Rajah Digamber Mitter’s house at Jhamapooker.
7. The temple of Pashupath in Coorgipore.
8. The late Dwarka Nath Tagore’s house at Jorasanko.
9. Rajah Sreekishen Mullick’s house at Jorasanko where the Normal School used formerly to be located.
10. Ram Mohun Roy’s house in Amblar Street.
11. The Wolflands, the residence of the Maharaja of Kuch Bihar at Alipore.
12. The Burdwan Maharaja’s house in the same locality.
13. The Tollygunj Nawab’s house; and
14. The late Mirza Mohendi’s house on the Lower Chitpore Road.

Besides these, there are numerous fine houses of native Indian gentlemen. Probably the most picturesque building in Calcutta is Government House, the winter residence of the Governor-General. The erection of this magnificent palace was undertaken in 1857 at the instance of the Marquis of Wellesley, who may be rightly called the Augustus of Calcutta, because he laid great stress on the indispensable necessity of having a royal residence for the Ruler of India. “India,” wrote Lord Wellesley, “should be governed from a palace, not from a counting-house; with the ideas of a prince and not with those of a retail-dealer in muslin and indigo.” The architect to whom was entrusted the duty of erecting for the Ruler of India a mansion consistent with the honour and dignity of a stupendous empire, was Captain Wyatt of the Royal Engineers. The stately and massive pile was finished about the year 1864 at a cost of 13 lakhs of rupees, the ground cost eighty thousand and the furniture half a lakh. The design of the building was adapted, with some important modifications, from that of Kedleston Hall, in Derbyshire, the ancestral seat of Baron Curzon of the United Kingdom of Great Britain and Ireland. It is but in accord with the fitness of things that a scion of that illustrious house should be its occupant in due course. And we are not sure that to the Oriental mind, with its deep-rooted belief in predestination, the circumstance of Lord Curzon’s present occupation of it, with greater honor, more glory and an infinitely stronger bond of sympathy with the people whom he has been charged to rule than has fallen to the lot of many of his illustrious predecessors, is not an indication of a Divine dispensation, arranged with a view to cement the bonds of England’s Great Imperial Federation in which India and her heterogenous peoples united into a harmonious whole, are likely to play an important, if not prominent part.
CHAPTER XII.

STREETS, SQUARES, TANKS, AND LANES.

Hindu Kalikeshetra boasted of only two roads. One of these, with an avenue of trees at its sides, led eastwards from the zamindar's cutchery, which was at the site of the present Collectorate, to a ghāt at the Adiganga, at its confluence with the Salt Water Lakes on the south of Sealda, then called Sriyashnagar.¹⁰ The other, wider than this, was the immemorial Pilgrim Road to Kalighat, which was dignified by the British with the name of Broad Street, where it bounded their first Settlement.

During the period of traditions, various small paths and bye-paths winded their tortuous ways, like the Zigzag, Serpentine, Crooked, and Corkscrew lanes of modern times, as branches of the two main roads to carry men and goods to the markets of Govindapur, Sutanuti, Hatkhola, and Burabazar, to Suliab and Algodam, to Baranagore, and Fort Garden Reach. These paths and by-paths had no names.

After the British settlement was strengthened by the Fort, its trade necessities compelled the construction of roads for the transport and storage of goods brought in by their brokers and agents. With the increase in the number of the factors, the demand for more roads and walks became inevitable; and the roads to the north and south of the Fort, first constructed as branches of the "road leading to the eastward," were extended to the bank of the river and to the Govindapur creek to form the Rope and Respondentia Walks. The "road to the Court House," the "road to Pram's house," the "road to Surman's Garden," the "northern road to Perrin's Garden," the "road to Peter Sukens' house," the "Jorabagan road," leading from the river to the twin garden-houses of Omichand and Govindaram Mitter, and a few others leading to the houses of well-to-do European, Portuguese and Armenian merchants, and the road to the Burial-Ground were amongst the first that were constructed in the earlier years of the 18th century. The Circular Road, made of the earth dug out of the Mahimta Ditch, became the broadest road in the town and was much frequented by Europeans, while the kutch road to Barasat, as the Pilgrim Road in its northern part was called, served the same purpose for the native Indian populace. Excepting the roads in the immediate vicinity of the Fort and a small part of the road leading from the stone-paved ghāt (Puthianghata) which had been modelled with basalt-stone purchased from ship captains, all the roads in the town were kutchas. As late as 1759, the "roads were," says Grandpré "merely made of earth; the drains were ditches between the houses, and the sides of the road, the receptacles of all manner of abomination." Even in 1808, the streets in the "Blacktown" as the Indian portion of the town was called, were, according to Lord Valentia, narrow and dirty and the houses generally of mud and thatch. It was in that year that Lord Wellesley, in his famous minute, insisted upon the improvement of the town, in drainage, sanitation, symmetry and magnificence of its streets, roads, ghāts, and buildings. We have it, however, on the authority of Mr. H. E. Shakespear, that up to 1820, the improvements sanctioned by the Government had not been carried into effect, and the streets were, with four or five exceptions, kuchas, and the drains mere excavations by the roadside. Even in 1837, there were, we are told, no stones or gravel within fifty leagues of Calcutta to mend the roads with. Burnt and broken bricks were available but expensive; and a good many, therefore, remained kuchas.¹¹

We have, in a previous chapter, shown how the Lottery Committee opened out a great many streets, excavated a great many tanks, and improved the town in various other ways; how, according to Colonel Thriller, the town improvements ceased with the abolition of the Lotteries; and how, with the establishment of the Corporation of the Justices in 1871, under Act VI of that year, a fresh era of Town improvements dawned, and streets, lanes, tanks, landing and bathing ghāts, drains, markets, houses and all other matters

¹⁰ Kaviraj's Dhājajagratkarā; See Chapter II.
¹¹ Beverley's Census Report 1874, page 49.
connected with the sanitation and ornamentation of the metropolis obtained considerable attention. We have already noted the sequence in which the main improvements of the town came to be effected. Up to 1867 only two of the roads of the town were stone-haired. In that year thirteen miles of Macadamised road were metalled with stone, and new layers of stone were laid on the two old stone-haired thoroughfares. The stones used were partly obtained from the fall of ships and partly brought down from Rajmahal. Steam rolling machines were first introduced in 1884 but they proved a failure. They were replaced by the Paris Rollers of 14 tons weight, which are still in use. Up to the time of the Lottery Committee, very few roads had been named after individuals. After 1871, their number became too large to be named otherwise than after the prominent citizens of the localities in which they were constructed. In many localities, there were no superior persons; tailors, rice-dealers, table-servants and cooks preponderated in others. Hence many streets and lanes in the town are named after unknown persons. It is impossible, in view of the space at our disposal, to give an exhaustive list of the public streets, lanes, tanks, and ghats of Calcutta, and to indicate their derivation. We must, therefore, be content to deal only with the more important ones of each class and type.

Of the public roads in Calcutta two have been denominated after members of the Imperial Family. Victoria Terrace enshrines the memory of the late Queen-Empress, Victoria the Good, while Albert Road perpetuates the name of her illustrious consort, Prince Albert. Victoria Gardens have also been named in loving remembrance of our late gracious Queen. Not a few of the main streets and squares have been named after Governors-General of India. They are—Hastings Street, Cornwallis Street, Cornwallis Square, Wellington Street, Marquis Street, Wellesley Square, Wellesley Place, Wellesley Lane, Moira Street, Ankersey Street, Bentinck Street, Bentinck Lane, Dalhousie Square, Canning Street, Ripon Street, Ripon Lane, Lansdowne Road, Elgin Road.

The number of streets or squares called after Lieutenant-Governors of Bengal are, however, fewer. They are—Halliday Street, Grant Street, Beacon Street, Beech Street, Bentinck Square, Beaton Row, Grey Street and Eden Hospital Lane while those named after the Governors of Bengal in the eighteenth century are Charneck Place, Holwell's Lane, Clive Street, Clive Row, Clive Ghát Street, and Vanneck'tart Row.

Four of the streets have been denominated after Chairmen of the Calcutta Municipal Corporation. Shoolch Street preserves the memory of the first Municipal Chairman, who was appointed in July 1863. Harrison Row, made in 1889, that of Sir Henry Harrison, Kt. Hogg Street, that of Sir Stewart Hogg, and Metcalfe Street that of the late Mr. C. T. Metcalfe, C.S.I.

The number of streets and lanes named after Europeans is considerable. The more important of them, arranged alphabetically, are as follows:

Bloomehan Street. Mr. Blochman was a noted Persian scholar and geographical writer.

Bonfield's Lane. William Bonfield was Beardmore's Calcutta agent. He was a leading auctioneer in the town in the 18th century.

Camac Street is named after Mr. Camac who owned an estate in Shorts' bazar, which was purchased by the Commissioners.

Dacre's Lane is named after John Dacre.

Duff Street. Dr. Alexander Duff was the pioneer of Missionary work in Bengal. He founded the Free Church Institution, which is now known as the Duff College.

Fairlie Place. Mr. Fairlie was the senior partner of Messrs. Fairlie Ferguson & Co., an old and well-known mercantile firm.

Grant's Lane. Charles Grant came to this country very poor, almost penniless, and afterwards rose to be Chairman of the Court of Directors.

Hare Street is named after David Hare (1775-1842), the father of English education in Bengal.

Harrington Street. The Hon'ble H. B. Harington was a member of the Viceroy's Executive Council. One of his descendants, the Hon'ble Richard Harington is at present a puisne Judge of the Calcutta High Court.

Larkin's Lane. William Larkin was the Church-Warden at St. John's Church.
London Street is called after the Countess of London.

Lyons' Range derives its name from Thomas Lyons. The Company granted him by a patent the whole land intervening between the Church of St. Anne's and the Old Court House, for building the Writers' Buildings upon.

McLeod Street owes its nomenclature to Surgeon Lieutenant-Colonel McLeod of the Indian Medical Service. He was Health Officer to the Corporation and afterwards a skilful medical practitioner and a Professor of the Calcutta Medical College.

Marston Street reminds us of Frederick John Marsden, Chief Presidency Magistrate of the Police Court.

Middleton Street perpetuates the memory of Thomas Fanshaw Middleton, who came out in 1814 as the Lord Bishop of Calcutta and Metropolitan of the Indian Episcopate.

Outram Road are named after the famous Major-General Sir James Outram.

Phears' Lane, Sir John Budd Phears, was a puisne Judge of the Calcutta High Court. He was afterwards Chief Justice of Ceylon. He did much while in India, to bridge the gulf between the rulers and the ruled, and was honoured by the native Indian community for his broad and hearty sympathy with their ideas and aspirations. He is a great friend of the Indians visiting England.

Robert's Street. Mr. Roberts was a capable Police Magistrate. When differences arose between him and Sir Stewart Hogg, the Commissioner of Police, he resigned his appointment and became Superintendent of Stamps and Stationery.

Robinson Street. Rev. John Robinson was a translator of the High Court. He died only the other day.

Russel Street and Little Russel Street are named after Sir Henry Russel, Chief Justice, who built the first house there on a spot now occupied by a Boarding House.

Short Street. Mr. Short owned extensive properties in Calcutta, including the famous bazaars which were cleared and improved by the excavation of tanks by the Lottery Committee.

St. James's Square and St. James's Lane preserve the sacred memory of a canonized saint of the Anglican Church. The locality is called “Nora Girja” from the fact that the Church consecrated to the saint was devoid of a steeple.

Sucasa Street. Peter Sucess was a celebrated Armenian merchant of great wealth and owned a large garden-house at Boitakhans.

Turnbull's Lane. Robert Turnbull was Secretary to the Calcutta Corporation for many years.

Wellington Street
Wellington Square
Wellington Lane
Wood Street
Upper Wood Street are named after the Great Duke of Wellington.

Wool Street are named after Mr. Henry Wood, who, on the 13th July 1818, brought to the notice of the Lottery Committee, “the inadequate manner in which the establishment entertained for the purpose performed its duty in removing the filth.”

Several streets derive their names from the most conspicuous institutions connected with the localities.

Theatre Row. Mr. Horse Hayman Wilson established in that quarter, with a few of his European friends, an Amateur Dramatic Society and a playhouse called the Sans Souci Theatre. The plays acted in this theatre were at one time the furore of the European population.

College Street obtained its name from the old Hindu College and the Medical College, by the side of which it passed.

Medical College Street derives its name from the Calcutta Medical College.

Church Lane is so called from St. John's Church which is located by its side.

Municipal Office Street is similarly designated from the location of the office of the Calcutta Corporation on the street.

British Indian Street. Formerly known as Rama Modha Gulke (the lane of excited flight). It was here that the force under Manick Chaud fought a
close battle with the English at the siege of Calcutta. The street is now known as the British Indian Street from the British Indian Association, the premier Association of the zamindars of Bengal, which is located in it.

PreCTOR's Street. It is so called from its being designated on the same day that the British flag was unfurled in Pretoria.

The Streets of Calcutta which owe their designation to the names of Muhammadans are only few and far between. Many of them belong to individuals of whom little or nothing is known. By far the greater number refers to persons who filled the lowest rungs in the social ladder and rejoiced in the humble avocations of tailor, butter, or book-binder.

Bhoodoo Ostagur's Lane, Geelho Ostagur's Lane, Lal Ostagur's Lane, and Naambah Obsagur's Lane are all named after tailors, who pined their trade with such success in the localities, as to be reckoned the chief residents; while Nemo Khanwana's Lane, Chukoo Khanwana's Lane, Korkum Box Khanwana's Lane, and Punchoe Khanwana's Lane reminded us of the good old days when bidders in the house-holds of European gentlemen were conspicuous persons among their fellow-countrymen.

Sherief Duffree's Lane, Russick Seramy's Lane, and Immubuz Thanadar's Lane are denominated, respectively after a book-binder, a ship's seramy, and a constable in charge of a police-station, who were amongst the residents of the localities, most influential in the olden days, when Calcutta was peopled mostly by men of their stamp, at least in the particular quarters where they resided. With the development of the town, the better classes of Musalmans began to settle down here, and clerks and writers gave their names for designating their own localities. As examples we have Moonseeh Moonuddin's Lane, Moonseeh Deder Box's Lane, Moonseeh Rukmahula's Lane, Moonseeh Suudduudin's Lane, and Moonseeh Wahshullah's Lane. Naizie Naizchella's Lane is called after a subordinate ministerial officer who served as Nazir in a Judge's Court.

But as education amongst Mahomedans advanced under the auspices of British rule, and Persian scholars and English-educated Mahomedans began to hold high positions under the Government, the Municipal authorities indented upon these higher functionaries to denominate their streets and lanes. Nor did they omit Musalman merchants. As examples, we have the following lanes:

Mauzie Basier Rahaman's Lane, Mauzie Gulam Sibhan's Lane, and Mauzie Indad Ali's Lane are lanes designated after persons who possessed considerable influence in society and were highly respected as custodians of Moslem culture and professors of Arabic or Persian.

Mira Mendee's Lane. Mira Mendee was a wealthy Shiah Merchant, whose Mubarram procession in the town is well-known for its brilliant display of richly-embroidered horses, and ornamental flags and tarlas.

 Nawab Abdool Lateef's Lane. Nawab Abdool Lateef Bahadoor was an ornament of the Provincial Executive Service. His valuable services won for him a mark of appreciation from the Government he served so faithfully, the titular distinction of Nawab Bahadoor, and a special pension on his retirement. He was universally popular among all sections of the European and Indian communities for his large-hearted sympathy and amiable disposition. He became afterwards Prime Minister of the Muhammadan Feudatory State of Bhupal.

The largest number of streets in Calcutta derive their cognomen from Hindus, who form the majority of the population. They are, arranged alphabetically, as follows:

Abhoy Churn Mitter's Street. Abhoy Churn Mitter was the grandson of Raghun Mitter and great-grandson of Govindaram Mitter, the notorious "Black zamindar" of Holwell's time. He was Dewan of the Collector of the 24-Parganas, and reputed as the generous donor of one lakh of rupees to his spiritual preceptor.

Abhoy Kumar Bose's Lane. Abhoy Kumar Bose belonged to the Bose family of Kantapukur, Shambazar.

Bleem Ghosht's Lane. Bleem Ghosh is said to have attained cheap notoriety among his contemporaries for regaling his invited guests with scanty dishes.

Bhuban Mohun Sircar's Lane.—Dr. Bhurban Mohun Sircar is still alive and is an old medical practitioner of Calcutta. He was Secretary to the Bengal
Temperance Society, which has now ceased to exist, and was a municipal commissioner for a number of years.

Bisonath Muttyal's Lane. Bisonath Muttyal was the founder of the Muttyal family of Bow Bazar. He began life as Maharrir in a Salt Golah on Rs. 8 per mensem and ended with leaving 15 lakhs of rupees. He established the Bow Bazar, which is now a flourishing market. The present Maharajah of Nadia and the young Rajah of Bhowal have married into his family.

Vaisnav Charan Seth's Street. Vaisnav Charan Seth was the son of Janardan Seth, who was the Company's broker during the early years of the eighteenth century.

Bunamali Sircar's Street. Bunamali Sircar was a Sadgop (cultivator) by caste and the son of AtmaRam Sircar, who settled in Kumartuli. Bunamali was at first Dewan to the Resident at Patna and afterwards Deputy Trader to the East India Company in Calcutta. His magnificent residence built in Kumartuli during the years 1740-50, has passed into a Bengali proverb.

Bridabab Bose's Lane. Bridabab Bose belonged to the Bose family of Bagbazar.

Bridabab Bysack's Street. Bridabab Bysack was a wealthy member of the Bysack family who are said to have been brought to Govindapur by the Setta for purposes of intermarriages.

Bridabab Ghosh's Lane. Bridabab Ghosh earned his living as an humble clerk. He was book-keeper of the mercantile firm of Mackilup Stewart and Company.

Doorga Charan Mitter's Street. Doorga Charan Mitter belonged to the Mitter family of Darjiparrah.

Doorga Charan Mukerjee's Street. Doorga Charan Mookerjee made money as Dewan of the Opium Agency at Patna. He built a bathing-ghât at Bagbazar in his name.

Doorga Charan Pittoroy's Lane. The Pittories were one of the earliest families of Brahmins to settle in Calcutta. Doorga Charan was a well-known capitalist and contractor. He was entrusted with the contract of building the new Fort and is said to have enriched himself thereby.

Doctor Doorga Charan Banerjee's Lane. Doorga Charan Banerjee was a well-known physician of remarkable powers of diagnosis. He was spoken of by his patients as the very incarnation of Asclepius. His second son, the Hon'ble Surendra Nath Banerjee, is a powerful orator and well-known publicist.

Durponrain Tagore's Street. Durponrain Tagore, great grandfather of Maharajah Bahadur Sir Jolendro Mohan Tagore, K.C.S.I., was grandson of Panchanan Thakur who settled at Govindapur towards the end of the 17th century. His father Joyram removed to Patheriangatta. Durponrain amassed a large fortune as a merchant and by serving the French Government at Chandernagore as Dewan.

Dwarkanath Tagore's Lane. Dwarkanath Tagore began life as a Pleader; then he became Sheriffadar to the Collector of the Salt Department and afterwards Dewan of the Board of Revenue. Later on, he set up business on his own account as a merchant and in conjunction with several European and Bengali gentlemen, established a Bank and a number of indigo silk and sugar factories. He twice visited England, and on his first visit, received honors at the hands of the late Empress Victoria. During his sojourn in the west he was dubbed "Prince Dwarkanath" for his lavish hospitality and magnificent gifts. He died in Belfast and lies buried in Kensal Green.

Fagun Das Lane. Fagun Das was a native of Crissa. He earned considerable wealth by supplying ships with cocoa for the delivery of goods and acting generally as Ramian to the Captains.

Gobinda Chandra Das's Lane. Gobinda Chandra Dhar is still enjoying life as a Government pensioner. He was Head Assistant to the Medical Board.

Gocool Mitter's Lane. Gocool Chandra Mitra was the son of Sitaram Mitra, who came out from Bally and settled in Calcutta. He made a fortune by dealing in salt. Gocool Chandra had pledged to him the idol, Madan Mohan of the Vishnumur Raj, for helping Rajah Damodar Singh II with one lakh of rupees during his financial embarrassments. He has dedicated a splendid temple and altar to the idol, Madanmohan.
Gaur Mohan Dhar's Lane. Gaur Mohan Dhar was the first Bengali plumber.

Girish Vidyaratna's Lane. Girish Vidyaratna was a leading Sanskrit scholar and a Professor in the Sanskrit College. He owned a large printing press.

Gungaram Palit's Lane. Gungaram Palit belonged to the Palit family of Dingabhang.

Hem Chunder Kerr's Lane. Hem Chunder Kerr was a well-known member of the Provincial Civil Service.

Baramasi Ghose's Street. Baramasi Ghose was the son-in-law of Dewan Santiram Singh of Joransako. He was himself Dewan to Collector Gladwin. His cousin Balaram was Dewan to Duplex at Chandernagore.

Hari Ghose's Street. Dewan Srihari Ghosh was the second son of Balaram, the Dewan to the French Governor Duplex. He became Dewan of the East India Company at Monghyr. He made considerable money, the greater part of which was spent in charity. He was generous enough to shelter in his house a large number of the poor, helpless and needy, and an equal number of his indigent friends and relations. His house, thus crowded, was nicknamed "Hari Ghose's Ghowal." A friend of his took advantage of his simplicity and guilelessness by appropriating to himself, his entire property. His last days were thereby clouded with pecuniary difficulties and were spent in Benares.

Hurrach Chunder Mookerjee's Road. Harish Chandra Mookerjee, was the right-hand man of Lord Canning during the dark days of the Mutiny. In the Henoa Patriot, of which he was editor, he wrote against the Indigo-planters. He has been called the pioneer of political agitation in this country.

Huzroor Mull's Lane. Huzoor Mull was a Sikh merchant whose wealth passed into a proverb. He excavated a large tank at Boitakhana which went by his name till filled up. He constructed the Ghat immediately below Raja Woodmants Street, which is now known as Armenian Ghat. He built the steple of the Armenian Church and gave away several highas of land at Kalighat where he constructed a pucca ghat near the temple. He is said to have done eminent services to the English at the battle of Buxar.

Jodonnath Deb's Lane. Jodu Nath Deb was the chief accountant of the Calcutta Municipality.

Joy Mitter's Ghat Lane. Joy Mitter, son of Ram Chandra Mittra, was Baniyan to the Captain of a merchant-vessel. He built the "dwadas mandir" (twelve temples) at Barnagore Ghat.

Jagadish Nath Roy's Lane. Jagadish Nath Roy was a native of Kanich Kleinpara in the district of 24-parganas. He was an able officer in the Police Department and rose to be District Superintendent of Police.

Jugondhun Bose's Lane. Dr. Jagondhun Bose was a medical practitioner of repute in Calcutta. He was an M.D. of the Calcutta University. He made quite a fortune in the healing art and founded the College of Physicmen and Surgeons.

Kali Prasad Datta's Street. Kali Prasad Datta, was the son of Churnamani Datta, the great rival in wealth of Maharaja Nukkissen.

Kashee Ghose's Lane. Kashee Ghose, son of Rama Dina Ghose, Dewan of the Nadia Raj, was Assistant Baniyan to Messrs. Fairlie, Ferguson and Company, and made a large fortune.

Khetat Chandra Ghose's Lane. Khetat Chandra Ghose was the grandson of Dewan Ramlochan Ghose, who was sircar to Lady Hastings, but was familiarly known as Hastings' Dewan. Khetat Chunder's uncle, Anandalalramy was the owner of Duhurontullah Bazar, which was at one time named Anandia Bazar.

Keshub Chunder Sen's Lane. Keshub Chunder Sen (1838-1884) was the apostle of religious reform in Bengal and the accredited leader of the Brahmo Somaj movement. He established the New Dispensation Church, which is essentially eclectic in its doctrines and tenets, and recognizes the underlying harmony and fraternity of all the world-religions. Keshub Chunder was the grandson of Dewan Ramcoomul, who came from Gorhia in 24-Parganas, to settle in Calcutta in 1800 and became successively Dewan of the Mint and Bank of Bengal. Keshub's wonderful powers of oratory and religious enthusiasm won for him the admiration, not only of his own countrymen, but of a great many thinkers of the religious world. When he visited England in 1870 he was
received with respect and attention by the people of England and had the
honour of being presented to the late Queen-Empress Victoria and a few
members of the Royal Family. His charming personality and fervid eloquence
created much interest in England in the Brahmo religion. The legislative
enactments which legalised all marriages between self-acting parties beyond the
pale of any of the religious denominations, was passed into law at his instance
and initiative. He married his eldest daughter to the present Maharaja of
Cooch Behar. He died on the 8th January 1884.

Kristo Das Pal's Lane. Kristo Das Pal (1838—1884) was far and away
the greatest journalist and publicist that India has yet produced. He rose
from humble beginnings to be the Editor of the Hindoo Patriot, and Secretary
to the British Indian Association, which represents the powerful aristocracy
of Bengal. He was Honorary Magistrate, Municipal Commissioner and
Member of the Imperial Legislative Council. The zemindars of Bengal, in
recognition of his valuable services on their behalf, have voted him a marble
statue which adorns the junction of Harrison Road with College Street.

Kristoresh Bose's Street. Dewan Krishnaram Bose, son of Dayaram Bose,
of whom we have already had a glimpse in connection with the allotment of
Mir Jafar's restitution money was born in 1733. He was at first a dealer in
salt and made quite a fortune in that business. He was appointed Dewan
of Hooghly on a salary of Rs. 2,000 per annum. At the time of famine,
he gave away to the poor and hungry many thousand mounds of rice to the
value of one lakh of rupees. He built many temples in Benares and adorned
the road that leads from Cuttack to Puri with mango trees, with the generous
object that pilgrims might enjoy the delicious fruits while resting under
their cool shade. Krishnaram died in 1807 at the ripe old age of 74.

Lal Madhub Mookerjee's Lane. Dr. Lal Madhub Mookerjee is a living medical
practitioner of Calcutta. He was a Member of the Subordinate Medical
Service and was made a Rai Bahadur after his retirement from the service.

Meheesh Chunder Chowdhry's Lane. Mehees Chandra Chowdhry was one of the
foremost Vakeels of the High Court. He died in 1809. The late Sir
Ramesh Chunder Mitter used to say that he had known no better lawyer than
Babu Meheees Chandra.

Mohendra Nath Gosain's Lane. Mahendra Nath Gosain is a living
Vaishnava preacher.

Monohar Das's Street. Monohar Das was a well-known merchant of
Burrabazar.

Mathur Sen's Garden Lane. Mathur Mohan Sen, son of Jaymuni Sen, was
a celebrated podder (money-changer and banker). He built a magnificent
palace, with four huge gates, after the model of the Government House. In
close proximity to this mansion which is at present in ruins, he built a bahur-
bari (temple) and a flower garden which are still to be seen. On his death,
Mathur Sen left very little property to his descendants.

Mutty Lal Sen's Street. Mati Lal Sii, (1732—1854) the multi-mil-
lionaire of Calcutta, was not born with a silver spoon to his mouth. His
father, Chaitan Charan Sii, kept the wolf from the door by selling clothes.
Mutty Lal secured in 1815 an humble appointment in the Fort. While so
employed as a supplier of military stores, he speculated in the business of
bottles and corks, which brought him no little fortune. He then resigned his
situation in the Fort and became Bankan to the Captains of merchant vessels.
He worked in that capacity for nine years, and “the fair goddess, Fortune, fell
deep in love with him.” He afterwards rose to be the Baron of three
European mercantile firms. He established the Sen's Free School for the
education of the sons of the poor and the needy, and attached a free Boarding-
house to this school. He built a guest-house at Belgharia, where five hundred
men were fed sumptuously every day. He made a free-gift of land for the
Fever Hospital.

Mohin Mohan Chatterji's Lane. Mohin Mohan Chatterji was the grand-
father of Amarendra Nath Chatterjee, a prominent vakti of the High Court.

Nemoo Gosain's Lane. Nemoo Gosain (Nimai Charan Goswami) was a
pious Vaishnava.
Narayana Chunder Bose’s Lane. Narayana Chunder Bose was a prominent solicitor of the High Court.

Nirmaladah Sen’s Lane. Dr. Nirmaladah Sen was a celebrated oculist.

Nilkanth Dutta’s Lane. Nilkanth Datta was a medical practitioner.

Nilmani Halder’s Lane. Nilmani Halder was the brother of the notorious Prakrissen Halder of Hooghly, who was sentenced to transportation for forging Government promissory notes. Nilmani Halder suffered rigorous imprisonment for aiding and abetting his brother in his foul crime.

Nilnayan Mitra’s Street. Nilnayan Mitra belonged to the Mitra family of Dacca. He flourished in the time of the English acquisition of India and was a contemporary of Omichand.

Notion Sircar’s Lane. Nirad Krishna Sircar was a member of the Provincial Executive service.

Nobo Gaonar Baha’s Lane. Naba Kumar Baha was an actor in the Royal Bengal Theatre.

Narendro Nath Sen’s Lane. Narendro Nath Sen, son of Harinath Sen, a Prime Minister of Jeypore, is a veteran journalist. He is the editor of the Indian Mirror, and is a solicitor of the High Court. He was a Municipal Commissioner of the city for several years, and represented it in the Bengal Legislative Council for two years (1893-1900). A recently-made square is named after him.

Nanda Lal Mullick’s Lane. Nanda Lal Mullick was the son and heir of Rajah Shama Churn Mullick. The Mullicks of Pathriaghata among the earliest residents of Barrabazar; they bought their princely fortune through commercial relations with the East India Company.

Nandra Bose’s Lane. — Rai Nanda Bose is the grandson of Jagat Chandra Bose of Kantapockur, Shambazar.

Nandra Ram Sen’s Street. Nandra Ram (Nandarama) Sen was the “black deputy” or “general supervisor” of the Court of Rambagan in 1708, when Ralph Sheldon became the Collector of Calcutta. But in 1709, Benjamin Boweley had succeeded Sheldon, and Nandra Ram fell under suspicion and was summarily cashiered. In 1709 the post remained vacant for several months, during which Nandra Ram again acted as the assistant to the Collector. When he was discharged, he came out that he had been guilty of excessive peculation. Nandra Ram fled to Hooghly but was given up by the Governor of the place, and was imprisoned for a long period by the order of the Council, but was released on payment of the money due by him. He built a bathing-ghat on the river, called the Rathotta Ghatak.

Owad Chunder Dutta’s Lane. Mr. O. C. Dutt of the Rambagan Dutt family, is the grandson of Rasman Dutt, who was book-keeper of Messrs. Davidsohn & Co., and afterwards a Commissioner of the Court of Royston. Mr. O. C. Dutt acted for many years as a Municipal Commissioner and for some time as Vice-Chairman of the Municipality. He also served the Calcutta Corporation for a long period as Collector of Rates and Taxes. He is an Honorary Presidency Magistrate, and a writer of charming verses in English. Mr. Dutt’s family has embraced Christianity and is well-known for culture and poetic accomplishments.

Owath Deb’s Lane and Owath Baha’s Bazar Lane. Anath Nath Deb is the adopted son of Pramathanath Deb (better known as Latu Babu), and grandson of Ramdulal Dey (Dulal Sarkar), who acquired a very large fortune through the active co-operation of Madan Mohan Datta of Hatkhola.

Pashupati Nath Bose’s Lane. Rai Pashupati Nath Bose is the grandson of Jagat Bose of Kantapockur, Shambazar. He was for many years a Municipal Commissioner.

Poonam Charan Sircar’s Street. Poonam Charan Sarkar (1823-1875) was a veteran educationist and a temperance reformer. For his wonderful grasp of

(6) The Court of Royston, according to Beattie, consisted of 24 Commissioners, selected originally by the Governor and Council from among the principal inhabitants of Calcutta, who were appointed to sit every Thursday, with power to hear and determine suits in a summary way, under such orders and regulations as were from time to time given by a majority of the Court of East India Directors. The Commissioners, or any three or more of them, sat in rotation, and had full power and authority to determine all such matters or suits as were brought before them, whose debts or matters in dispute did not exceed the value of five pagodas or forty shillings. One half of the number of Commissioners, being those who had served longest, were removed by rotation annually, on the first Thursday in December, and an equal number were chosen by ballot from among themselves.
intricate educational problems; and the defects and shortcomings of his pupils, he could be fitly compared to Dr. Arnold of Rugby. After leaving the Hindoo College where he obtained a name and fame for himself as a student; Peary Charan was appointed Head Master successively of the Hooghly Branch School, Barnet Government School, and the Harin School at Calcutta, where he served for many years. He afterwards rose to be Professor of English Language and Literature in the Presidency College. He was an ardent enthusiast in the cause of female education and temperance reform. He established a Girls' School in the neighbourhood of his residence and the Chobhagan Preparatory School and Bengal Temperance Society. He edited for sometime the Education Gazette. With him has passed away the admirable class of old Head Masters, who commanded respect and obedience by their wide culture, profound scholarship and large-hearted sympathy.

Prasanna Kumar Tagore's Street. Prasanna Kumar Tagore, youngest son of Gopee Mohun Tagore of Puthurghata, was the uncle of Maharajah Bahadur Sir Jotendra Mohun Tagore, K.C.I.E. He was not only the heir of a princely fortune, but a successful vakeel of the High Court. He made splendid bequests to the Calcutta University, where his marble statute adorns the vestibule. His magnificent endowment of three lakhs of rupees to the University forms the nucleus of the Tagore Law Professorship. He disinherited his only son, Jnanendra Mohan Tagore, the first Bengali Barrister-at-Law (son-in-law of Rev Dr. K. M. Banerjee) for becoming a convert to Christianity. Prasanna made generous contributions for the maintenance of temples and for a Sanskrit College at Moolajore in the district of 24-Parganas. He was an enthusiast for the development of education and legal literature.

Protap Chunder Ghose's Lane. Protap Chandra Ghosh was for many years the Registrar of Assurances and Joint Stock Companies in Calcutta. His father Hurro Chunder Ghose was a Judge of the Small Cause Court, Calcutta. Protap Chandra has at present retired from Government service and is enjoying well-earned rest. He is the author of several Bengali books.

Padma Nath's Lane. Padma Chandra Nath is a flourishing book-seller in China Bazar. He is a Jugi by caste.

Radha Nath Mullick's Lane. Radha Nath Mullick, a well-known zamindar, belonged to the Mullick family of Putaldanga.

Rajah Gooroo Dus's Street.—Rajah Gooroo Dus was the son of Maharajah Nanda Kumar. He was Dewan to Nawab Meer Jaffer.

Raja Harendra Krishna's Lane. Raja Bahadur Harendra Krishna was the son of Raja Bahadur Kali Krishna, and great grandson of Maharaja Nubkissen Bahadur. He was a member of the Provincial Executive Service and for many years Police Magistrate of Sealdah.

Raja Kali Krishna's Lane. Raja Bahadur Kali Krishna, K.C.I.E., was the grandson of Maharaja Nubkissen Bahadur. His fine marble statue adorns the Beadon Square.

Raja Gopee Mohun's Street. Raja Gopee Mohun was the adopted son of Maharaja Nubkissen Bahadur. He was famous among his countrymen for his musical tastes.

Raja Nubkissen's Street. Maharaja Nubkissen Bahadur is said to have constructed at his own expense this spacious road connecting Upper Chipapore Road with Upper Circular Road, and dignified it with his own honoured name. The latter half of the street is now no longer called after him.

Maharaja Nubkissen began life as Munshi to Hastings and rose to be Munshi or clerk to the East India Company. He crowned his career as their Political Banyan. He was employed on occasions and duties which might well tax the utmost resources of head and heart of a trained diplomat or a far-sighted statesman. He is credited by his biographer with having furnished the ideals and suggested the steps that led to the establishment of England's Empire in the East.

Raja Rajendra Narain's Lane. Raja Rajendra Narain Deb Bahadur was the second son of Raja Sir Radha Kanta Deb, K.C.I.E., and grandson of Raja Gopee Mohun Deb. He died last year at the ripe old age of 90. He was for many years President of the Indian Association.

Raja Mahendra Narain's Lane. Raja Mahendra Narain was the eldest son of Raja Sir Radha Kanta Deb Bahadur.
Raja Debendra Narain's Lane. Raja Debendra Narain was the youngest son of Raja Sir Radha Kant Deb Bahadur.

Raja Rajballav's Street. Raja Rajballav was Naib or Deputy Governor of the province of Dacca. Siraj ud-dowlah desired to despoil him of the vast wealth which had been acquired in the long administration of a wealthy province. But the cunning of the old Raja got the better of the young Nawab's capacity. He fled from Moorsahabad where he was kept under surveillance and took refuge at Calcutta. His son, Kissendas, embarked with his father's immense wealth, and under pretence of going on a pilgrimage to Suggernath, came down to Calcutta, and threw himself upon the protection of the English. Nawab Kassim Ali Khan is said to have killed Raja Rajballav and his son in 1781 in a general massacre.

Rajendra Mullick's Street. Rajendra Mullick was the adopted son of Veishnav Das Mullick of the Pathuriaghata Mullick family. His splendid benefactions for relieving the distress of the poor and the famished were appreciated alike by the Government and the people. During the Orissa famine, he fed sumptuously a large number of people every day, and he continued that practice after the famine his descendants; have kept up the institution.

Rama Prasad Roy's Lane. Rama Prasad Roy was the son of Raja Ram Mohan Roy, the founder of the Brahmo Samaaj and the greatest Bengalee reformer of the nineteenth century. Rama Prasad earned immense wealth by practising as a vakil of the High Court. He was the first vakil to be appointed Judge of the High Court, but death prevented him from taking his seat on the Bench.

Ram Kant Bose's Lane. Ram Kant Bose belonged to the wealthy Bose family of Baghazar.

Ram Mohan Mullick's Lane. Ram Mohan Mullick was the son of Nimai Charan Mullick of Burabazar who made a deal of money by trade and speculation in salt and land in the eighteenth century, and left a store of rupees on his death. Ram Mohan increased his father's property by extensive trade. He built a ghat on the river in 1855.

Rutland Sircar's Garden Street. In 1679, the first British ship, Falcon, with Captain Stafford as the commanding officer, came up the river Ganges and anchored off Garden Reach. The Captain asked for a dohldah, that being the term used in Madras for an interpreter. The simple villagers did not comprehend what the English commander required of them, and they mistook the word dohldah for dhokes, a washerman, and accordingly sent one in their employ, named Ratan Sircar. The man was intelligent, and is said to have had a smattering knowledge of English which enabled him to understand the Captain's requirements, and his new employers were so much satisfied with him that he continued one of the principal native servants of the Company for many years. The quondam washerman became the English interpreter and became a wealthy man in a few years.

Rutland Sircar's Lane. Rutland Sircar was the favourite servant of Nundarama Sen, the "Black Zamindar".

Shama Charan Deb's Lane. Shama Charan De was the Vice-Chairman of the Calcutta Corporation.

Subho Kristo Daw's Lane. Shibho Kristo Daw was an iron-dealer and hardware merchant with an extensive business.

Sir Maharraja Naradra Krishna Bahadoor, E.C.I., is the son of Raja Rajkrishna, and grandson of Maharraja Nubkissen Bahadur. He was for many years President of the British Indian Association and for some time member of the Imperial Legislative Council. He is at present the head of the Sobhan Bazar Raj Family.

Sir Raja Radha Kanta's Lane. Raja Sir Radha Kanta Deb was the only son of Raja Gopee Mohan Deb. He was the Museus of Bengal and a generous patron of learning and culture. It was at his expense and initiative that the ponderous volumes of the Sabda-Kaivalyadnya, the great encyclopaedia of Sanskrit literature, were first published. He was a rigid Hindu of the orthodox type, and lent the whole weight of his powerful influence against the

(See Appendix Chapter VII.)
reform movement started by that epoch-making personage, Raja Ram Mohan Roy. He vehemently opposed the agitation for the abolition of sati and launched into existence a Hindu subha to act as a foil against the Brahmo Samaj. His last days, which extended beyond the allotted span of human life, were spent in Brindaban, and he laid down the burden of life full of years and honours.

Sitaram Ghosh’s Street. Sitaram Ghosh was a wealthy Talukdar of Behala. His son was Dewan Ablay Charan Ghosh, and his grandson, Hurro Chunder Ghosh, was a Judge of the Presidency Court of Small Causes.

Sohbaram Bysack’s Lane. Sohbaram Bysack was one of the wealthiest among the Bysacks of the eighteenth century. Holwell had changed the designation of Sambazar into Charles Bazar, and Sohbaram re-named it Sham Bazar, Sham Bysack being a relative of his. We have already seen Sohbaram as a Commissioner for the distribution of the restitution money.

Sambhu Nath Pandit’s Street. Sambhu Nath Pandit, son of Shibt Narain Pandit, was a Cashmere Brahmin, domiciled in Bengal. He was a vakool of the Old Supreme Court with a large practice. He was successively appointed junior pleader and senior pleader to the Government of Bengal. On the establishment of the High Court, Rama Prasad Roy was elevated from the Bar to the Bench, but death supervened before he could take the wig, and Sambhu Nath was summoned to the exalted dignity of being the first Indian Judge of the High Court. He adorned the Bench for five years.

Sukumar Ghosh’s Lane. Ram Shankar Ghosh (popularly known as Shankar Ghose) was son of Manohar Ghosh and grandson of Dubaki Ghosh. He was a captain’s saniyan and amassed quite a fortune in his lucrative business. The temple of the goddess Kali, situated in Chorebagan, which is the source of no inconsiderable income, belonged to him.

Srinath Das’ Lane. Srinath Das is at present the oldest amongst the most successful vakools of the High Court.

Ukoor Dutta’s Lane. Ukoor (akoor) Dutta was the founder of the Dutt family of Wellington Square.

Vidyanagar Street. Named after the late well-known Pandit Iswar-Charundra Vidyanagar, C.I.E. He was for a time Principal of the Government Sanskrit College, but resigned the post on account of disagreement with the Director of Public Instruction. He started the agitation for the re-marriage of Hindu widows and the legislature came to his aid by rendering valid all such marriages. He led the agitation but with little success for the annihilation of Kulinism.

Kumar Girindra Narayan’s Lane. Kumar Girindra Narain is a member of the Statutory Civil Service. He is a son of Raja Ragundra Narain Deb of Sobhabazar.

Raja Woodman’s Street. Raja Woodman was son of Raja Shitab Roy, who was Naib Subah of Behar. A landing ghāt is named after him.

Sobha Ram Mandal’s Street. Sobha Ram Mandal was a scion of the Majumdar family of Kumartuli. One of his descendants, Ram Sander built a ghāt in his name on the river. The founder of the family was Ramchandra Ghosh, who came down to settle in Calcutta from Akas and received the title of Majumdar from the Nawab Bahadar of Murchidabad.

Hidaram Banerjee’s Lane. Hidaram Banerjee was the grand-father of Rajkrishna Banerjee, till lately Professor of Sanskrit in the Presidency College.

Kashoo Mitter’s Ghāt Street. Kashoo Nath Mitter was the nephew (sister’s son) of Raja Rajballav.

There is only one street which bears the designation of a Jew—Eeda Street. It is called after the well-known Jewish merchant, E. D. J. Eeda, who earned great wealth as a merchant.

Baretto Street is designated after a Portuguese merchant-prince, Joseph Baretto, who came from Bombay and settled in Calcutta. Like the well-known Mr. John Palmer, he was a man of generous instincts and liberal disposition, and the Portuguese in Calcutta owe their main Church and Burial-ground to his munificence.

It would, at first sight, seem almost a pity that some of the streets of Calcutta in the Hindu quarters should still be named after very insignificant
persons. It should, however, be remembered that they indicate the prominent householders that resided in the localities in olden times, when Calcutta was but sparsely peopled, and the respectable classes kept away from it, on account of its deadly malaria and unsavoury surroundings, and that these, to present notions, humble and insignificant persons were then above their fellow residents from a worldly point of view. The following lanes are instances in point:

Chidam Mudee’s Lane (named after a grocer).
Panchee Dibolamy Gully (named after a laundress).
Sharma Bai Gully (named after a dancing girl).
Okhili Mistry’s Lane (named after a mechanic).
Ramkurnu Mistry’s Lane (named after a carpenter).
Ramkurnu Mistry’s Lane (utito).

Since 1877, however, the Municipal Commissioners have renamed after respectable persons a great many of the streets and lanes that were formerly named after lowly individuals. Tod’s Lane was in 1877 dubbed Pratap Chatterjee’s Street and Putunath bye-lane Chintamoni Das’s Lane. In 1879, Juratlal Street was called Marquis Street, Nanku Jenauder’s Lane was named Bealack 1st Lane and Soreepora Lane was designated Ghost’s Lane. In 1881, Janabazar 2nd Lane was called Hoey Street, Janabazar 3rd Lane was named Dutta’s Lane and Janabazar 4th and 6th Lanes were denominated Market Street. In the following year, Harapora Lane was called Doctor’s Lane and Pram Khasania’s Lane was transformed into Turnbull’s Lane. The succeeding year saw Ramjan Qutub’s Lane converted into Mazar Mohan Dutu’s Lane. Mundee Bagan Lane, Narsoo Khasiana’s Lane and Kutto Mistry’s Lane were respectively changed in 1885-86 into Park Lane, Eden Hospital Lane and Shanar Charan Das’s Lane. In 1889-90, Khyroo Mohler’s Lane was changed into Khyroo’s Lane, Gunjamaul Gully into Mohan Lal Mitra’s Lane, and Chunam Gully into Pahar’s Lane, while Anis Barber Lane and Minor Khasania’s Lane were emblazoned by being called Ripon Lane and Marquis Lane respectively. In the year that followed, Scavenger’s Lane was signified into St. James’s Lane. In 1891-92, Dhobapara Lane was supplanted by Loo-Fury Lane. In 1893-94 Harapora Bushi Lane was called Sagad Ahur Salim’s Lane, Celina 1st lane and Dobrapara Street were changed in 1895-96 into Musker Street and Cowie’s Lane respectively. In 1896-97 another Dhobapara Lane was called Pundit’s Lane, Ziaqal Lane was changed into Meck fifty Lane and Hooovallee Gully was in the following year converted into Hook Lane. And, during the period of this period, not a single one of the large number of new streets opened was named after any insignificant persons.

Of the several ghats or landing-places on the bank of the river, Prinsep’s Ghāṭ takes the lead in point of architectural beauty. It was erected to perpetuate the memory of James Prinsep.

Bojechunder Das’s Ghāṭ named after the husband of “Rani Rashmoni” of Jan Bazar Street, and commonly called Babu Ghāṭ comes next. Chandpal Ghāṭ was in existence in 1774 on the southern boundary of ancient Dibhi Calcutta. It is named from one Chandra Nath Pal, who in those olden times, when the maiden was a dense forest, interspersed with a few weavers’ sheds, and the river was scarcely frequented, kept hereabout a mud’s shop for way-worn pedestrians and moneys (or boatmen) plying up and down the river. When the new fort was erected and the intermediate space to it was converted into the Respondentia Walk, the Chandpal Ghāṭ became the landing-place where the Governor-General, the Commander-in-Chief, the Judges of the Supreme Court, the Bishops and all who were entitled to the honours of a salute from the ramparts of Fort William, first set foot in the metropolis.” At this spot India welcomed and bade farewell to her rulers.

Above the Chandpal Ghāṭ was Kutia Ghāṭ, so called from the fact that country boats used to be hauled up on the banks of the narrow Govindapur creek near it; it thus served the purpose of a kutia godown or dockyard for them. The Ghāṭ is at present called Colvin’s Ghāṭ from the celebrated firm of Colvin, Cowie and Co.

Further up is the Koila Ghāṭ that marked the southern extremity of the old fort. Bankshall Ghāṭ was the site on which stood the first dry dock in Calcutta, built by Government in 1790, but removed in 1803. Above this stand the Chita Street Ghāṭ and the Mint Ghāṭ. Thakoor Mull’s Ghāṭ was, or
adjoined, the present Armanian Ghāṭ, immediately below Raja Woodman's Street. The next Ghāṭ below Raja's chowk was known as Kasinath Babu's Ghāṭ. The Ghāṭ was named after Dowan Kasinath, who was at first an opulent merchant, but afterwards became the Dewan of the zamindaries of the Cassorah Raja in Midnapore, to whom, the Setts tell us, he was introduced by Vaishnab Das Sett. The other principal Ghāṭs of that period were Kadaratulla Ghāṭ, Patheoria, or stone-laid Ghāṭ, Netrala Ghāṭ, Hautkholo Ghāṭ, and Bommai Sivrar's Ghāṭ.

Most of the old tanks of the town of Calcutta have been filled up. A few only of the ancient tanks survived till lately. One of them, Champooker which has given its name to Ward No. 1 of the town, is claimed by the Bysacks as being named after one of their ancestors, Sham Bysack. It is more likely, however, to have been named originally along with Sham Bazar, after Sham Roy, the idol attendant of the goddess Kali in the legendary period of the history of the town. The Lal Dighi, (Dalhousie Square) Jhinjhari tank, Blacquier's tank, the Hinjhera tank, the Goledighi (College Square), Hedua tank (Cornwallis Square) the Mirzapore tank, the Serpentime tank, the Triangular tank (Park Street), the Chowringheep tank (in course of being filled up), and some others, however, still survive. Although the number of public tanks do not exceed 37, the total number of tanks inclusive of private tanks in the town area still number 276, and if all the ponds and ditches in the added area be taken into account, the work of their reclamation or conversion into habitable land or public squares, would still demand a large outlay of capital, whether executed by the Corporation or by private individuals.
CHAPTER XIII.

THE PORT AND ITS TRADE.

From remote antiquity the eastern and western mouths of the Ganges have formed important channels of trade. The Portuguese and Armenian merchants who went from one trade-mart to another, buying and selling, give us the first glimpse of Indian trade with the ports of Europe. Cesare dei Federici generally called Cesar Frederic, a Venetian merchant, who visited Sattgaon about 1565 A.D., tells us about the Portuguese traders going about from market to market for dealing in the country's produce, and of vessels that were embarked to Europe, every year, laden with rice, cotton cloths of various kinds, great quantities of sugar, myrobalmus, long pepper, butter, oil, and many other wares. He further states that from an harbour in Orissa now called the Harilipur gurth, vessels numbering from 25 to 30 each year, set sail to Europe laden with large quantities of rice, different cotton cloths, oil of zezelin, butter, lac, long pepper, ginger, myrobalmus and cloths of erba or tussur silk and diverse other produce of the country. The trade was, however, not limited to local products, for silks, raw and woven, from China, found their way round by sea to the Malabar Coast and the points where the great rivers meet the sea. The lower part of Bengal, from the eastern mouth of the Ganges to the western, was a place of much activity, whether in the way of legitimate trade or of piracy. The Portuguese found their way, in the sixteenth century, to Chittagong on the east and Sattgaon on the west; the former they named Porto Grande, or great harbour, and the latter (the precursor of Calcutta) Porto Pigneno, or little harbour. The monopoly of the whole European trade remained with them. We have elsewhere shown how, upon the sitting up of the river Saraswati, Satgaon was abandoned and Hooghly flourished in its stead; and how Boter, from whence the Portuguese embarked their cargo inland by country boats, and Garjen Reach, below Calcutta, where the Dutch used to moor their sailing vessels, sank into insignificance, when Calcutta under the English Settlement rose to prominence as a port.

The trade of the English in Bengal first began from Balasore, where they had a factory, as no English vessel would venture to sail up the Hooghly. Down to the middle of the 17th century only Dutch and Portuguese galleasses could sail up the Hooghly, but not higher than Garden Reach and Boter. In 1650 on the arrival of a ship, the Zephyr from Europe, the English at Madras discussed the project of sailing up the Hooghly, but they understood the passage to be full of danger. The Court of Directors wished that ships should sail up the Hooghly, and that their business in the Bay should be brought into some decorum. In 1662 they agreed to pay ten shillings per ton extra to the chartered ships for all goods that they should take in within the said Barr of Ganges, and to be at the charge of boats and Pylots to attend up and down the river and in and out of the Barr. Seeing that Dutch ships of 600 tons burden performed the feat of sailing up and down the river, a Captain Elliot ventured to essay the task, but did not succeed, owing to a want of pilots. In 1668, therefore, the Court renewed the offer of the bonus and directed that divers able persons should be instructed as pilots, and that all persons in the vessels up and down the river, from the youngest to the oldest, should be put upon taking depths, shoalings, setting of tydes, currents, distances, Buoys, and making drafts of the river. The Honourable Court further encouraged the young men to be bred up for the Pilot service, first by fixing their rate of salary at six pounds for the first 3 years, at seven pounds for the next two, and eight pounds for the last two. These apprentices we are told, were fed at the Company's expense.

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(61) Ibid.
(62) Ibid.
(64) Ibid.
(65) Ibid., page 48.
These offers gave an increased impulse to attempts at the navigation of the Hooghly and in 1678, the *Falcon*, the first English vessel that ventured to sail up the river, penetrated inland to Hooghly, converying a cargo of bullion and goods valued at over £40,000. In the same year the Court directed the enlistment in the Pilot service of any one that might be willing among the soberest of the young mates for midshipmen.

By the provisions of the new charter that was granted to the Company in 1661, they were to hold the monopoly of the whole trade in Bengal, and no other agency was permitted to carry on trade without their permission. Seven years later, i.e., in 1668, the stock in trade of the Company was valued at £34,000; it rose to £65,000 in 1675 and the factors were further authorised to take up £20,000. In 1688 they obtained permission to erect and establish a factory at Dacca, then the capital of Bengal.

In 1672 the Company obtained, as we have seen before, fresh Letters Patent by which their import and export trades became customs free. In 1682 the stock value of their Bengal trade rose to £2,300,000. With the establishment of the regular Pilot service in 1668 and its gradually increasing efficiency, the difficulty in the navigation of the river Hooghly steadily decreased so that in 1688, three ships carrying from 50 to 70 guns each ventured up to attack Hooghly. Fresh regulations were passed in 1676, for the promotion of all Company’s servants and the apprentices under employment were to receive £10 per annum for the last two years of their term, and have served those two years to be entertained one year longer as writers, and have writers’ salary, and having served that year to enter into the degree of factors, and the factors having served their times to be styled merchants, and the merchants having served their times to be styled senior merchants.

The British trade prior to the foundation of Fort William, both imports and exports, would appear to have been limited to the articles mentioned in Appendix I of this chapter.

The lascars whose success as ships’ crew, in all parts of the globe, has lately provoked some jealousy in certain quarters, appear to have sought and obtained service in British vessels from the dawn of British trade in Bengal. In 1704, when the loss of the Royal James and Mary on the fatal shoal in the river Hooghly, which still bears its name, was reported, as many lascars as could be spared from the different ships, were sent off from Calcutta to the assistance of her crew under the command of Captain Hampton.

In the early period of British occupation, the port dues were insignificant. Even up to 1704, they do not appear to have reached five hundred rupees. Tonnage pass-money, to the amount of Rs. 384 only were realised from various vessels bound for Madras and Europe in the year 1704. The rate had been fixed at Rs. 1 a ton. In the Pilot service, of the Company for that year, there were the following persons, engaged in the various capacities of pilots, masters, seamen, and lascars, on the various salaries noted against their names.

<table>
<thead>
<tr>
<th>Name</th>
<th>Rs. A. P.</th>
<th>Rs. A. P.</th>
</tr>
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<tbody>
<tr>
<td>Stephen Shaw</td>
<td>45 0 0</td>
<td></td>
</tr>
<tr>
<td>John Rainbow</td>
<td>45 0 0</td>
<td></td>
</tr>
<tr>
<td>Thomas Harris,</td>
<td>90 0 0</td>
<td></td>
</tr>
<tr>
<td><em>reserved in pay to send him when the season permits in a sloop for Madras</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>30 0 0</td>
<td></td>
</tr>
<tr>
<td><em>London Yacht</em></td>
<td></td>
<td>104 0 0</td>
</tr>
<tr>
<td>Thomas Morris</td>
<td>30 0 0</td>
<td></td>
</tr>
<tr>
<td>(master)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Timothy Kissam</td>
<td>20 0 0</td>
<td></td>
</tr>
<tr>
<td>(Boatwain)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richard Dean</td>
<td>12 0 0</td>
<td></td>
</tr>
<tr>
<td>1. Tindall</td>
<td>7 0 0</td>
<td></td>
</tr>
<tr>
<td>7. Lascars</td>
<td>35 0 0</td>
<td></td>
</tr>
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</table>

(**) Ibid., page 4.
(**) Ibid., page 7.
(**) Ibid., page 7.
(**) Ibid., page 4.
(****) Ibid., 445; Consultation 419, United Trade Council’s diary 1704.
Mary Buzzard.

<table>
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<th>Name</th>
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<th>Rs. A. P.</th>
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<tr>
<td>John Mander (Master)</td>
<td>...</td>
<td>40 0 0</td>
</tr>
<tr>
<td>Thomas Holmes (Boatswain)</td>
<td>...</td>
<td>30 0 0</td>
</tr>
<tr>
<td>Daniell Wilkinson</td>
<td>...</td>
<td>22 0 0</td>
</tr>
<tr>
<td>1 Tindall</td>
<td>...</td>
<td>7 0 0</td>
</tr>
<tr>
<td>10 Lasers</td>
<td>...</td>
<td>50 0 0</td>
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Sleep Kosminhasar.

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<tr>
<td>Josia Townsends (master)</td>
<td>...</td>
</tr>
<tr>
<td>Daniell Holsten (Boatswain)</td>
<td>...</td>
</tr>
<tr>
<td>Titus Oakes</td>
<td>...</td>
</tr>
<tr>
<td>1 Tindall</td>
<td>...</td>
</tr>
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<td>9 Lasers</td>
<td>...</td>
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Rising Sun.

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</tr>
</thead>
<tbody>
<tr>
<td>1 tindall, and 2 lasers &amp; pay</td>
<td>6 0 0</td>
</tr>
<tr>
<td>William Smack &amp; pay</td>
<td>6 0 0</td>
</tr>
<tr>
<td>Charlee and Betty</td>
<td>6 0 0</td>
</tr>
<tr>
<td>Phillip Finch at Rs. 12 per month</td>
<td>12 0 0</td>
</tr>
</tbody>
</table>

Saltpetre formed one of the chief articles of export at this time and the Council at Fort William was ordered by the Hon’ble the Court of Directors to send to Europe vessels laden with cargoes of saltpetre. The Madras Council urged their agents to make haste and buy what saltpetre they could, either coarse or fine, as four French ships were on their way to buy the same commodity. The ‘river tariff’ prescribed for all Company’s sloops carrying goods of merchants not belonging to the Company to and from places up and down the river was as follows:—

“...and from Balasore read every chest or bale, bitt or cask, two ropes each; saltpetre, red cowries, lead, iron, and all weighty goods, Rs. 15 per one hundred maunds; coridjago, ever, and the like, Rs. 16 per one hundred maunds; the river tariff was to be charged, in order that the vessels might not be a charge to the Company.”

The Company did not permit their pilots to attend ships other than their own. On March 1st 1707, having learnt that one “Antonio de Rota, a head pilot, had used their sloops to attend a ship that belonged to outside merchants,” they resolved to fine him for this, his first offence, and they gave him to understand that for a similar offence in the future he would be turned out of the “Company’s service, towns and protection.” In 1709 the pricing warehouse being very much out of repair, it was proposed in the Council that it should be made packa. For that year the total receipt that was credited to the Company’s cash from dues on tonnage, pass-money, and fines, etc., amounted to Rs. 1,665 only.

Early in the month of February, 1710, a wharf was constructed before the Fort, for it was thought that it would “be a great security to the banks and a strengthening thereto; it was made with bricks and a breast work was raised.” During the greater part of the years 1711 and 1712 the Company’s trade in Bengal was much retarded by the active hostilities of the French fleet, and in the same year Ambassadors from the Court of Persia came into Calcutta to discuss trade questions. The Account Pass Money and Tonnage from March to August 1712, amounted to Rs. 468-12-0. The tonnage and pass money amounted together to Rs. 1,680 only in the year 1714. The amount was made up of the following items:

<table>
<thead>
<tr>
<th>Description</th>
<th>Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the ship Chinsapatam</td>
<td>120</td>
</tr>
<tr>
<td>&quot; &quot; &quot; Narran</td>
<td>30</td>
</tr>
<tr>
<td>&quot; &quot; &quot; Barrington</td>
<td>150</td>
</tr>
<tr>
<td>&quot; &quot; &quot; Tonnage</td>
<td>150</td>
</tr>
<tr>
<td>&quot; &quot; &quot; Pass-money</td>
<td>10</td>
</tr>
</tbody>
</table>

Carried over | 510 |

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<table>
<thead>
<tr>
<th>Ship</th>
<th>Tonnage</th>
<th>Pass-money</th>
<th>Bs.</th>
<th>Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Francis</td>
<td>70</td>
<td>10</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Anne</td>
<td>50</td>
<td>10</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>Shaw Allum</td>
<td>200</td>
<td>14</td>
<td></td>
<td>214</td>
</tr>
<tr>
<td>Dolben</td>
<td>150</td>
<td>10</td>
<td></td>
<td>160</td>
</tr>
<tr>
<td>Samuell and James</td>
<td>100</td>
<td>10</td>
<td></td>
<td>110</td>
</tr>
<tr>
<td>Mary</td>
<td>70</td>
<td>10</td>
<td></td>
<td>80</td>
</tr>
<tr>
<td>Fort St. David’s Merchant</td>
<td>50</td>
<td>10</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>Severn</td>
<td>150</td>
<td>10</td>
<td></td>
<td>180</td>
</tr>
<tr>
<td>Catherine</td>
<td>60</td>
<td>10</td>
<td></td>
<td>70</td>
</tr>
<tr>
<td>Briga George</td>
<td>25</td>
<td>10</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>Francisco</td>
<td>25</td>
<td>10</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>Stritham</td>
<td>20</td>
<td>10</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Fortunes</td>
<td>15</td>
<td>10</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Ganges</td>
<td>15</td>
<td>10</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Calcutta</td>
<td>15</td>
<td>10</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Elizabeth</td>
<td>20</td>
<td>10</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Good Hope</td>
<td>20</td>
<td>10</td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Mercury</td>
<td>25</td>
<td>10</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>Pegu</td>
<td>5</td>
<td>10</td>
<td></td>
<td>15</td>
</tr>
</tbody>
</table>

Total Rs. ... 1,589

As we have seen before, owing to the frequent seizure of goods and illegal exactions, the Company was at this time increasing the number of their mercenary soldiers to protect the convoy of goods. On September 29th 1717 it was ordered in the Council that a standing garrison of two hundred and twenty should be always kept ready for service, and that these men should be located at different parts of Bengal to protect their inland trade.  

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(168) See Chapter VI.

Forty-one sloops are said to have been engaged in trade with Bengal from the year 1709 to 1718. They were the following (a):

<table>
<thead>
<tr>
<th>Name of sloops</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Frederick</td>
<td>9th March 1703.</td>
</tr>
<tr>
<td>Loyal Bisse</td>
<td>9th March 1709.</td>
</tr>
<tr>
<td>Halifax</td>
<td>9th March 1709.</td>
</tr>
<tr>
<td>St. George</td>
<td>10th January 1710.</td>
</tr>
<tr>
<td>Susanna</td>
<td>10th January 1710.</td>
</tr>
<tr>
<td>King William Galley</td>
<td>10th January 1710.</td>
</tr>
<tr>
<td>The Shobsonnes</td>
<td>11th January 1710.</td>
</tr>
<tr>
<td>Rochester</td>
<td>11th January 1710.</td>
</tr>
<tr>
<td>Europe</td>
<td>15th January 1710.</td>
</tr>
<tr>
<td>Duchess</td>
<td>15th January 1710.</td>
</tr>
<tr>
<td>Bowerie</td>
<td>13th January 1710.</td>
</tr>
<tr>
<td>Success</td>
<td>22nd July 1710.</td>
</tr>
<tr>
<td>Derby</td>
<td>30th December 1710.</td>
</tr>
<tr>
<td>Howland</td>
<td>30th December 1710.</td>
</tr>
<tr>
<td>Heather</td>
<td>30th December 1710.</td>
</tr>
<tr>
<td>Dartmouth</td>
<td>30th December 1710.</td>
</tr>
<tr>
<td>Londen</td>
<td>18th January 1711.</td>
</tr>
<tr>
<td>Avesilla</td>
<td>19th January 1711.</td>
</tr>
<tr>
<td>Arongzo</td>
<td>19th January 1711.</td>
</tr>
<tr>
<td>Jane, Frigate</td>
<td>March 1711.</td>
</tr>
<tr>
<td>Thistlworth</td>
<td>April 1711.</td>
</tr>
<tr>
<td>Toddington</td>
<td>April 1711.</td>
</tr>
<tr>
<td>Kent</td>
<td>20th January 1712.</td>
</tr>
<tr>
<td>Recovery</td>
<td>20th January 1712.</td>
</tr>
<tr>
<td>Mary</td>
<td>20th January 1712.</td>
</tr>
<tr>
<td>Marlborough</td>
<td>20th January 1712.</td>
</tr>
<tr>
<td>King William</td>
<td>February 1713.</td>
</tr>
<tr>
<td>Hanover</td>
<td>February 1713.</td>
</tr>
<tr>
<td>Cardigan</td>
<td>February 1713.</td>
</tr>
<tr>
<td>Bouvierie</td>
<td>8th January 1714.</td>
</tr>
<tr>
<td>The St. George</td>
<td>18th February 1714.</td>
</tr>
<tr>
<td>The Kent</td>
<td>5th November 1714.</td>
</tr>
<tr>
<td>Derby</td>
<td>February 1715.</td>
</tr>
<tr>
<td>Mary</td>
<td>February 1716.</td>
</tr>
<tr>
<td>Heathcote</td>
<td>February 1716.</td>
</tr>
<tr>
<td>Stanhope</td>
<td>April 1716.</td>
</tr>
<tr>
<td>Prince Frederick</td>
<td>22nd February 1716.</td>
</tr>
<tr>
<td>Grantham</td>
<td>22nd February 1716.</td>
</tr>
<tr>
<td>King George</td>
<td>20th March 1716.</td>
</tr>
<tr>
<td>Hanover</td>
<td>29th October 1716.</td>
</tr>
<tr>
<td>Cardigan</td>
<td>23rd January 1717.</td>
</tr>
</tbody>
</table>

It will be observed that in the above list the names of the following sloops occur twice; the St. George, the King William Galley, the Bowerie, the Derby, the Kent, the Mary, the Hanover and the Cardigan; so that the actual number of vessels plying in the Bengal ports during this period was only thirty-three. The private Companies and free traders who started a trade in Bengal in rivalry with the Company, became an eyesore to the Company at Calcutta and were, as we know, called "Interlopers." The Company's captains and pilots of vessels up and down the Hughli, were severely rebuked and even fined at times by the Council for conducting, piloting or giving directions for the safe navigation of vessels, belonging to other traders. They laid strict injunctions upon all their servants that in no case, without the payment of duty and without their express permission, were their employees to harbour any vessel or give direction to any sloop proceeding up the river. In the year 1727 the shipping belonging to the Port of Calcutta amounted to 10,000 tons. (b)

The war in Europe, in the time of Queen Anne, created a great demand for saltpetre and it was, therefore, jealously guarded by the Company's troops on its way down the river from Patna. The demand for saltpetre abated by the year 1720.

A few years prior to the battle of Plassey, the Company became so suspicious of Europeans that the captains of vessels were not allowed to receive any passenger on board without a license from the Company, and a Miss Campbell,

(b) Sir C. D. Stuart's paper on the Port of Calcutta, page 58.
a passenger bound for Madeira was actually sent back to England, lest she should come over to India. But eventually she was in Bengal in 1754. (9) Again, in 1752-53 a free merchant applied to the Council for a pass on the ground that, without it, he would be reduced to the condition of a foreigner, "lower than the meanest black fellow."

The Company carried on their trade on dudney contracts made with influential Indian Merchants. In 1753 the Seits of Calcutta declined to work with other merchants of different castes, and the Council, considering their great political influence, accepted their terms on the ground "that they are people who had lived long in the place and were entirely under the protection of the English." (10) The wealthiest and most influential of the native merchants was Omichand, who acted as the Company’s contractor and provided more of the Company’s investment than any other contractor; but his honesty was suspected, and the Council in 1753 proposed to abandon the system of dealing with native merchants. (11) The Company ceased to deal with native contractors and resolved to deal directly with their weavers and artisans through their own gomastas, who were also employed to carry on the inland trade. They were for this purpose entrusted with the English flag and the Company’s distack, and they bought and sold duty-free. (12) Very soon the vast monoply of the trade of Bengal passed into the hands of the servants of the Company and their gomastas. These gomastas became almost a scourge to the people. Numberless complaints reached the Council every day of their extortion from cultivators, petty traders and the labouring classes, and the Nawab expressed strong disapproval of this procedure, and desired the Council to stop it. Its continuance in spite of the Nawabs’ protest was not a mean factor in determining his hostile attitude to the Company’s servants. In every district, village, and factory; they bought and sold salt, betel-nut, ghee, rice, straw, bamboo, fish, ginger, sugar, tobacco, opium, and other "native commodities." (13)

About 1754-55 the gomastas became so troublesome that the Burdwan Raja “put chowkees upon all the Company’s factories” and thereby stopped their business. (14) The Council informed the Nawab about this, and he ordered the Burdwan Raja to withdraw the chowkees and allow the English to trade duty-free as before. But the power of the gomastas appears to have continued and their exactions remained unabated even after the battle of Plassey. For various complaints against the English gomastas were made before Governor Vansittart during the years 1760 to 1764, and although he proposed in Council in 1760 to redress the grievances of the people by lessening their power and authority, he failed to carry his motion. (15) By March 30th, 1769, the Nawab had written two letters to the Governor informing him about his resolution to abolish duties on articles of Inland trade. He said that the English gomastas were all-powerful, that they oppressed the people for unlawful exactions, and “covered the goods of other merchants in transporting them through the country, by which means his customs had been greatly prejudiced,” and that for these reasons he had entirely given up the collection of duties and had removed all ‘chowkees’ whereabouts established." (16) The correspondence which followed eventually led to the Nawab’s downfall.

In 1758, a very valuable paper on the state of trade in the Persian Gulf was presented, signed by 18 free merchants, in which the Bombay and Calcutta shipping was compared, and the causes of the decay of trade at Surat and along the Persian Gulf were discussed. (17) They attributed the falling off to the fact that most of the Company’s vessels laden with articles of export or import, were transhipped either at Bombay or at Calcutta and there were, therefore, few vessels available for trade in the Persian Gulf. Surat had been a great emporium of trade in the early days; the English had established a factory

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(9) Long’s Selections from the unpublished record of Government.
(10) Long’s Selections from the unpublished record of Government; Consulations May 3, 1753; Estimate in page 9.
(11) Wholetale’s Early Records of British India; pages 234-236.
(12) Ibid, page 300-301.
(13) Ibid, page 301.
(14) Long’s Selections from the unpublished record of Government; Consulations May 5, 1755; article 861.
(15) Ibid; Proceedings September 4, 1769.
(16) Ibid; Proceedings, March 30, 1763.
(17) Ibid; Consulations 1768.
there in 1624. Its trade had improved steadily till the beginning of the 18th century. But with the development of Calcutta in the east and Bombay on the west, the trade of Surat gradually dwindled down, and Calcutta and Bombay became the chief commercial ports of the Company by the middle of the eighteenth century.

In 1759, thirty vessels sailed from Calcutta, aggregating 8,964 tons burthen. (5)

About this time a large number of European traders wished to settle in the interior of the country and asked for the permission of the Council. In reply, Governor Vansittart, in 1763 published a minute, refusing permission, and pointing out the evils that were likely to arise from Europeans settling down for trade in the interior of the country. (6) The tardy development of the internal trade of Bengal is by many attributed to this cause.

Prizes of 200 and 100 guineas were offered by the Court in 1756 for quick passages round the Cape, with strict injunctions upon the commanders of ships not to loiter or mis-spent their time. (6)

The Portuguese were the great propagators of slavery during the eighteenth century and their vessels, full of slaves, used to lie at anchor off Budge-Budge, Akra, and the neighbouring places, till so late a period as 1760. We are told that in February, 1717, the Mugs carried off from the most southern parts of Bengal about 1,800 men, women, and children, and on arriving at Arracan sold them all as slaves, keeping a few for a present to the King of Arracan. The unhappy wretches were sold at from Rs. 20 to Rs. 70, according to their strength. From 1717 down to the close of the eighteenth century, the Mugs and the Portuguese were engaged in a common cause—to carry away the inhabitants and to sell them as slaves; and so great was the dread of the Mugs that about 1770 a chain was run across the river at the Tanas Fort (where the Superintendent of the Botanical Gardens now resides) to protect the port of Calcutta against pirates. Most of the well-do residents of Calcutta, European, Eurasian, and Armenian, inclusive of the Company's servants, kept slaves during this period and advertisements for their sale or capture were frequent in the public press of the time. (6)

The sea-borne trade of the port of Calcutta increased greatly after the battle of Plassey, and pecuniary of the pilots began to be felt in consequence; so Mr. Alexander Scott, Master Attendant, brought up an application before Mr. Vansittart, on the 30th of November, 1760, requesting the Governor to recommend to the Court of Directors the appointment of more pilots in the Company's Marine service. (6)

It should be remembered that Calcutta had not then had any European Merchants like Jagat Set, the Rothschild of Moorshedabad, nor like the Mull family of Benares; but few of them had been capitalists except on money borrowed from natives. (6)

Ship-building began to be brisk after 1770, teak wood being chiefly used; Captain Waston built a ship at his dockyard at Kidderpore and Warren Hastings and his lady were present at the launching and subsequent entertainment. (6)

From 1781 till 1891 more than 237 ships were built at the Kidderpore Docks at a cost of more than two millions sterling. Originally a large dock was built by the riverside at Tittagar, a few miles to the north of Calcutta, where it is said, a large ship of 5,000 tons burthen was launched, and its launching, was enviously looked upon by ship-builders at Liverpool. In 1818, the Hastings, a seventy-four gun-ship, was launched from the Kidderpore Docks. (6)

In 1760 the public of Calcutta sent to the Council a petition, setting forth in the most pithy terms the miserable condition of life in the town, on account of the fact that duties on articles for daily consumption were levied at an

(6) Lord's Selections from the unpublished records of Government; Proceedings February 1, 1769; article 620.
(7) Ibid: proceedings 1766.
(9) Lord's Selections from the unpublished records of Government; Proceedings, November, 1769.
exorbitant rate. "The land custom duties were in consequence taken off, and the chowkees which were employed in levying them were removed, the Collector’s title being also taken off." (6) The revenue obtained from salt by the Musulman Government consisted of an ad valorem duty of 2½ per cent. from Mahomedans, and 5 per cent. from Hindus, levied on what was transported into the interior of the country. (5)

From the statement made by Lord Clive in 1776 it would appear that from time immemorial the salt trade in Bengal had been a monopoly. The Directors in their letter of the 24th December 1776 say that it has ever been in a great measure an exclusive trade. (6) And the Company, therefore, established a monopoly in their salt trade.

On the 20th June 1788, in pursuance of orders from the Court of Directors, the Government Customs were abolished except at Monghyr, at the confluence of the rivers Ganges and Gogra, where a Custom House had been established for the purpose of levying customs dues on all Exports and Imports passing the frontier by that route. (6) No change was made in the collection of the Calcutta town duties. Previous to the 20th June 1788 the Imports levied by Government on the trade of the Provinces of Bengal, Bihar, and Orissa, were of two descriptions, the Calcutta Customs and the Government Customs. (5) In May 1795 the Government Customs on Imports by sea were re-established, and the Calcutta town duties were abolished. (7) In May 1801, the Calcutta town duties were re-established with certain exceptions, and in June of the same year, the Government Customs formerly levied at Calcutta on goods exported from Calcutta into the interior of the country, and on goods imported into Calcutta from the interior of the country, were revived as also those formerly levied at Hooghly, Moorshedabad, Dacca, Chittagong and Patna. (6)

On the 9th June 1801 an advertisement appeared in the body of the newspapers of the day for tolls to be paid for goods and cargo that were to be imported by Tolly’s Canal. The same rate held good for articles of export. The rates were:

"One per cent. on all goods and merchandize. One rupee per million treasure. One Buigere, four annas per ear. On empty boat, four annas per 100 mounds burthen. On earthenware, firewood, straw, and other bulky articles, two rupees per 100 mounds on the burthen of each bot. The toll on such articles or necessaries as are included in the Calcutta monthly current estimation, made by the clerk of the market, is also rated at one per cent. on the price of each article. (4)

From a notification given in the Gentleman’s Magazine for 1784 the number of vessels sent by the various European nations for trade to the East Indies can be computed. At the beginning of the 18th century England sent 14, France 5, Holland 11, the Venetians and Genoese together 9, Spain and all the rest of Europe only 6. In the year 1744 the English increased the number of their ships to 27, the Venetians and Genoese sent only 4 and the rest of Europe about 9. In 1784, 300 sail of European ships belonging to the several powers, were employed for trade in the East Indies, of which England alone sent 68, the French sent only 9 ships and the Portugese 18, the Russians and Spaniards brought up the remainder.

About the Mercantile houses for the latter half of the 18th century and for the first few years of the nineteenth century, we have the following remarks by a Thirhooit planter in 1820:

"The Calcutta Agents form a very prominent part of the community, and from their extensive mercantile connections, occupy a large space in the public eye.

"During the war, Calcutta Agency houses consisted of old establishments, which engrossed a great part of all commercial transactions, and might be termed a mercantile aristocracy. Possessed of large factories and numerous constituents through India, the trader was entirely dependent upon them and an agent dictated his terms, from which there was no appeal." (6)

(1) Long’s Selections from the unpublished records of Government; footnote to page 229; proceedings September 4, 1793.
(2) Lloyd’s Maria’s on the Revenue of Calcutta, paragraph 85.
(3) Ibid; footnote to paragraph 85 and also paragraph 76.
(4) Ibid; paragraph 61.
(5) Ibid; paragraph 65.
(6) Ibid; paragraph 64.
(7) Ibid; paragraph 63.
(8) Ibid; paragraph 62; Regulation XXXIX, 1796.
(9) Ibid; paragraph 61; Regulation XX, 1801 and also Regulation XI, 1801.
(10) Sutoc Cour’s Selections from the Calcutta Gazette—Vol. II, page 834.
But subsequently, inferior agency houses sprang up, new establishments were formed, and an agent could not dictate terms to persons possessed of some property, as they might have recourse to these inferior houses; so the aristocracy was fast losing its domineering ascendency. They acted as agents to civil servants, officers in the army, etc., from whom, after securing money, they would lend to merchants and traders upon terms very favourable to themselves.

"During the war, when commercial men sometimes made their fortune by a happy incident, they charged forty, fifty and even ninety per cent., for money advanced, this exorbitant percentage, they make out in the shape of interest for money, commissions charges, godown rents, &c." (a)

From the same source we get an excellent description of a Bawian’s duties in those days:

"Bawian is a person either acting for himself or as the substitute of some great, black merchant by whom the English gentlemen in general transact all their business. He is interpreter, head book-keeper, head Secretary, head broker, the supplier of cash and cash keeper, and in general also secret keeper." (b)

For some years the Court of Directors had suffered considerable inconvenience like other merchants, for the want of a proper bank in Calcutta having dealings with banks in the United Kingdom. In 1806 this want was removed, and in 1808 under Act 47, George III, Section 2, Chapter 08, they were empowered to establish a bank at Calcutta. The Court in their proclamation of the 24th September 1808, directed that a Bank "invested with all the privileges and immunities usually granted to corporations legally directed in England, should be opened to the public by the 1st of January 1809." (c) The Bank of Bengal was thus established. Its original constitution, terms and powers are given at length in Appendix III. By Regulation IX, 1810, all Regulations then in force for the collection of the Government Customs throughout the Territories of the Bengal Presidency, were rescinded and those customs were re-established with amended rules for the collection of them which, with various alterations, made from time to time, continued until the passing of Act XIV of 1836. (d)

The following were the principal daily articles of import and export to and from Calcutta (e):

<table>
<thead>
<tr>
<th>Reports</th>
<th>Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rice</td>
<td>Rice</td>
</tr>
<tr>
<td>Goor, sugarcane and dates</td>
<td>Mustard-seed, gram.</td>
</tr>
<tr>
<td>Sugar</td>
<td>Peas, moong.</td>
</tr>
<tr>
<td>Paan-leaf</td>
<td>Salt.</td>
</tr>
<tr>
<td>Tobacco</td>
<td>Indigo seed.</td>
</tr>
<tr>
<td>Indigo</td>
<td>Linseed.</td>
</tr>
<tr>
<td>Cloth</td>
<td>Iron and steel.</td>
</tr>
<tr>
<td>Silk</td>
<td>Goor, sugarcane.</td>
</tr>
<tr>
<td>Mala</td>
<td>Brass and copper, utensils.</td>
</tr>
<tr>
<td>Curds</td>
<td>Ghee.</td>
</tr>
<tr>
<td>Vegetables</td>
<td>Spices.</td>
</tr>
<tr>
<td>Fish</td>
<td>Cloth.</td>
</tr>
<tr>
<td>Pottery</td>
<td>Thread.</td>
</tr>
<tr>
<td>Bamboo</td>
<td>Coconuts Oil.</td>
</tr>
<tr>
<td>Straw</td>
<td>Brass ornaments.</td>
</tr>
<tr>
<td></td>
<td>Umbrellas.</td>
</tr>
<tr>
<td></td>
<td>Pedlers’ wares.</td>
</tr>
</tbody>
</table>

Formerly cowries were used as coin for potty bazzar transactions, but their use is obsolete now-a-days.

In the eleven months from June 1811 to April 1812, the import and expert trade of the port was estimated at about nine millions and a half sterling, being carried in 600 vessels aggregating 150,000 tons.

The trade of the English being entirely duty-free from the time of the acquisition of the Dewani in 1765, their goods found customers throughout the length and breadth of the land. India made articles of commerce largely gave place to European commodities, and English-made articles were welcomed by the people of the soil who could have them at a cheaper price.

(b) Ibid, page 788-85.
(c) Selective Selections from the Calcutta Gazette, Vol. IV, page 58.
(d) Millidge’s Minute on Remounts of Calcutta: paragraph 7d.
(e) Major Ralph Smyth’s Geographical and Statistical Report of the 34th Poynees page 42.
All over the country their trade marts multiplied in number and the merchants realised great profits from their investments. The Charter of 1814 gave the Company free scope in dealing with trade questions, and "the rage for speculation and inordinate gains on the part of the directors, and the too eager or confident cupidity of their customers, over-trading, improvident enterprise, extravagant miscalculation and excessive expense in living" brought about the break-down of a great many mercantile houses, first in Calcutta and then in Bombay. The ruin and dismay produced on the failure of the houses was immense. Fortunately, however, some of the old partners of the agency houses, seeing the storm coming, had retired with part of their fortunes, "and penniless adventurers took their place." The following important houses failed with the liabilities noted against them:

CALCUTTA.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name of House</th>
<th>Liabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1830 January</td>
<td>Palmer and Co.</td>
<td>£80,00,000</td>
</tr>
<tr>
<td>1832 December</td>
<td>Alexander and Co., admitted</td>
<td>£234,00,000</td>
</tr>
<tr>
<td>1833 January</td>
<td>Macintosh and Co.</td>
<td>£27,00,000</td>
</tr>
<tr>
<td>1833 May</td>
<td>Colvin and Co.</td>
<td>£11,20,000</td>
</tr>
<tr>
<td>1833 November</td>
<td>Fergusson and Co.</td>
<td>£35,62,000</td>
</tr>
<tr>
<td>1834 January</td>
<td>Cruttenden and Co.</td>
<td>£18,60,000</td>
</tr>
</tbody>
</table>

at Calcutta: 1,74,72,000

BOMBAY.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name of House</th>
<th>Liabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1833 April</td>
<td>Shotton and Co., admitted</td>
<td>£2,07,000</td>
</tr>
</tbody>
</table>

at Bombay: £2,07,000

This catastrophe produced a very considerable depression in the trade of the port, and it was several years before it recovered its normal position.

All these years, the affairs of the Port were managed by the Government, Marine Department. In 1870 the Port Trust was constituted under special enactment and the whole management of the affairs of the Port was given into their hands. The Port Trust originally consisted of a body of twelve Commissioners, (including a Chairman) and a Vice-Chairman, who were appointed by the Provincial Government. Subsequently, upon Act V of 1870 being amended by Act III of 1887, the number of Commissioners was increased to thirteen of whom eight were appointed by the Local Government and five were elected, four by the Chamber of Commerce and one by the Trades Association. Again, upon the passing of Act III of 1890, the number was increased to 15, five of whom are elected by the Bengal Chamber of Commerce, one by the Trades Association, one by the Commissioners of the Town of Calcutta and one by such body or bodies or firms as the Local Government may select and 7 including the Chairman and Vice-Chairman) are appointed by Government. The Commissioners are vested with the powers and duties noted in the Calcutta Port Act, Act III (B.C.) of 1890. The Commissioners are expected to keep a watchful oversight of the needs of the Port to mature plans of improvement in advance and supply every convenience and facility that the Commerce of the Port may from time to time require. They are consequently empowered by the various sections of the Act to do everything that is necessary to this end. Under section 7 of the Indian Ports Act, IX of 1889, the Commissioners were appointed to be the Conservators of the Port and were entrusted, as such, with the management of the navigable part of the river and its channels leading to all parts that are within the jurisdiction of the Port proper which practically extends to the sea. Their duties, therefore, fall within these two principal heads: (1) those providing for the surveying, sounding, buoying, lighting and dredging of the Hooghly from its mouth to the Port, and general improvement of its channels, providing all the information on these subjects which is required by the Pilot Service, and providing for the security of vessels while in the Port itself; and (2) those which are undertaken to provide facilities for trade and its advancement.

The thirteen elected or appointed Commissioners hold their posts for a term of 2 years, after the expiration of which period they are either re-elected or re-appointed, or fresh members are taken in, in their stead. The
management of the entire Port Trust rests in the hands of the Vice-Chairman who is held responsible before the Commissioners on the Board for the efficiency of the Trust's works, the Vice-Chairman being the Chief Executive Officer. Under the Chief Executive Officer there are Heads of Departments who respectively hold the posts of Chief Engineer, Traffic Manager, and Deputy Conservator. The Chief Engineer is responsible for the construction and maintenance of all the works of the Trust, the Traffic Manager has the management &c., of (1) the Jetties, (2) the Docks, (3) the Inland vessels wharves, and (4) the Port Trust Railway. Two important departments; namely, (1) the Port Approaches, and (2) the Harbour Master's Department, are under the control of the Deputy Conservator.

When in 1870 the whole management of the Trust devolved upon the Port Commissioners they took over from Government six screw pile jetties, four in working order and two under construction—six cranes, and four sheds for the accommodation of the sea-going trade. Certain improvements had also been made by Government in the river bank at Jagannath Ghât, and these, when made over to the Port Trust, in 1870, were valued at Rs. 87,349, which, with the value of the jetties, cranes and sheds, and a cash balance of about 1 ½ lakhs, constituted the first debt of the Trust of Rs. 10,00,000. The Port block valued at Rs. 17,95,000 was also made over to the Commissioners, which constitutes a permanent debt, not repayable, but is charged with interest at 4 ½ per cent. per annum. Government advanced funds from time to time, which, with the original debt of 10 lakhs, rose to over Rs. 60,00,000, and these advances were ultimately consolidated into one loan which is now styled "the consolidated loan," bearing interest at 4 ½ per cent., and redeemable by fixed semi-annual instalments of Rs. 1,63,098. Having consolidated these advances Government empowered the Port Commissioners to raise loans by debentures from time to time (as money was wanted to meet expenses of improvements, &c.,) in the open market, on the security of the Commissioners' property or of their receipts from tolls, dues, etc., such loans being a first charge on the Commissioners' property and receipts.

The Strand Bank lands were subsequently transferred to the Port Commissioners by Government subject to the payment of an annual quit rent of Rs. 37,292.

The Commissioners at once took in hand the improvement of the river bank, laying the foundation of the present Inland Vessels Wharves, which now comprise property transferred by Government and acquired under the Land Acquisition Act, both on the Calcutta and the Howrah side of the river. The number of the jetties was raised to eight, with eight sheds and 27 hydraulic cranes, and though these eight jetties have recently been divided into six, with 34 cranes, to provide accommodation for the larger vessels which now visit the Port, a larger traffic is passed over them and improvements are now in contemplation which will further increase their traffic capacity.

For the improvement of the Port, and for the advancement of trade, various other works (enumerated hereafter) were taken in hand, and for a period of over 30 years the Commissioners have been continuously adding to the facilities.

I. The Jetties.—The six berths for sea-going vessels, to accommodate the longer and larger vessels now employed in the trade of the Port, have a frontage extending about 2,953 feet, having ware-houses and sheds for the accommodation of the import trade.

At first the jetties were separated from each other and they projected from the river bank; they were made as so many T-headed structures; but subsequently the intervening space between them was closed, and the jetties were connected with one another to form a continuous line of quays on the riverside, broken at one point for a length of 221 feet to avoid the space occupied by the remains of a large vessel, called Gosindore, which sank in the great cyclone of 1861. Here a small jetty has been constructed for transhipments. Cargo is taken out from ships' holds by means of the hydraulic cranes and then placed over the quays, to be borne to the sheds by trolleys or tracks or by hand. Three days' time is given for the importers to remove and clear away their goods from the sheds; at the expiration of this time the importers are liable to pay a ware-house rent until the goods are cleared.
For years, the Foreign import trade has been concentrated at the quarries or jetties, and only a small proportion of the exports of the port was shipped at them. Since 1897, however, no exports have been received for shipment at the jetties, as it was then arranged that vessels after discharging their import cargo at the jetties should proceed to the Docks (or to the moorings in the stream) to load. Almost all the coasting steamers are loaded and unloaded at the present day, at moorings in the river, but the Commissioners have now under consideration proposals to provide them with jetties and other accommodation similar to that provided for the foreign trade.

II. The Petroleum Wharf.—At Budge Budge, which is 14 miles down the river, a depot was established in 1886 for the landing and storage of all petroleum arriving at the Port. Hitherto petroleum had been stored at Garden Reach at considerable risk to the shipping of the Port in case of fire. When the Budge Budge depot was first opened, no duties beyond the provision of storage were undertaken by the Commissioners; all moving, handling and stevedoring being done by the importers; but since 1894, owing to the increased volume of trade in oil, all these duties have been undertaken by the Commissioners who also assume responsibility for the safe custody and bonding of the oil. Great improvements have also been made to meet the requirements of the trade. The capital cost which has been incurred on this depot amounts, in round numbers, to something over 11½ lakhs of rupees. In the last five years, while the total import of petroleum has increased by 7 per cent. only, the quantity imported in bulk has grown by 145 per cent.

III. The Tea-Warehouses.—This has been located within the Jetty compound and its accounts are included with the Jetties. The building was constructed at a cost of Rs. 8,61,000 and was finished in the year 1887. It affords accommodation for the storage, sampling, and sale of tea before it is shipped through the Docks.

IV. The Inland Vessels Wharves.—The Port Commissioners own a considerable area but not all the frontage on both the banks of the stream. On the Calcutta side the frontage extends from Tolly’s Nullah to Cossipore, within the Cossipore-Chitpur Municipality, leaving a space owned by the Eastern Bengal State Railway, where the Railway wharf stands. On the right, or Howrah bank, the Commissioners control the river banks from Shalimar on the south, to Messra, Burn and Company’s wharf on the north. Out of this length the Bengal-Nagpur Railway Company have recently acquired a length of about 2,000 feet of the river frontage near Shalimar House. Then comes the Telkuli Ghat, and at the Howrah Bridge, the Chandmari Ghat. Above the bridge is the Commissioners’ Dockyard with a river frontage and a number of separate landing places and ghats all vested in the Commissioners. The Port Commissioners have made a great many improvements, until at present the capital cost of the works (excluding expenditure incurred for the Port Trust Railway) amounts to approximately Rs. 72,00,000. One of the most important improvements is the construction of a new coal yard at Shalimar which provides accommodation in its way of storage space, sidings and positions for bunker coal, the shipment of which amounts to about 1½ million tons.

V. The Strand Bank Lands.—In 1870 the frontage from Chandpul Ghat to Alibatullah, on the Calcutta side, was leased in perpetuity by Government to the Port Trust as a source of revenue. The present quit-rent by which the lands are held, amounts to Rs. 37,392 annually. These lands are all occupied for business purposes, and year by year, are improving in value.

VI. The Harbour Master’s Department.—Every vessel, when she reaches Garden Reach, is taken charge of from the Pilot by an Assistant Harbour Master who places her in moorings at the jetties or in the stream. The duties of the Assistant Harbour Master’s Department are confined to the Port above Garden Reach and consist in controlling the movements of vessels, in supplying tugs, in the dredging of the river, and in fixing and maintaining all moorings in the stream, and also in dealing with fires or other accidents to the shipping.

Moorings hire is fixed by a scale sanctioned by Government. It begins at a daily rate of Rs. 1-3 for all vessels up to 199 tons and rises at the rate of 8 annas for each additional 100 tons to Rs. 3-5 for vessels of 599 tons. For vessels of 600 to 999 tons it is Rs. 4, and thence rises at the rate of Rs. 1
for each 250 tons extra, to Rs. 12 for vessels of 2,969 tons. For all vessels of 3,000 tons and upwards, it is Rs. 15.

The Commissioners were empowered to license cargo and passenger boats by section 6 (I) (K) of the Indian Ports Act, X of 1886, and the rate was fixed originally at annas 8 a ton, but this was subsequently reduced in 1883-84 to annas 3 a ton; this rate remains up to date. The rate refers to cargo boats in general.

A Police force, consisting of the River Police and the Dock Police, supplemented by Police Guards for the Jetties, Petroleum wharf and Inland Vessels wharves, &c., is maintained at the expense of the Port Commissioners. Three-fourths of the cost of the River Police, viz., Rs. 46,764, is paid by the Commissioners and one-fourth, viz., Rs. 11,691 by Government.

The Police establishments at the Docks and elsewhere are wholly payable by the Commissioners. Under an arrangement made with Government, the departmental administration of this body rests with the Commissioner of Police. But for all duties connected with the Port and Jetties, and for the prosecution of all offences under the various Port Acts, they are entirely under the control of the Port Commissioners, who, in their turn, are responsible to Government for the proper discharge of these duties.

VII. The Port Trust Railway.—The necessity for railway connection was perceived immediately after the constitution of the Trust, and steps were taken to supply this want by the construction, in 1876, of a line of railway connecting the Inland Vessels wharves and the Jetties with the Eastern Bengal State Railway at Chitpore, and also serving the local traffic between the Jute presses and the Jetties. The Howrah-Shalimar Branch was constructed in 1883 owing to the large increase in exports via the East India Railway, enabling goods to be delivered from railway wagons into boats at any point on the wharf which the Commissioners had constructed along the Howrah Foreshore, between Ramkrishnapore and Shalimar, a distance of about 2 miles. This line also serves the local traffic of the mills on the Howrah side. For the coal export trade a large coal yard has been constructed at Shalimar. In 1885 the main line was extended from the Jetties to the Kidderpore Docks then under construction. The Port-Trust Railway's main line now runs between Chitpore and the Kidderpore Docks, and its total mileage, including 2-31 miles of the Howrah-Shalimar Branch is 8-426 miles. The length of sidings open is 60 miles with 450 points. This includes the Dock Junction which runs from the Budge-Budge Branch of the Eastern Bengal State Railway to the Docks. The Railway uses its own rolling-stock for the Docks and local traffic.

VIII. Port Approaches Department.—In 1881-82 the duties of the Port Approaches were transferred from the hands of the Provincial Government to the Port Trust. This Department deals with the surveying, buoys, and lighthouses of the Hooghly. It prepares and publishes charts of the river, issues daily notices to Pilots, and generally provides assistance and information to facilitate the navigation of the river.

A Port due of 4 annas per ton for all ships entering the Port was levied by Government, in order to meet the expenses of the Department. But the Commissioners, thinking the expenses could be met from the finances of the General Department, reduced the original due of 4 annas per ton to annas 3 in the first year, and then to anna one in the next. They finally abolished the charge in 1884. But in 1882-83 it was found that the Commissioners could hardly meet the expenses of this department from the surplus revenue and so the due was reimposed. From December 1892 up to the present time, these dues have been levied at the maximum rate of 4 annas per ton.

(1) Surveys and Charts.—When the Port Commissioners took over the surveys from the hands of Government, they found that only certain sections of the river had been surveyed; charts of these parts were published later on. Also sketches of the channels, bars, &c., of the river were given to pilots which were to be used in navigating a ship, and at present there are issued on an average, over two such for every working day of the year. Again a system of Hydrographic notices to be issued to Mariners was introduced.

The Commissioners prepare each year scientific survey maps of the river from the sea to Calcutta,
(iii) Lighting of the Hooghly.—The first light vessel placed in the Eastern Channel as the Eastern Channel Floating Light, was the Beatus in 1816. The first Gaspar light vessel was placed at the Lower Gaspar light station during the year 1827-28.

The Upper Gaspar light vessel was first placed in position in May 1858. The object of placing the Upper Gaspar Light was to give a better leading mark through the Gaspar channel and lower part of Saugor Roads at night time.

Previous to the erection of the present iron Lighthouse on Saugor Island, a bright light was exhibited from a large wooden tripod at Middle Point. The light vessel, Torch, was stationed in Saugor Roads as a light station until the completion of the lighthouse in 1858. False Point Lighthouse was first equipped in 1838. This light was erected to afford a guide to vessels arriving from Europe, when making for the land, to show their position and enable them to take a correct departure for the Sandheads and entrance to the Hooghly.

The Commissioners took over altogether eight vessels in 1880-81 from the Provincial Government including six light-vessels, and also what they called a spare light-vessel.

The Conservators took over three light-houses, viz., False Point, Saugor and Kaukhali, where the block was passed over in 1881.

There are also anchoring lights inside the river, viz., two at Kulpi, two at Diamond Harbour, and one at Fishermand's Point anchorage.

At present the Commissioners have eight light-vessels (an increase of two) with an increase of five shore lights. Four of the light-vessel stations viz., Eastern Channel, Mutlah, Pilot's Ridge, and Lower Gaspar have been fitted with flashing lights of from 15,000 to 20,000 candle power (against the weak 300 power light exhibited before).

(iii) Buoyage.—For day navigation, buoys are placed in different parts of the river to define the channels and shoals.

"The number of buoys in 1881, outside the Port, were 104 of all sizes; there are now 114. In 1881 there were 67 River Marks, there are to-day 119—more than double the number."

(iv) Tidal Works.—In 1881 there were four tidal semaphores viz., at Mopasangwery, Hooghly Point, Balari, and Khijiri. Another semaphore station has been fixed at Phooldi and also a tide gauge, close to Uluberia, on the right bank of the river.

IX. Kidderpore Docks.—These works were taken in hand in 1884-85, and cost 287 lakhs. The first vessel entered them in June 1892.

The Docks consist of a Basin entered from the River Hooghly by a lock pointing up stream, making an angle of about 20° with the flood-tide, and also by a direct entrance nearly square to the stream, useable only at slack water. Beyond the Basin are the wet docks with a double passage leading to them.

<table>
<thead>
<tr>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of lock between gates</td>
<td>Feet</td>
</tr>
<tr>
<td>Width of lock (using Caissoms)</td>
<td>Feet</td>
</tr>
<tr>
<td>Width of direct entrance</td>
<td>Feet</td>
</tr>
<tr>
<td>Will admit any length of vessel at slack water</td>
<td>Feet</td>
</tr>
<tr>
<td>Depth of water over sills at high water</td>
<td>Feet</td>
</tr>
<tr>
<td>Mean rise of tide</td>
<td>Feet</td>
</tr>
<tr>
<td>Length of Basin</td>
<td>Feet</td>
</tr>
<tr>
<td>Width of Basin</td>
<td>Feet</td>
</tr>
<tr>
<td>Area of Basin</td>
<td>Acres</td>
</tr>
</tbody>
</table>

For Quayage of Basin (2 vessels) 1,650
Width of passages in wet dock 60 & 80
Length of wet dock No. (1) 2,600
Width of wet dock 60
Depth of water in wet dock 27

Area of wet dock 33
Quayage of wet dock accommodating 12 vessels ... 5,400

General Cargo Sheds ... 432,000
Salt Works ... 144,000
Receiving Sheds for grain and seeds ... 511,290
5-Ton Hydraulic Cranes ... 8
35-cwt. ... 50
100-Ton Sheer legs ... 1
36-Ton floating crane ... 1
Coaling berths, hand labour ... 6
" mechanical ... 1

GRAVING DOCKS:

No. 1.
Length on blocks ... 520
Width of entrance ... 87
Least depth on blocks ... 21'-6"

No. 2 in course of construction.
Length on blocks ... 450
Width of entrance ... 67
Least depth on blocks ... 23'-4"

The Docks are in direct Railway (5'-6" gauge) communication with the Import Jetties, the East Indian Railway, and the Eastern Bengal State Railway, and by wagon Ferry across the Hooghly River with the Bengal-Nagpur Railway.

There is an Electric Tram service from No. 3 gate direct to the business centres of Calcutta.

The wharfs and sheds are lit by electricity.

The capital cost of the dock works stood at the close of 1899-1900 at Rs. 3,34,44,870 and an expenditure of its 23,42,624 has been estimated to be incurred for further improvements.

For general produce there are 13 berths in Dock No. 1, one of which, in the tidal basin, is temporarily made available for coal. But on a demand springing up some few years for Bengal coal, four Jetties, capable of accommodating the largest vessels employed in the coal export were immediately run up and shipments amounting to about 1.4 moods of coal are made from them, and upon the coal being all loaded by basket coolies. But anticipating a development of traffic the construction of two permanent berths was also taken in hand and were completed in 1901, one being fitted with mechanical loading plant after trial of which the Commissioners will decide as to the class of plant with which other berths should be provided. For the facilities of the salt trade three berths have also been constructed. For produce and salt ample shed accommodation has been provided including a very extensive depot for grain and for both coal and produce there is a large station yard with all the necessary conveniences.

Of all the articles of export, it is found that coal has made wonderful progress during the past few years, as the following figures will show:

<table>
<thead>
<tr>
<th>Coal Exported to</th>
<th>1895-96</th>
<th>1896-97</th>
<th>1897-98</th>
<th>1898-99</th>
<th>1899-1900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
<td>Tons</td>
</tr>
<tr>
<td>Foreign ports</td>
<td>78,936</td>
<td>122,446</td>
<td>208,145</td>
<td>295,671</td>
<td>303,932</td>
</tr>
<tr>
<td>Indian</td>
<td>301,090</td>
<td>544,064</td>
<td>856,350</td>
<td>988,169</td>
<td>877,925</td>
</tr>
<tr>
<td>Banker coal</td>
<td>384,432</td>
<td>426,580</td>
<td>491,417</td>
<td>564,665</td>
<td>512,348</td>
</tr>
<tr>
<td>Total</td>
<td>8,15,323</td>
<td>1,102,720</td>
<td>1,622,964</td>
<td>2,760,414</td>
<td>2,625,192</td>
</tr>
</tbody>
</table>

Among foreign ports, it is to be found that the chief markets for the Bengal coal at present are Ceylon and the Straits.

X, Workshops.—For repairs and maintenance the Port Commissioners have erected workshops on the Howrah side of the river, a short distance above the
floating bridge. A Superintendent is at the head of the department, and he is in charge of the whole of the machinery of the Trust including the railway stock, as well as of the workshops. These workshops are maintained principally for the repairs of light-ships, dredgers and other vessels, and the general up-keep of machinery, locomotives, cranes, buoys, &c. The total expenditure on this head, that is incurred annually, exceeds five lakhs of rupees.

\section*{Hospital Port Dues.}—Under sections 49 and 50 of the Indian Port Act, X of 1889, the Provincial Government levies at present a tax of nine pies per ton on all vessels entering the Port, their maximum rate being fixed at one anna per ton. The proceeds from the tax are applied to the support of hospitals and dispensaries which receive sick and disabled sailors and mariners for medical treatment and relief.

The Commissioners have no control over the Port Hospital dues; they lie entirely in the hands of the Provincial Government.

\section*{Special Toll.}—The special toll is a direct taxation of 4 annas a ton levied on the trade of the Port in order to enable the Port Trust to meet its liabilities every year when its revenue from ordinary sources is estimated to be insufficient to do so. At present this tax is levied under the name of "River dues."

"For the main staples of export traffic the current shipping rates are, for coal, rice, wheat and seeds, 3 annas a ton; for jute 11-2 annas; for guineas 9 annas; and for general cargo the average rate is one rupee per ton."

At the census of 1881, the number of boats actually found in the Port jurisdiction was 3,325 against 2,890 boats in 1876. The number of boats found in the Port on the 1st of March 1901 was 3,388, the number of ships 70, and the number each, of steamers and flats, 31 against 2,140 boats, 149 ships, and 20 steamers, found at the census of 1886.

The value of the trade of the Port, for 1871-72, 1875-76, and 1880-81, was Rs. 48,60,93,083, Rs. 47,70,00,939 and Rs. 63,11,29,557, respectively. It will be seen that there was no expansion of the trade of Calcutta between 1872 and 1876, but after the latter year, it increased in volume, owing, undoubtedly, to the increased activity in business caused by the introduction of steam as a motive power, by the construction of Jetties, furnished with mechanical appliances, and of railways along both banks of the river, for facility of the conveyance of articles of commerce. During 1874-75, the imports and exports of Calcutta amounted, exclusive of treasure, to Rs. 48,35,86,890 and inclusive of treasure, to Rs. 54,22,85,511.

* * *

"Imports represented 37 per cent. of the aggregate value of the foreign trade of Calcutta in merchandise; while exports represented 82 per cent. of the aggregate value."

The steady progress both in the import and export foreign trade in Calcutta during the past thirty years is evidence by the following figures an average annual value during each quinquennial period, being given:

\begin{center}
\begin{tabular}{|c|c|c|}
\hline
Year & Import & Export \\
\hline
1870-71 to 1874-75 & 16,48 & 23,50 \\
1875-79 to 1885-89 & 17,80 & 27,76 \\
1880-81 to 1884-85 & 21,50 & 33,06 \\
1885-89 to 1889-93 & 23,44 & 32,23 \\
1890-93 to 1894-99 & 26,90 & 30,97 \\
1895-99 to 1900-1901 & 28,46 & 45,50 \\
The year 1900-1901 & 31,70 & 54,00 \\
\hline
\end{tabular}
\end{center}

Appendix II exhibits the chief articles of import and export of the foreign trade of Calcutta during the last thirty years.

The aggregate value of the foreign sea-borne trade\(^{(c)}\) of Calcutta during the years 1891-92, 1892-93, 1893-94, 1894-95 and 1895-96, exclusive of Government transactions, for articles of import only, amounted to Rs. 28,62,72,342, Rs. 25,43,01,408, Rs. 30,78,45,342, Rs. 27,44,43,375 and Rs. 28,18,46,990 respectively. Of the above sums, merchandise of imports for 1891-92, amounting to Rs. 29,07,42,385 was duty-free and merchandise for Rs. 2,02,30,108 was dutiable; the remainder, the value of treasure imported,

\(^{(c)}\) The facts and figures given in the three preceding and all succeeding paragraphs, have been taken from the Reports on the Maritime Trade of Bengal.
amounted to Rs. 3,35,93,849. The following table will show how the merchandise of imports for the other four years were treated at the Port:

<table>
<thead>
<tr>
<th>Merchandise</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free</td>
<td>Rs. 20,73,99,333</td>
<td>Rs. 25,92,54,446</td>
<td>Rs. 19,52,35,015</td>
<td>Rs. 2,55,51,993</td>
</tr>
<tr>
<td>Dutiable</td>
<td>Rs. 2,12,91,857</td>
<td>Rs. 3,22,15,679</td>
<td>Rs. 12,83,29,183</td>
<td>Rs. 24,27,07,414</td>
</tr>
<tr>
<td>Treasure</td>
<td>Rs. 2,96,04,319</td>
<td>Rs. 1,83,03,817</td>
<td>Rs. 1,68,03,075</td>
<td>Rs. 3,53,21,878</td>
</tr>
<tr>
<td>Total imports</td>
<td>Rs. 25,48,04,406</td>
<td>Rs. 29,76,53,342</td>
<td>Rs. 27,44,33,278</td>
<td>Rs. 33,18,49,390</td>
</tr>
</tbody>
</table>

The total value of the foreign trade for articles of export amounted to Rs. 38,91,36,558 in 1891-92, Rs. 41,94,16,650 in 1892-93, Rs. 41,27,17,019 in 1893-94, Rs. 45,80,53,114 for 1894-95, and Rs. 43,03,83,422 for the year 1895-96; each of the above sums being made up of the following items:

<table>
<thead>
<tr>
<th>Exports merchandise</th>
<th>1891-92</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indian</td>
<td>Rs. 33,18,84,349</td>
<td>Rs. 33,54,84,396</td>
<td>Rs. 37,71,26,336</td>
<td>Rs. 41,16,46,396</td>
<td>Rs. 41,98,07,896</td>
</tr>
<tr>
<td>Free</td>
<td>Rs. 2,32,35,134</td>
<td>Rs. 2,23,64,065</td>
<td>Rs. 3,15,70,121</td>
<td>Rs. 1,68,03,172</td>
<td>Rs. 2,10,07,207</td>
</tr>
<tr>
<td>Dutiable</td>
<td>Rs. 2,96,43,143</td>
<td>Rs. 26,68,041</td>
<td>Rs. 16,42,474</td>
<td>Rs. 16,44,549</td>
<td>Rs. 16,28,931</td>
</tr>
<tr>
<td>Foreign merchandise</td>
<td>Rs. 37,78,086</td>
<td>Rs. 57,05,428</td>
<td>Rs. 29,27,083</td>
<td>Rs. 84,80,410</td>
<td>Rs. 30,28,120</td>
</tr>
</tbody>
</table>

During the last five years the trade of Calcutta was distributed among the following foreign countries of the world:

- Imports for Europe were valued at Rs. 2,581 lakhs in 1898-99, and Rs. 2,641 lakhs, Rs. 2,634 lakhs, Rs. 2,923 lakhs, and Rs. 2,372 lakhs for the years 1897-98, 1898-99, 1899-1900 and 1900-1901 respectively. Of the above amounts, the United Kingdom contributed Rs. 2,536 lakhs for the year 1899-97, Rs. 2,325 lakhs for the year 1897-98, Rs. 2,361 lakhs for 1898-99, Rs. 2,937 lakhs for 1900-1901, and Rs. 2,327 lakhs for 1900-1901, the remainder having been brought up by other countries in the Continent of Europe. America paid for articles of import from Calcutta Rs. 74 lakhs for 1896-97, Rs. 63 lakhs for the year 1876-98, Rs. 75 lakhs for the next year 1898-99, then Rs. 63 lakhs for 1899-1900 and for the year 1900-1901 only Rs. 57 lakhs showing a gradual decrease in the figures. The United States contributed all the above sums, a sum of Rs. 3 lakhs only having been paid on import articles by other American countries in the year 1899-1900. Africa received articles of import from Calcutta to the amount of Rs. 37 lakhs, 45 lakhs, 40 lakhs, 107 lakhs, 51 lakhs for the years 1896-97, 1897-98, 1898-99, 1899-1900, and 1900-1901 respectively. The abrupt increase of Rs. 107 lakhs for the year 1899-1900 showed the large demand of articles from India in connection with the Boer War. But of the above sums, Natal paid the maximum; the remaining countries of Africa, especially Mauritius and Egypt brought up the minimum remainder. Of Asiatic countries, Eastern Asia contributed Rs. 131 lakhs for the year 1896-97, Rs. 207 lakhs, Rs. 191 lakhs, Rs. 187 lakhs and Rs. 291 lakhs for the next four years, respectively. The value of articles received by Ceylon from Calcutta was Rs. 34 lakhs, Rs. 67 lakhs, again Rs. 67 lakhs, Rs. 83 lakhs, and Rs. 138 lakhs for the years 1896-97 and the subsequent years down to the year 1900-1901. The remainder of the value of the articles of export, Rs. 12 lakhs, Rs. 19 lakhs, Rs. 12 lakhs, Rs. 14 lakhs and Rs. 10 lakhs was borne by other western countries of Asia. Lastly Australasia bore on her part Rs. 42 lakhs, Rs. 64 lakhs, Rs. 115 lakhs, Rs. 150 lakhs, Rs. 236 lakhs for the years 1896-97, 1897-98, 1898-99, 1899-1900 and 1900-1901 respectively. The grand total is a little over 31 crores for the years 1896-97, 1897-98 and 1898-99; it rose to 35 crores and 37 crores in the years 1899-1900, 1900-1901, respectively.

Exports from European countries amounted to, on an average, over Rs. 28 crores for the years 1896-97, 1897-98, 1898-99, 1899-1900 and 1900-1901. The United Kingdom has sent articles of export each year, for
the last five years, of over 18 crores of rupees, and the rest of the countries of Europe the remaining 16 crores of rupees. America has exported articles at an average value of over Rs. 2 crores each year for the last five commercial years. The countries of Africa have received for their exported articles to Calcutta, for the last five years, over Rs. 2 crores every year. Natal, Mauritius, and the Cape have supplied more than half of the articles of export. Eastern Asia has sent articles of export for the following amounts,

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount (lakhs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1896-97</td>
<td>677</td>
</tr>
<tr>
<td>1897-98</td>
<td>614</td>
</tr>
<tr>
<td>1898-99</td>
<td>643</td>
</tr>
<tr>
<td>1899-1900</td>
<td>750</td>
</tr>
<tr>
<td>1900-1901</td>
<td>887</td>
</tr>
</tbody>
</table>

and for the same five years, Ceylon has supplied articles at a value of Rs. 112 lakhs, Rs. 205 lakhs, Rs. 243 lakhs, Rs. 228 lakhs and Rs. 287 lakhs, respectively. The remainder of the amount is brought up by other countries in Asia, the whole amount for Asia for its articles of export to Calcutta, being Rs. 865 lakhs for the year 1896-97, Rs. 901 lakhs for 1897-98, Rs. 983 lakhs for 1898-99, Rs. 1,052 lakhs for the year 1899-1900, and Rs. 1,230 lakhs for the year 1900-1901. Australasia has received for the above five years Rs. 109 lakhs, Rs. 121 lakhs, Rs. 123 lakhs, Rs. 153 lakhs, Rs. 186 lakhs, respectively, for articles of export.

The final value of exports for the years 1896-97, 1897-98, 1898-99, 1899-1900, 1900-1901 comes up to Rs. 4,496 lakhs, Rs. 4,532 lakhs, Rs. 4,574 lakhs, Rs. 4,908 lakhs Rs. 5,485 lakhs, respectively.

Interesting statistics regarding the foreign and coasting trade of the port and its dependencies for the last decade are appended.

A comparison of these figures with the trade statistics of the town at the dawn of the eighteenth century, (a) will give a far better idea than words can convey, of the stupendous strides with which the Port of Calcutta has reached in less than 200 years its present position as an Emporium of Trade of the first magnitude under the beneficent and all-powerful, and world-pervading protection of the union-jack, in spite of ceaseless freaks of a treacherous river.

(a) See pages 114—115 supra.
APPENDIX I.

EXPORTS FROM BENGAL. (4)

Rice, Oyl, Butter, Cassamour, Canumin seeds, white.

1. Bamboo, for 8 ms. is accounted dear, when ships come from Surat: may yield 3 ms. (cass) this place may supply 60 Bahars.

Quantity, Metty. Saffron, dry, worth 3 bamboo per mace.

Herbs, Dyes, &c. 6 Bahars.

Dry Ginger worth 1 Bamboo per mace.

Cardamoms worth 3 bamboo per mace.

Acetum, 6 bamboo per mace.

Mustard 4 Bamboo per mace.

Cotton 1 ms. per Bamboo.

Lack worth 3 Tula per Bahar when plenty.

Iron 21 Tula per Bahar.

Cassias 1 yd. and 8 fingers broad fine and ordinary 50 corge may vend.

Elatchees 40 or 50 Corge

Taffetas, red, most esteemed, 50 cords long and broad as Casses 160 corge or 200 corge.

Chintzess about 50 Corge.

Dhows about 15 Corge.

Humumess of all sorts if (you) sell 50 corge, (it) is much.

Sannaes, fine, etc., about 25 Corge.

Opium, when no ships go from Bengal to Malacca, sells well.

Gingeress (jutted) 81 yells esteemed less than Mustard seed.

Sasses from 15 to 20 Tula per corge.

Romallis 50 or 70 corge, ordinary sort best.

Raw silk, white, 125 Tula per Bahar, about 2 Bahars may sell.

<table>
<thead>
<tr>
<th>Goods from Bengal proper for the Coast of Coromandel</th>
<th>Rs. a.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opiump cost</td>
<td>50 0</td>
</tr>
<tr>
<td>Cash</td>
<td>2 8</td>
</tr>
<tr>
<td>Beer wax</td>
<td>10 0</td>
</tr>
<tr>
<td>Jigummum</td>
<td>12 0</td>
</tr>
<tr>
<td>Canum seeds</td>
<td>2 8</td>
</tr>
<tr>
<td>Black Canum seeds</td>
<td>1 0</td>
</tr>
<tr>
<td>Dry ginger</td>
<td>1 0</td>
</tr>
<tr>
<td>Tartan teas</td>
<td>1 0</td>
</tr>
<tr>
<td>Wheat</td>
<td>8 0</td>
</tr>
<tr>
<td>Taffitas 20 Cords long and 2 do broad</td>
<td>6 0</td>
</tr>
<tr>
<td>Do, ordinary 18 Cords long and 11 broad</td>
<td>6 0</td>
</tr>
<tr>
<td>Gold flower d Jammewars</td>
<td>12 0</td>
</tr>
<tr>
<td>Silver flowerd Jammewars</td>
<td>10 0</td>
</tr>
<tr>
<td>Silver Rosters 8 Cords long, 5 do broad</td>
<td>8 0</td>
</tr>
<tr>
<td>Gold Rosters 8 Cords long, 9 do broad</td>
<td>5 0</td>
</tr>
<tr>
<td>Silver Rosters 21 Cords broad and 8 long</td>
<td>3 8</td>
</tr>
<tr>
<td>Gold Rosters</td>
<td>8 0</td>
</tr>
<tr>
<td>Atlasesses Striped d Cords broad, 14 do broad</td>
<td>8 0</td>
</tr>
<tr>
<td>Birds eye Atlas 8 Cords long, 13 broad</td>
<td>4 4</td>
</tr>
<tr>
<td>Butter</td>
<td>7 0</td>
</tr>
<tr>
<td>Blackberries. 10 Cords long and 23 broad</td>
<td>12 0</td>
</tr>
<tr>
<td>Chamber bunnies, 14 Cords long, 12 broad</td>
<td>30 0</td>
</tr>
<tr>
<td>Days, 14 Cords long and 3 do broad</td>
<td>35 0</td>
</tr>
<tr>
<td>Pega Clouts, spotted</td>
<td>20 0</td>
</tr>
<tr>
<td>Silk Langooses</td>
<td>20 0</td>
</tr>
<tr>
<td>Boys Sashas, 5 Cords long 1 cords broad</td>
<td>12 0</td>
</tr>
<tr>
<td>Do. 8 do.</td>
<td>1 2</td>
</tr>
<tr>
<td>Days, 10 Cords long, 13 broad</td>
<td>35 0</td>
</tr>
<tr>
<td>Rudder bunnies, Clouts 14 Cords long 2 do broad</td>
<td>30 0</td>
</tr>
<tr>
<td>Lunge (e) Clouts</td>
<td>5 0</td>
</tr>
<tr>
<td>Elemumma Juma or Mota (mogga) first sort</td>
<td>6 0</td>
</tr>
<tr>
<td>Second sort</td>
<td>1 2</td>
</tr>
<tr>
<td>Punga Silk, hand and bulky</td>
<td>2 14</td>
</tr>
<tr>
<td>Magge Silk (will not do)</td>
<td>1 8</td>
</tr>
<tr>
<td>Ozile d Mustard seed</td>
<td>3 0</td>
</tr>
<tr>
<td>Pittanshors, 10 Cords long and 2 do broad</td>
<td>40 0</td>
</tr>
<tr>
<td>Chamber bunnies, 12 Cords broad and 10 Cords long</td>
<td>30 0</td>
</tr>
</tbody>
</table>

Goods proper to send from the Bay of Bengal to the Coast of Coromandel A.D. 1698. (5)

Raw Silk is a staple commodity all along the coast, 200 bales of 3 munsus each may vend yearly.

Sugar, Tassadi 5,000 tullas of 2 munsus 5 years will vend yearly.

Long pepper 7,000 munsus per annum.

Turmeric 1,500 munsus per annum.

Spicepils 2,000 to 3,000 munsus per annum.

Cutch, a commodity which seldom falls 4,000 munsus per annum.

Hammer or pitch 400 munsus per annum.

Opium 40 to 60 munsus.

Several sorts of spice goods from Cassamahaur e.t.

<table>
<thead>
<tr>
<th>Potessars</th>
<th>10 munsus.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daryenes</td>
<td>10 munsus.</td>
</tr>
<tr>
<td>Chamberbannes.</td>
<td>10 munsus.</td>
</tr>
<tr>
<td>Tallness of several sorts.</td>
<td>10 munsus.</td>
</tr>
<tr>
<td>Elewarc Langooses.</td>
<td>10 munsus.</td>
</tr>
</tbody>
</table>

APPENDIX II.

Articles of import.
1870-1890.
1. Animals (principally horses).
2. Apparel (principally boots and shoes).
3. Arms and Ammunition.
5. Cotton manufactures (cotton twist and yarn, cotton fabrics, white and coloured piece goods, etc.).
6. Drags and Medicines.
7. Liquors, wines and spirits.
8. Matches.
9. Metal and metal manufactures, Railway materials, etc. (principally brass, wrought and wrought copper, wrought and wrought iron, tin, lead, zinc, steel, German silver wire, quick-silver, etc.)
10. Machinery and mill work (excluding those for Railway and Printing Stock; Agricultural implements.
12. Provisions (principally dates, cheese, butter, bacon, ham, etc.).
13. Salt.
15. Spices.
16. Sugar.
17. Tobacco (principally Manila cigar; imitation: "Havana, real Havana and other cigarettes from Holland and Japan, China, America, and Egypt.
18. Umbrellas.

APPENDIX III.

I. A Bank shall be established in Calcutta on the 1st January 1868, to be denominated the Bank of Bengal, and shall be incorporated for a term of seven years, under the chapter to be granted for this purpose by the Governor-General in Council, by virtue of the authority vested in him by the Act of the 4th of George the III. Section 41 and Chapter 68.

II. The Bank shall be established on a capital of £5,000,000 of sices Rupees, to be divided into 500 shares of 10,000,000 sices Rupees each.

III. One hundred shares, or 10,000,000 of sices Rupees, shall be subscribed for by Government, and four hundred shares by individuals.

IV. The Bank shall be managed by nine Directors, three of whom shall be nominated by the Governor-General in Council, and six shall be appointed by the Individual Proprietors of the Bank. The Directors, previously to entering upon their charge shall be sworn before the Governor-General in Council, to a faithful discharge of the trust reposed in them.

V. The six Directors to be appointed by the Proprietors shall be elected by ballot at a general meeting of Proprietors, to be held at the Bank on Thursday the 15th of December next.

VI. No person shall be eligible as Directors (except the three Directors nominated by Government) shall not possess at least one share in the Bank.

VII. Armenians, Natives, and others holding shares in the bank shall be considered eligible as Directors, under the condition prescribed in the foregoing clause.

VIII. Two of the Directors appointed by the Proprietors shall be changed annually, and after the second year shall go out by rotation, so that no Director may be continued in the situation above three years.

IX. At the expiration of the first year, two of the six Directors shall go out by lot, and two of the remaining four at the expiration of the second year, in the same manner.

X. The subsequent changes shall take place by rotation as above specified, but the Proprietors shall be at liberty to re-elect any former Director after the expiration of one year from the time of his cessation from the Direction.

XI. The Proprietors shall also be at liberty to remove any of their own Directors by a plurality of votes for misconduct at any time during the period of their appointment.

XII. Government will remove their own Directors periodically, if they shall think it necessary or proper, but as they are proposed to be official appointments, it is to be presumed that no individual is likely to continue in the Directors' capacity except to acquire any under the Bank. Directors may be nominated to serve without the consent of the Proprietors.

XIII. In the event of the death, removal, or resignation of one of the six Directors, a meeting of the Proprietors shall be called within fifteen days for the purpose of electing a successor, who shall be appointed to act as Director for the unexpired period which his predecessor was to have served.

XIV. The Proprietors shall be entitled to receive public notices, vis., a Member of the Board of Revenue or Board of Trade, one of the Secretaries of the Government or the Accountant-General, or Deputy Accountant-General for the time being, or such other officers as Government may think proper, to interest.

XV. The Directors, when appointed, shall proceed to elect their own President, and to appoint a Secretary and Treasurer, and such other officers as may be found necessary, but the annual expense of the establishment shall not be allowed in the sum of 150,000 rupees, and this amount shall be increased, except with the consent of the Proprietors to be obtained at a general meeting.

XVI. Each share shall entitle the Proprietor to a vote as far as five shares, but beyond five, not less than two shares shall be necessary to give a vote, and no individual or company shall be allowed to hold more than 40 shares, or have more than 200 votes.

XVII. Government shall not be considered as having a right to vote on any questions relating to the appointment or removal of the six Directors, nor on any questions concerning the interior management of the Bank.

XVIII. After the first six months, no person shall be allowed to vote at any general meeting of Proprietors, who shall not have possessed and duly registered the share or shares (in account of which he may have the right to vote) for a period of three months at the least.

XIX. At the first meeting of the Proprietors the list of subscribers shall be procured by the Treasurers of the Bank to determine the right of voting, and at all subsequent meetings, a similar list shall be procured by the Directors.

XX. In case of absence, Proprietors shall be allowed to vote by proxy, the proxy producing a certificate under the signature of the Proprietor, authorizing him to vote on his behalf, and such certificates shall be preserved among the records of the Bank.

XXI. Certificates shall be granted under the signature of the Directors for the shares in the Bank, and such shares shall be considered transferred by endorsement, provided that the transfer be registered and recorded in the Bank Books.

XXII. The Directors shall be competent to make such bye-laws or rules for the management of the business of the Bank, and for the conduct of their officers, as may appear to them necessary, providing that such rules be not repugnant to the principles on which the Bank is constituted.

XXIII. The President shall be elected at the last annual meeting and be considered necessary to form a Board, and in case of an equal division of votes of the members present, the President shall have a casting vote.

XXIV. In the event of the absence of the President from sickness or other cause, he shall be allowed to nominate any one of the other Directors to preside for him during such absence, and the acting President shall be competent to exercise all the functions appertaining to the situation of President.

XXV. The President shall be appointed for one year only, but may be re-elected by a vote of the Directors.

XXVI. Three of the Directors shall dwell alternately for one week for the despatch of the current business and the general superintendence of the Bank, and the signatures of three Directors shall be considered necessary, to all accounts, deeds, obligations, and other papers of the Bank requiring attestation, so that, receiving charge of it, shall be required to give security in the sum not less than 40,000 rupees to the Native Treasurer, khasa allah, shall also give security in an equal amount.

XXVII. The Treasurer's power shall be limited to the General and the Treasurer, the Head Account, and the Native khasa allah, shall be sworn to a faithful discharge of their trust before the Governor-General in Council, or, should the khasa allah be of that description of persons who are exempted from taking an oath by the regulations of the Governor-General in Council, he shall be required to sign a solemn declaration to the same effect.

XXVIII. The officers of the Bank shall be elected every six months, viz., on the 30th April and 31st October of each year, and the term of their office shall be determined by a majority of the Directors, who shall by general meeting be nominated for the Bank.

XXIX. The amount of the dividend shall be made on the 1st of January and the 31st of July, and on that date, a dividend shall be made every six months, viz., on the 1st of January and the 30th of July.

XXX. The rate of the dividend shall be determined by the Directors upon the ground of the actual profit of the Bank during the period.

XXXI. The profits of the Bank shall be divided among the shareholders and to the amount of 15,000, and the deposit, payable on demand, and the Directors shall not be at liberty to appropriate any dividends which may arise, due to the Proprietors at any time subsequent to the failure in his engagement, or which may afterwards become due to him, until the date be discharged.

XXXII. The amount of the Bank shall be inscribed in sums not less than ten rupees, and shall be secured (under certain conditions and limitations) in all payments to be made to Government at their General Treasury and other offices at the Presidency, but at any of the Provincial treasuries, except with the express permission of the Governor-General in Council.

XXXIII. The following general rules are prescribed for the conduct of the Directors.

XXXIV. They shall not grant any loans for a period exceeding three months, and they shall not renew any loans, but regularly receive payment of the amount.

XXXV. They shall not change interest, or discount bills, at a higher rate of interest than twelve per cent. per annum.

XXXVI. They shall not make any advances on loan to Government to an amount exceeding the aggregate amount of the sum of 10,000 rupees, 4,000,000.

XXXVII. They shall not grant any loans to an individual or Company to an amount exceeding at any given time the sum of rupees 10,000.

XXXVIII. They shall not grant any loans on the deposit of Bank Certificates, nor on the security of land, or other real property.

XXXIX. They shall be at liberty to purchase the public securities at any future period at their discretion, provided that the Government paper be in their possession, nor shall they by any time the sum of 25,000,000 in addition to the amount which the Bank may be required to deposit with Government as a security for the credit given to the Bank by the receipt of its notes at the public treasury.

XL. The Directors shall be restricted from contracting debt by bond, bill, note, or otherwise to an amount exceeding the capital stock of fifty lakhs, and if such debts shall be contracted, the Directors
containing them shall be responsible for the excess in their individual capacities; but absent or dissident Directors shall not be responsible provided that they give notice to the Proprietors at a general meeting to be summoned for the purpose.

XLIV. The Directors shall receive deposits of bullion, jewels and other articles of value which can be easily kept, such deposits to be restored on demand to the Proprietor.

XLV. The Directors shall also receive deposits of cash, and keep running accounts with Merchants and other individuals, but they shall not be liable to make any advances on such account, or to grant any loans without adequate security such as Company's paper (blank or specially endorsed) to an amount at least equal to the loan, or on bullion, plain jewels, or generally goods not perishable or liable to great alteration in their value. No advances however shall be made on goods at an amount exceeding one half of their estimated value.

XLVI. Should any person overdraw his account with the Bank, he shall be liable to the payment of a fine of one per cent on the amount of his draft which shall be charged in his account, and the draft shall be at the same time rejected. This rule shall not, however, be enforced if such person shall have deposited security, and received the permission of the Directors to draw upon the Bank.

XLVII. Should the Treasurer allow any person to overdraw his account, he (the Treasurer) shall be personally responsible for the excess.

XLVIII. The Bank shall be considered as absolutely prohibited from trading, and any Director infringing this fundamental rule shall be liable to dismissal; and to such other penalties as it may be found practicable to enforce, but this restriction shall not be considered as precluding the Directors from requiring articles of merchandise in deposit as security for loans, as specified in clause XLIV.

XLIX. The Bank shall not be allowed to act as agents or brokers for the purchase or sale of Company's paper, or goods, or property of any kind, but this prohibition shall not be considered as applying to the sale of paper or other property which may be pledged to them as security for loans.

L. The principal officers of the Bank, the Secretary and Treasurer, the Head Accountant, and the Native Khansamah, shall also be restricted from trade, nor shall these officers be allowed to act as agents or brokers, or to engage in any separate business, whatever, but they shall strictly confine themselves to their duty as officers of the Bank.

LI. The Directors shall not be at liberty to grant any new loans, or to discount bills, when the cash in hand may not amount to one-third of the amount of notes, and other claims outstanding, payable on demand.

LII. The business of the Bank shall be confined as much as possible to discounting bills of exchange and other bills, and granting loans for short periods (adequate security being taken in every instance) for the accommodation of merchants, and the general convenience of the public.

LIII. The Directors shall be required to submit annually to the Proprietors on the 1st Monday of June, a general account of the transactions of the Bank for the preceding year to be closed on the 30th of April, and they shall accompany it with such a report as may be necessary for their information. A copy of the account and report attested by the Directors, is to be transmitted annually to Government, on or before the 1st of June.

LIV. A general meeting of the Proprietors shall be held for taking into consideration the account and report submitted to in the preceding clause, and any three Directors shall be at liberty at all times to summon a meeting of Proprietors for any special purpose, giving not less than fifteen days notice in the Calcutta Gazette.

LV. Should the conduct of a Director, or any transaction at the Bank, or other circumstance appear to the Proprietors (or to any number of them) to render a general meeting of Proprietors necessary or expedient, they shall be at liberty (provided the number be not less than ten) to summon a general meeting by giving fifteen days notice in the Calcutta Gazette.

LVI. Should the conduct of any of the Government Directors appear to the Proprietors on any occasion to be unbecoming a nature so as to render it unsafe or improper that such Director or Directors should be continued in so important a trust, they shall be at liberty to express the circumstances of the case to the Governor-General in Council, who will either order the removal of the Director or Directors, or take such other measures for the satisfaction of the Proprietors as may appear to him just and proper.

LVII. Should it hereafter be deemed advisable to increase the capital stock of the Bank the Proprietors shall be allowed to subscribe for the additional stock in proportion to the interest which they respectively hold in the Bank at the time, but should they not avail themselves of this option, a public subscription will be opened for the purpose of raising the funds which may be required.

LVIII. The foregoing plan differing in several respects from the plan under which the original subscription was made, the present Proprietors shall be at liberty to withdraw from the establishment, on thirty days notice to be given by them before the 30th November next, by a letter to be addressed to the Secretary, to the Bank, and Proprietors so withdrawing shall receive payment of their subscription with interest at the rate of 15 per cent, per annum, to the 1st of December next, when such payment will be made at the Bank to the party or his constituted attorney.

LIX. In order to provide for filling up the shares which may remain unoccupied by the parties so withdrawing themselves, applications in writing will be received by the Secretary to the Bank for such shares on or before the 10th November next, and the names applying shall be admitted to subscribe eventually in the order in which their applications may be preferred.

LX. Subscriptions which may be received under the foregoing clause shall be paid into the Bank on the 10th of November next, in one gross sum or the sums of 10,000 sics rupees for each share.

Published by order of the Right Hon'ble the Governor-General in Council.
### APPENDIX IV.

#### A.—The distribution of the trade of Calcutta with foreign countries during each of the last five years. (1)

<table>
<thead>
<tr>
<th>Countries</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
<th>1896-97</th>
<th>1897-98</th>
<th>1898-99</th>
<th>1899-1900</th>
<th>1900-1901</th>
<th>1901-1902</th>
<th>Total from 1892 to 1902 (1)</th>
<th>Percentage which the total value of each group of commodities bears to the whole.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Imports</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Europe—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>2,025,548</td>
<td>2,068,232</td>
<td>2,094,584</td>
<td>2,227,527</td>
<td>2,207,827</td>
<td>2,117,278</td>
<td>2,026,822</td>
<td>1,896,217</td>
<td>1,840,243</td>
<td>1,839,928</td>
<td>18,384,652</td>
<td>4.116</td>
</tr>
<tr>
<td>Continental</td>
<td>927,252</td>
<td>911,480</td>
<td>1,129,396</td>
<td>1,100,441</td>
<td>1,070,080</td>
<td>1,011,871</td>
<td>948,092</td>
<td>927,436</td>
<td>919,314</td>
<td>917,331</td>
<td>9,146,874</td>
<td>2.240</td>
</tr>
<tr>
<td><strong>Total Europe</strong></td>
<td>2,952,800</td>
<td>3,040,228</td>
<td>3,223,980</td>
<td>3,327,968</td>
<td>3,277,907</td>
<td>3,129,149</td>
<td>2,974,913</td>
<td>2,823,653</td>
<td>2,759,258</td>
<td>2,757,262</td>
<td>35,963,488</td>
<td>8.246</td>
</tr>
<tr>
<td>America—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td>746,777</td>
<td>744,716</td>
<td>794,713</td>
<td>825,714</td>
<td>842,928</td>
<td>865,072</td>
<td>891,218</td>
<td>901,481</td>
<td>935,071</td>
<td>922,908</td>
<td>8,978,238</td>
<td>1.965</td>
</tr>
<tr>
<td>Rest of America</td>
<td>10,884</td>
<td>10,592</td>
<td>10,332</td>
<td>10,959</td>
<td>11,032</td>
<td>11,201</td>
<td>11,144</td>
<td>11,322</td>
<td>11,506</td>
<td>11,506</td>
<td>106,420</td>
<td>2.322</td>
</tr>
<tr>
<td><strong>Total America</strong></td>
<td>757,661</td>
<td>755,308</td>
<td>805,045</td>
<td>836,673</td>
<td>853,960</td>
<td>876,273</td>
<td>892,362</td>
<td>912,763</td>
<td>946,577</td>
<td>934,414</td>
<td>9,084,658</td>
<td>2.021</td>
</tr>
<tr>
<td>Asia—</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mauritius, Cape and</td>
<td>22</td>
<td>23</td>
<td>25</td>
<td>28</td>
<td>31</td>
<td>37</td>
<td>38</td>
<td>39</td>
<td>37</td>
<td>37</td>
<td>320</td>
<td>0.702</td>
</tr>
<tr>
<td>Total Asia</td>
<td>22</td>
<td>23</td>
<td>25</td>
<td>28</td>
<td>31</td>
<td>37</td>
<td>38</td>
<td>39</td>
<td>37</td>
<td>37</td>
<td>320</td>
<td>0.702</td>
</tr>
<tr>
<td>Rest of Asia</td>
<td>9</td>
<td>12</td>
<td>9</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>112</td>
<td>2.410</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>31</td>
<td>35</td>
<td>37</td>
<td>39</td>
<td>42</td>
<td>49</td>
<td>50</td>
<td>51</td>
<td>49</td>
<td>49</td>
<td>432</td>
<td>9.072</td>
</tr>
<tr>
<td>Australia</td>
<td>211</td>
<td>230</td>
<td>248</td>
<td>265</td>
<td>282</td>
<td>300</td>
<td>318</td>
<td>330</td>
<td>342</td>
<td>342</td>
<td>3,640</td>
<td>7.712</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>232</td>
<td>263</td>
<td>282</td>
<td>302</td>
<td>314</td>
<td>330</td>
<td>348</td>
<td>360</td>
<td>372</td>
<td>372</td>
<td>4,044</td>
<td>8.684</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>327</td>
<td>297</td>
<td>327</td>
<td>334</td>
<td>336</td>
<td>352</td>
<td>360</td>
<td>371</td>
<td>375</td>
<td>375</td>
<td>4,044</td>
<td>8.684</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>327</td>
<td>297</td>
<td>327</td>
<td>334</td>
<td>336</td>
<td>352</td>
<td>360</td>
<td>371</td>
<td>375</td>
<td>375</td>
<td>4,044</td>
<td>8.684</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>327</td>
<td>297</td>
<td>327</td>
<td>334</td>
<td>336</td>
<td>352</td>
<td>360</td>
<td>371</td>
<td>375</td>
<td>375</td>
<td>4,044</td>
<td>8.684</td>
</tr>
<tr>
<td><strong>Total Asia</strong></td>
<td>327</td>
<td>297</td>
<td>327</td>
<td>334</td>
<td>336</td>
<td>352</td>
<td>360</td>
<td>371</td>
<td>375</td>
<td>375</td>
<td>4,044</td>
<td>8.684</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>6,583,457</td>
<td>6,613,223</td>
<td>6,569,488</td>
<td>6,772,121</td>
<td>6,757,648</td>
<td>6,892,008</td>
<td>7,005,399</td>
<td>7,089,233</td>
<td>7,219,258</td>
<td>7,199,258</td>
<td>72,726,491</td>
<td>15.672</td>
</tr>
</tbody>
</table>

#### B.—The aggregate sea-borne trade of Calcutta with foreign countries and with other Indian ports for the past five years. (1)

<table>
<thead>
<tr>
<th>Year</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
<th>1896-97</th>
<th>Increase or Decrease in 1901-92 as compared with (1880-90)</th>
<th>Per cent of difference.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>18,235</td>
<td>19,874</td>
<td>20,956</td>
<td>21,363</td>
<td>21,662</td>
<td>+1,491,582</td>
<td>+ 7.808</td>
</tr>
<tr>
<td>2003</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>+1,491,582</td>
<td>+ 7.808</td>
</tr>
<tr>
<td>2004</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>+1,491,582</td>
<td>+ 7.808</td>
</tr>
<tr>
<td>2005</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>+1,491,582</td>
<td>+ 7.808</td>
</tr>
<tr>
<td>2006</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>21,662</td>
<td>+1,491,582</td>
<td>+ 7.808</td>
</tr>
</tbody>
</table>

(1) Extracts from Report on the Calcutta trade of Bengal, 1892-1902.
(2) Extracts from Report on the Maritime trade of Bengal, 1892-1902.
C.—The following statement shows the value (in thousands of rupees) of the import trade and export trade of Calcutta for the past five years grouped according to the classes under which they are shown in the Government Accounts. (1)

<table>
<thead>
<tr>
<th>EXPO.</th>
<th>1865-66</th>
<th>1866-67</th>
<th>1867-68</th>
<th>1868-69</th>
<th>1869-70</th>
<th>1870-71</th>
<th>1871-72</th>
<th>1872-73</th>
<th>1873-74</th>
<th>1874-75</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXPO.</td>
<td>1865-66</td>
<td>1866-67</td>
<td>1867-68</td>
<td>1868-69</td>
<td>1869-70</td>
<td>1870-71</td>
<td>1871-72</td>
<td>1872-73</td>
<td>1873-74</td>
<td>1874-75</td>
</tr>
<tr>
<td>I.</td>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
<td>5.</td>
<td>6.</td>
<td>7.</td>
<td>8.</td>
<td>9.</td>
<td>10.</td>
</tr>
<tr>
<td>II.</td>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
<td>5.</td>
<td>6.</td>
<td>7.</td>
<td>8.</td>
<td>9.</td>
<td>10.</td>
</tr>
<tr>
<td>III.</td>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
<td>5.</td>
<td>6.</td>
<td>7.</td>
<td>8.</td>
<td>9.</td>
<td>10.</td>
</tr>
<tr>
<td>IV.</td>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
<td>5.</td>
<td>6.</td>
<td>7.</td>
<td>8.</td>
<td>9.</td>
<td>10.</td>
</tr>
<tr>
<td>VII.</td>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
<td>5.</td>
<td>6.</td>
<td>7.</td>
<td>8.</td>
<td>9.</td>
<td>10.</td>
</tr>
</tbody>
</table>

D.—The following table shows the total imports and exports of merchandise and treasure from and to foreign countries for the five years 1891-96 exclusive of Government transactions. (3)

<table>
<thead>
<tr>
<th></th>
<th>1891-92</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
<th>1896-97</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exports</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>海岸布匹</td>
<td>2,05,74,699</td>
<td>2,30,21,447</td>
<td>2,55,58,096</td>
<td>1,80,40,264</td>
<td>1,50,40,842</td>
<td>1,65,54,303</td>
</tr>
<tr>
<td>高駄</td>
<td>2,50,20,160</td>
<td>2,48,21,407</td>
<td>2,38,74,279</td>
<td>1,83,20,309</td>
<td>1,83,20,309</td>
<td>1,83,20,309</td>
</tr>
<tr>
<td>总计</td>
<td>4,55,94,859</td>
<td>4,78,42,854</td>
<td>5,94,32,375</td>
<td>4,63,60,573</td>
<td>4,33,60,151</td>
<td>4,48,74,612</td>
</tr>
<tr>
<td>Treasure</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>总计</td>
<td>3,29,70,660</td>
<td>3,85,40,096</td>
<td>3,83,54,807</td>
<td>2,30,40,075</td>
<td>1,80,40,842</td>
<td>1,65,54,303</td>
</tr>
<tr>
<td>Elaborate</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>总计</td>
<td>2,24,30,880</td>
<td>2,30,21,447</td>
<td>2,55,58,096</td>
<td>1,80,40,264</td>
<td>1,50,40,842</td>
<td>1,65,54,303</td>
</tr>
</tbody>
</table>

(3) Extract from the following account in the annual accounts of the Bengal Customs and Navigation of the Bengal Presidency and of the Chief Post and each of the subordinate Vizors, 1891-96.
### E.—The aggregate sea-borne trade of Calcutta with foreign countries and with Indian ports, exclusive of Government transactions for the five years 1891-96.  

<table>
<thead>
<tr>
<th>Yr.</th>
<th>1891-92</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imports</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>Exports</td>
<td>20,97,880</td>
<td>24,08,426</td>
<td>23,21,129</td>
<td>20,89,934</td>
<td>20,99,942</td>
</tr>
</tbody>
</table>

### Coasting Trade:

<table>
<thead>
<tr>
<th>Yr.</th>
<th>1891-92</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imports</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>1891-92</td>
<td>9,43,148</td>
<td>9,45,628</td>
<td>9,55,559</td>
<td>9,52,594</td>
<td>9,43,584</td>
</tr>
<tr>
<td>Exports</td>
<td>8,01,080</td>
<td>6,74,868</td>
<td>8,01,080</td>
<td>6,74,868</td>
<td>8,01,080</td>
</tr>
<tr>
<td>Total</td>
<td>9,43,148</td>
<td>9,45,628</td>
<td>9,55,559</td>
<td>9,52,594</td>
<td>9,43,584</td>
</tr>
</tbody>
</table>

### Grand Total:

<table>
<thead>
<tr>
<th>Yr.</th>
<th>1891-92</th>
<th>1892-93</th>
<th>1893-94</th>
<th>1894-95</th>
<th>1895-96</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imports</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
<td>Rs.</td>
</tr>
<tr>
<td>Exports</td>
<td>20,97,880</td>
<td>24,08,426</td>
<td>23,21,129</td>
<td>20,89,934</td>
<td>20,99,942</td>
</tr>
</tbody>
</table>

1. Exports from the introduction by the annual Accounts of the Sea-Borne Trade and Navigation of the Bengal Presidency and of its Chief Ports and each of its Subordinate Ports, 1890-96.

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H. S. Press—81257—340—15-3-1902—A. W. W.
CONJECTURAL MAP OF CALCUTTA
IN THE PERIOD OF TRADITION

Scale 3 in. = 4 Miles.
CONJECTURAL
MAP OF CALCUTTA
AT THE TIME OF THE BRITISH ADVENT

Scale 3 in = 4 Miles.
PLAN
Of the Territory of Calcutta, as marked out in the Year 1742, exhibiting also the Military Operations at Calcutta when attacked and taken by Sering and Desjardins on the 28th of June, 1756.

REFERENCES to the Small Plan.
A. Fort's Point
B. Government's Garden
C. Sudder's Garden
D. Government
E. Tower and House of the Nabob's Army
F. Fort William
G. The adjoining Warehouse
H. The Governor's House
I. Mr. Craven's House
J. Mr. Eyre's House
K. The Church
L. The Park
M. North Barrack
N. East Barrack
O. South Barrack
P. Publick Buildings
Q. English Magazines
R. Streets and Slums
Note: made in 1742.