

# Maritime Archives and Heritage Centre

Maintained by  
Kolkata Port Trust

# INDIA THROUGH THE EYES OF THE FOREIGNERS



Strabo's 100 BC Map of the World



Geographie des Indes Orientales by Henri Adrien Chardin (1808)



No date is given on this chart. On a copy in the Port Louis Museum, Collier Beale suggests 1696. The fact that the letters and Mary land is shown suggests a later date, as this locality according to the diary of William Dalgarno 1692-1701 derives its name from the loss of the "Royal James & Mary" on the 24th September 1694. The third edition of the "English Pilot" was published in 1705 by John Thomson Hydrographer London.



## GANGARIDAE TO TAMRALIPTA

### সুপ্রাচীন গঙ্গারিডি সভ্যতার সাক্ষ্য প্রত্ন-পুঁতি

কোনওটা গংগেইট, কোনওটা গংগি  
কোনওটা, কপাল, জেগুপার। কোনওটা  
শোভা মণ্ডির, কোনওটা বা গংগের বীজ কিংবা  
সাদৃশ্যিক গংগার খোল বা হাতের টুকরো।  
কোনওটাও সাজানো হাত-মুণ্ডিবদ্ধ।  
কোনওটাও কংগেরী, কোনওটা ছিল সাতভারি  
হাতের উপকরণ কিংবা মহাশি বাহুবল।  
একটি সবই পুঁতি। আরও ভাল করে  
বললে প্রত্ন-পুঁতি। কারণ, এই বহুত্বা  
উপকরণে তৈরি পুঁতির মাথোই পুঁতিয়ে আছে  
দক্ষিণ-২৪ পরগনার নিখীর্ণ অঞ্চল জুড়ে  
হাতিয়ে থাকা এক অতি প্রাচীন সভ্যতার  
ইতিহাস। খ্রিষ্টপূর্ব শতাব্দী থেকে খ্রিষ্টীয়  
খ্রিষ্টাব্দ পর্যন্ত সময়ে গড়ে ওঠা যে-সভ্যতার  
শোভাশি নাম গঙ্গারিডি। যে-সভ্যতার  
আজকালিক আর সালস্বারা সুন্দরীনের টানে  
বাণিজ্যতরঙ্গী আদিয়ে দেশ-দেশান্তর থেকে  
হাতির হাত নবিকের দল।

আজকের দক্ষিণ-২৪ পরগনার অশ্বিনরতা,  
ডায়মন্ড হারবারের আম্বালপুর, বীপতুনি  
বিজয়পুর, লহিরি কাকুলে, কুলশির  
হরিনারায়ণপুর, কঙ্কণদিহি কিংবা কিলপিরে  
অন্যথা প্রত্নসামগ্রীর সঙ্গে মিলেছে প্রত্ন-  
পুঁতি।



#### Tamralipta

#### The legendary port of Ancient Bengal

The River Ganges or the Hooghly shot into prominence as conveyor of trade and commerce from ancient times. The pride of place goes to Tamralipta (at present Tamuk in Midnapur) as the foremost Port-town. It was located at the confluence of the Rupnarayan and the Hooghly rivers. It is known that Indian sea craft sailed from this port to the islands in the Indian archipelago in South East Asia and China in the Far East. Besides being referred by the Greek geographer, Ptolemy (c. 1st Century A.D.) as tamalides, Chinese pilgrims like Fa-Hien (c. 5th Century A.D.), Hsueh Tsang (c. 7th Century A.D.) and I-Tsing (c. 7th Century A.D.) visited the place. According to Mahavamsa, the 5th Century Buddhist chronicle of Ceylon, it is learnt that this port was the point of embarkation for the son and daughter of Emperor Asoka, who were deputed by their father to preach Buddhism in Sri Lanka in the 3rd Century B.C. Tamralipta flourished as a maritime centre for a long time during Maurya, Sunga, Kushan and Gupta times. Apart from Tamralipta archaeological treasures found at Hartharput, Agghana, Betor and Chandraketu Garh reveal the rich maritime heritage of South Bengal.



Tamuk coin showing an aquatic figure. C. 3rd century B.C. Chaudhury.



Monolithic head of a deity suggesting pre-historic influence between Bengal and the Pacific world Tamuk.



Makun, the stone of Ganga crocodiles described in the tale of Sarada, the sea story C. 5th cent. A.D.



Vajras of Hartharput and Chandraketu Garh reveal the rich maritime heritage of South Bengal.



## RIVER SYSTEM OF BENGAL

Bengal has always been a land of numerous rivers, waterways, vast estuarine swamps in the Gangetic delta and the Bay of Bengal, one of the famous oceans of the world.

Ancient scholars knew that the advanced Gangaridae civilization that spread all over the country evolved from the mouth of the Ganga and probably included the estuary of the Padma and Meghna Rivers as the Adi Ganga.

There is evidence that the present Bhagirathi was the original alignment of the Ganges. No one knows why the river suddenly shifted away from Gaur, the ancient capital of Bengal (now in Malda district).

The Hooghly and its allied channels remained the main route from Patna to the sea till 1650.

Between 1758 and 1777 Major William Tolly dug a 27 kilometre long canal to connect the Hooghly with the Vidyadhari river, proceeding more or less along the Adi Ganga course. With the passage of time the Vidyadhari dried up and the purpose of Tolly's Nala was lost.

The Saraswati, another large stream to the sea, silted up as a perennial channel during the 16th century.

The Hooghly and its allied channels were constantly referred to as the Ganges until about 1600 A.D. After that the name was gradually dropped.

"Tolly's Nala" was a mainstream of the Hooghly to the sea until the 16th century, when it silted up.



ইচাও দ্য হায়েন্ডেলের মানচিত্রে গাঙ্গের বড়ীপ

### THE RISE & FALL OF SAPTAGRAM & HOOGHLY

Natural causes triggered the decline of Tamrapliti and other ancient ports – but it also gave rise to other similar places near the mouth of the Ganges. Saptagram or Satgaon (meaning a cluster of seven villages) at the confluence of the Saraswati & Bhagirathi rivers achieved pride of place because it offered access to larger ships. It remained eminent for many centuries.

Hooghly attained prominence as a Portugese settlement and by 1590 overshadowed Saptagram as a port. In 1632 it became the Mughal headquarters.



Portuguese Flag

The Dutch built a factory at Golghat on the Hooghly in the 2nd quarter of the 17th century and in 1651 the British too built a factory there. The Dutch warehouses and factory were swept away by floods and they moved to Chinsurah, upstream.

In 1686, the British retreated due to skirmishes with the Mughals and Job Charnock shifted to Sutanati. With the passage of time, the resourceful Hooghly port was eclipsed by Calcutta, the new trading center of the British.



Dutch factory at Golghat



## BALLAD OF THE BOATS

Bengal's maritime, commercial and cultural heritage is inextricably linked with boats. Inland waterways were a primary transportation route and sailing craft of every description were used for business, pleasure and everyday living. Boats and boatmen became the theme for songs, ballads, stories, novels and later movies. Riverine and Coastal Bengal revolved around boats, from the common dinghee used to ferry local folk, to the grand, often superbly decorated bajras and mayur-pankhis used by legendary merchants like Chand Saudagar and by princes, kings, noblemen, bandits and fishermen. European craft sailed along the Hooghly, operated by Dutch, Portugese, Armenian, French, Spanish and English sailors, bucanears and ofcourse traders.



THE DINGHEE VILLER



THE PUFFLEA



THE CHOLLA



THE PULWAR



THE BUIA



THE BUIA



THE DINGHEE AND BUIA

(Source: ww Hunter Annals of Rural Bengal)

## KHEJURI

The Portuguese were the first among the European traders to establish a trading center at Hiji. On being repulsed from Hooghly by Shaista Khan, Job Charnock took shelter at Hiji in 1687. A decade earlier Captain James of the English East India Company anchored his ship *Rebecca* at Khejuri. Khejuri subsequently lost its stature with Kolkata's emergence as the foremost trading center of the English Company.

Khejuri was transformed into a major Port in 1679 after large ships started to ply up to Hiji. In 1810 a Lighthouse was established at Kaukhali and in 1830 Raja Ram Mohan Roy sailed from Khejuri for England followed by prince Dwarakanath Tagore in 1840 from the same place.



- Milestones in the evolution of the Port of Khejuri
- 1663 - Shelter taken by Job Charnock after being repulsed from Hooghly by Shaista Khan.
  - 1672 - Anchorage at Khejuri by Capt. James of the East India Co.
  - 1679 - Khejuri transformed into a port.
  - 1807 - Tidal wave causes damage to the port.
  - 1810 - Lighthouse built at Kaukhali.
  - 1830 - Raja Rammohan Roy's voyage to England from Khejuri.
  - 1840 - Prince Dwarakanath Tagore's voyage to England from Khejuri.
  - 1864 - Eclipse of the port at Khejuri.

### Notes on KHEJURI and HIJLI, by R. B. Bhow, Assistant River Surveyor

The historical notes are given in the form of a letter to the Hon. Mr. R. B. Bhow, and the Hon. Mr. Bhow, Assistant River Surveyor.

The Hon. Mr. Bhow, Assistant River Surveyor, has been good enough to send me a copy of the Hon. Mr. Bhow's letter to the Hon. Mr. Bhow, Assistant River Surveyor, dated 1st March 1884, in which he has requested me to write a short history of the Port of Khejuri and Hiji, and to send it to him by the next mail.

The Port of Khejuri and Hiji is situated on the right bank of the Hooghly River, about 10 miles above the mouth of the river. It is a very important port, and has been so since the time of the British.

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Sources: Extracts from the *Notes on Khejuri and Hiji* by R. B. Bhow, Assistant River Surveyor (File No. 750)



Khejuri has 33 tombs, 21 with inscriptions, the most ancient of which is as follows:-

To the Memory of Mr. Niel Molnes,  
late midshipman of the ship *Domira*.  
Died 10th September 1818.  
Age 16 years



## KAUKHALI LIGHTHOUSE



১৬৭২ সালে সর্বপ্রথম হিজলী পর্যন্ত বড় জাহাজ আসতে শুরু করে। এর আগে বাঙ্গেশ্বর পর্যন্ত জাহাজ আসতে পারত। এইভাবে জাহাজের যাতায়াতে ও নানাদেশের বণিকদের সমাবেশের জন্য ইংরেজ ইস্ট ইন্ডিয়া কোম্পানীর আমলে খেজুরী একটি সমুদ্রশালী বন্দরে পরিণত হয়। কিন্তু কাউখালির কাছে জাহাজ যাতায়াতের পথ বা হাল না থাকায় বোধহয় ঐ জায়গায় আলোকখর তৈরীর প্রয়োজন হয়নি। কাউখালি আলোকখরটি মেদিনীপুর জেলার কাঁথি মহকুমার অন্তর্গত খেজুরী থানায় অবস্থিত। এর আলো ১৮১০ সালেই প্রদর্শিত হয়েছিল। আমরা এটা লক্ষ করি যে, কলকাতায় পোর্ট কমিশনারদের এলাকাভুক্ত আলোকখরগুলির মধ্যে কাউখালির আলোকখরটি সবচেয়ে বেশী পুরোনো।

Pub. 1811  
 Vol. 1  
 Sheet 1 of 2  
 Cons. 1811  
 No. 1  
 The Lighthouse  
 on the Island of the same  
 named for the 1st time  
 at the same place  
 of the same name  
 the 1st time that the  
 Lighthouse being the  
 same as the 1st time



1811  
 The Lighthouse  
 on the Island of the same  
 named for the 1st time  
 at the same place  
 of the same name  
 the 1st time that the  
 Lighthouse being the  
 same as the 1st time







## PORT AND FORT

### Profile of Early Port System

After the British East India company established a settlement at Sutanati, it offered greater facilities for sea-borne trade for having comfortable anchorage conditions. The favourable Calcutta waterfront inspired the English Company to consolidate its position. After obtaining Zamindari rights of the three villages of Sutanati, Kalikata and Gobindapur in 1698, need for a fortified settlement prompted the company to construct a Fort named after British Monarch William II. This is how the Fort William was erected in 1700 in the B.B.D. Bag area. For security and trade, wharves and quays were built in front of the fort. The first wharf – 1937 feet & 11 inches long with two pallsades was completed in 1710. Proposals for Dry & Wet Docks led to the tank at Dalhousie Square to be converted to a Wet Dock, but was subsequently removed in 1808.

Through the 18th century, Dalhousie Square (B.B.D. Bagh) became the touchstone for the early port system in Kolkata. After the present Fort William was built, shipping in Calcutta shifted downstream and a Dry Dock was built near Bankshal Ghat in 1790. Meanwhile in 1772 Calcutta became the capital of British India when the first Governor-General, Warren Hastings, transferred all important offices to the city from Murshidabad. The proposal for a Wet Dock at Kidderpore was also seriously considered. Legal disputes, however, put an end to this scheme. It took another century for the construction of Calcutta Dock System at Kidderpore.

#### Major Landmarks in the Early Development of a Port System (1700 – 1850)

From the closing years of the Eighteenth Century attempts were made to give shape to Port Construction. It was in 1780 that Colonel Watson founded a marine yard at Kidderpore. Next year he obtained a grant of land from the East India Company for constructing dry docks at the place but the project was abandoned following a legal suit. The first dry dock was built in 1790 in the present site of Bankshal Ghat which was removed later in 1808. The other landmarks are given below –

- 1807: Two sons of Col. K. J. P., Chief Engineer of the Company, took over the docks built by Watson. After their death, the area of the present day Calcutta Port came to be known as Kidderpore.
- 1801-28: Shipbuilding deteriorated in and around Calcutta. Undertake got a big shipbuilding yard. There was another big yard further north around Vinayak. A big ship "Indra" of 1,445 tons was built here. The ships built at Vinayak yard were the envy of the shipbuilders in England.
- 1824: Various schemes were formulated to improve the port of Calcutta. Major Scotch submitted a plan for building a dockyard on the riverbank in north Calcutta.
- 1824-36: The plan of port development was abandoned due to the Boomer War.
- Thereafter F. W. Smith, Consulting Engineer of the Company, submitted a plan for docks at Diamond Harbour with railway connection to Calcutta. But it was rejected. At that time ironclads and regular harbour establishments were maintained at Diamond Harbour.
- 1835: Lord Bessborough appointed a Committee to look into necessities in the facilities of the Marine Department and improvement of ship services. The Committee among other things pointed out the high cost of charges of Calcutta Port.
- 1844: A Committee, appointed to suggest precautionary measures, recommended construction of a wet dock either at Alura or Kidderpore.

**First Proposal For Wet Docks**  
The following document is dated 24 March, 1780 and deals with a proposal to construct wet docks at Kidderpore in Calcutta and in the first of a series of such documents that eventually resulted in the construction of Kidderpore Docks in 1844. The signature of this document was Col. Henry Watson. Please observe that the text is written in a cursive hand.

President and Directors,

Ordered for West India

Memorandum to the Hon.

As nothing facilitates the great operations of commerce so much as an extensive navigation, it is proposed to every thought that may contribute to its security and improvement under the generous patronage of the public.

It is with the view of providing facilities particularly useful to the British Company in this manner that we have submitted the present state of the harbour in this part of the world and hope our efforts should prove successful in procuring the necessary aid to our project. We are, Sir, your obedient servant, Henry Watson



And moreover should the Honble East India Company be hereafter desirous of taking these dock ships and dock-yard into their own hands, we are willing to lend and oblige ourselves. Our heirs and executors to deliver up to them after the works are completed, the sole right and title thereof upon our being paid the amount of such loan or sums as we may have laid out upon their construction and such gratuity as the Honble Governor and Council of Bengal shall think we deserve for having prosecuted and caused some execution an undertaking so beneficial to Public. These Honble Sir and gentlemen are the essential parts of our proposals and should they be honoured with your approbation and encouragement no time shall be lost on our part in examining the Bids of the river accurately in determining the best situation of the works and of laying a plan of the whole before you.

We have the honour to remain with all due respect

Your most obedient humble servants  
Amth, D. Campbell, Chief Engineer,  
Henry Watson

6th March, 1769  
Courtesy N.A.I. New Delhi



Old



New





## INDIAN ENTERPRISE

The evolution of Calcutta City and Calcutta Port led to pro-active linkages between British and Indian entrepreneurs and business communities. The Indian economy was reshaped to fit a "classic pattern of importing manufactured goods from the metropolis and exporting a variety of agricultural and other raw materials."

Came the Industrial Revolution and powerful entrepreneurs emerged from the cross-cultural influences. Ramdulal Dey, Prince Dwarakanath Tagore, Motilal Seal and others, established themselves as leading entrepreneurs and investors of their times.

### THE LEGEND OF RAMDOOLAL SARKAR A Pioneer Bengali Merchant

Indian collaboration with the British merchants developed significantly in the Eighteenth century. A number of Bhadrakol Bengalis, known as Banyas became traders, commission agents and brokers. Ramdoolal Sarkar (1752-1825) achieved miraculous success as a business tycoon. His claim to fame rests on his expertise in organizing business in shipping & cargo. Ramdoolal's business is described as consisting "In managing the concerns of captains and supercargoes of vessels which resorted to Calcutta and of disposing off their cargoes." It goes to the credit of Ramdoolal Sarkar that he opened the door for American business in India. The American business community, in grateful remembrance, named a ship "RAMDOOLAL". Though America was the focal point of his trading activities, Britain and China also claimed his attention. Ramdoolal donated massive amounts for the upliftment of society. The Hindoo College received donation from him when it was founded in 1817.



Ramdoolal Sarkar

### DWARAKANATH TAGORE (1794-1846) Dawn of Indian Enterprise

Dwarakanath Tagore belonged to the famous Tagore family of Calcutta, which contributed significantly to the flowering of art and culture in Bengal. While Dwarakanath was the pioneer of national enterprise for the cause of India's economic development, his grandson Poet Rabindranath Tagore is regarded as the best representative of Bengal's awakening.

Dwarakanath Tagore was one of the two makers of Modern India along with Raja Rammohan Roy. But while Raja concentrated on social and religious reforms, Dwarakanath's goal was to transform Indo-British commercial partnership of the mercantile era into the industrial age. The Carr Tagore Company reflected this collaborative approach. As British investment in Bengal before 1850 was meager, economic development was taken up by local houses.



Dwarakanath Tagore

The merchants of Calcutta under the leadership of Dwarakanath Tagore constructed a number of joint enterprises to build a commercial infrastructure. Two significant ventures pioneered by Dwarakanath were the formation of Dockyard Company and establishment of the Calcutta Chamber of Commerce. Which subsequently came to be known as Bengal Chamber of Commerce. Calcutta had a pride of place in shipbuilding. In 1836 the Calcutta Docking Company was formed by Dwarakanath and William Prinsep.



Jameson Thibault



## THE CYCLONE OF 1864 - A nightmare and a catalyst

Cyclones or violent windstorms have traditionally lashed Calcutta Port at intervals. One of the earliest on record is the cyclone, which burst upon the city on 30th September 1734, which made Calcutta "look like a place that had been bombarded by an enemy." Great damage was done to shipping; all the boats and small craft were destroyed and the Indian quarters were reduced to the ground. It is paradoxical that only after heavy damage was caused by natural calamities like cyclones, attempts were made to improve facilities for trade and commerce in the Port of Calcutta.

More than a century after the cyclone of 1734, Calcutta Port had to encounter another round of devastating cyclone which dealt a terrible blow to river-borne trade in Calcutta. Six years before the birth of the Port Commissioners, a great cyclone swept over Calcutta and the adjoining river belt on 5 October 1864. The cyclone had a traumatic effect on the riverbed. There were 193 vessels in the port. Of these only 23 escaped without damage, 36 were totally wrecked, 97 vessels were severely damaged and 39 slightly damaged. The cyclone, also affected civic life in Kolkata and claimed 41 lives. The number of damaged *pucca* and *kutchha* houses were 1383 and 89412 respectively.

This calamity propelled the authorities into action and a Committee was appointed to examine the moorings provided in the port. The Committee also scrutinized plans for other facilities, a continuous line of jetties being one method suggested by Colonel Fraser to meet the growing requirements of the port. The recommendations of this Committee ultimately led to the establishment of the system of moorings. It was against this background that the Calcutta Jetties Organized Dock system and Institutional Foundation of Port Commissioners became a reality within a decade.



Great Cyclone of 1864 - 'Macgregor' and 'Melia' beached at Armenter Quay.



Great Cyclone of 1864 - 'Gobindapur' beached off Jackson's Quay.



Salvage vessels working on a wreck off the Botanical Gardens.



The 'Berkshire' was driven on to the lower reaches of the river, subsequently rigged with jury masts and brought back to Calcutta for docking.

Source: Govt. Archives of West Bengal records and Bengali press and pictures (1864).





# EMIGRATION OF INDIAN LABOUR

## MAJOR COLONIES IMPORTING INDIAN INDENTURED LABOUR

	Period of migration	No. of emigrants
Mauritius	1834-1900	453,063
British Guiana	1838-1916	238,909
Malaya	1844-1910	250,000
Trinidad	1845-1916	143,320
Jamaica	1845-1913	36,412
Grenada	1856-85	3200
St. Lucia	1858-95	4350
Natal	1860-1911	152,184
St. Kitts	1860-61	337
St. Vincent	1860-80	2472
Réunion	1861-83	26,507
Surinam	1873-1916	34,304
Fiji	1879-1916	60,965
East Africa	1896-1921	39,282
Seychelles	1904-16	6315

Source: Dr P. Lal, *Gentlemen: The Origins of the Fiji Indians, 1983.*



### Sample contract for a recruitee

I, the undersigned, do hereby agree to give you a contract for supplying indentured emigrants for Trinidad during the season of 1880-81 from the districts and for superintending generally over their registration and other communications.

When the parties are gathered by you, not under 18 men, I will have a station and you will give a station, and I will have amongst 100 men all women, and if women and men are not sent, the rates will be decreased and then you will have to agree upon it, and when your recruits arrive here at Alibon and are on the station (in the yard) and arrive at Calcutta, then whatever may be your rates according to that your money will be paid. If any station registered by the Doctor or by the man away or die or refuse at the time, the loss of which will be borne by you. Money you shall receive when I will receive a letter from Calcutta saying all the recruits have arrived here safe, nothing will be paid for those under 18 years of age, over 12 you shall get half rate.

### Sample contract for a recruiter (Trinidad)

Alibon, 1880

As - I hereby agree to give you a contract for supplying indentured emigrants for Trinidad during the season of 1880-81 from the districts and for superintending generally over their registration and other communications.

3rd - When the parties are gathered by you, not under 18 men, I will have a station and you will give a station, and I will have amongst 100 men all women, and if women and men are not sent, the rates will be decreased and then you will have to agree upon it, and when your recruits arrive here at Alibon and are on the station (in the yard) and arrive at Calcutta, then whatever may be your rates according to that your money will be paid. If any station registered by the Doctor or by the man away or die or refuse at the time, the loss of which will be borne by you. Money you shall receive when I will receive a letter from Calcutta saying all the recruits have arrived here safe, nothing will be paid for those under 18 years of age, over 12 you shall get half rate.

2nd - Rates for not districts:

Fampos, each man, Rs. 6, each woman, Rs. 4.  
Garda, Maripou, and Berek, each man, Rs. 4, each woman, Rs. 2, and when your recruits arrive here at Alibon and are on the station (in the yard) and arrive at Calcutta, then whatever may be your rates according to that your money will be paid. If any station registered by the Doctor or by the man away or die or refuse at the time, the loss of which will be borne by you. Money you shall receive when I will receive a letter from Calcutta saying all the recruits have arrived here safe, nothing will be paid for those under 18 years of age, over 12 you shall get half rate.

4th - All expenses for recruiting (land, registration, food for males, and other expenses up to the time of arrival at the station must be paid by you.

5th - Being healthy their relatives are required and all such women, whether male or female under 18 years of age, will not be taken unless accompanied by responsible relatives (in father or mother). No man will be taken of such hands or weak. "Parishes" are altogether refused. Men should be recruited of those sort when they agree to be vaccinated and also not on basis of skin.

6th - When you have taken the license of Trinidad and other which at any time without my license give the license elsewhere or have your license changed or send it by another man, and it made not think, whatever may be the rate of Calcutta I shall take from you. There will be no objection to it at all. Whatever the law laws written if you done accordingly with license, and all, whatever may be the loss, it will all be taken from you and you will not hesitate at all.

Emigration Sub-Agent for Trinidad

I agree to the terms and conditions of this agreement.

Recruiter for Trinidad

Dr P. Lal, *Gentlemen: The Origins of the Fiji Indians, 1983.*

## PROPORTION OF WOMEN IN THE EMIGRATING POPULATION AFTER THE 1880S



Source: Dr P. Lal, *Gentlemen: The Origins of the Fiji Indians, 1983.*

## PORTS OF EMIGRATION OF INDIAN INDENTURED LABOURERS

	Calcutta	Madras	Bombay/Kanara	French ports
1880-81	14,000 (80%)	3,000 (20%)	800 (5%)	N.A.
1890-91	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1900-01	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1910-11	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1920-21	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1930-31	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1940-41	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1950-51	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1960-61	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1970-71	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1980-81	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
1990-91	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
2000-01	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
2010-11	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.
2020-21	10,000 (80%)	2,000 (20%)	200 (5%)	N.A.

Source: Dr P. Lal, *Gentlemen: The Origins of the Fiji Indians, 1983.*



## PORT TRUST SYSTEM: BIRTH AND CONSOLIDATION (1870-1947)



General View of River.

### Institutionalisation of the Port System in Calcutta

The institutional growth of the Port of Calcutta was facilitated by surging commercial progress brought about by the introduction of steam navigation and the completion of a general system of railways inter-connecting the commercial hubs of the three presidency cities of Calcutta, Bombay and Madras.

A two-fold strategy was adopted in the 1860s for institutional development of a modern port system in Calcutta. First, it was felt necessary to construct jetties for landing of ships and a continuous wharf, walls from Clive Ghat to Chandpal Ghat. At the same time attention was focused on launching a port on River Matla called Port Canning. Canning scheme was ill-fated and died a natural death. Port Canning was abandoned and River Trust of the Port of Calcutta came into being in 1866 on the recommendation of The Chamber of Commerce. There after, on the basis of a project of Hugh Larnard, the Government decided to set up a Board of Commissioners for the port. Act V of 1870 was accepted in August 1870 and came into effect on 17 October 1870. This was how Calcutta Port Commissioners began its journey to regulate and improve the port system of Calcutta which provided a model to other ports of India.

### Port Commissioners assumes mantle (17th October 1870)

Then came the defining moment in 1870. Sir Wilson Grey, the Lt. Governor of Bengal played a crucial role in the birth of The Port Trust. Act V of 1870 received the assent of the Governor-General on August 12, 1870. Under this Act, the Port Commissioners assumed office on 17th October 1870. The number of Commissioners was fixed at nine including the Chairman and the Vice Chairman V.H. Schalkh, a member of the Board of Revenue was appointed Chairman. W. Duff Bruce was appointed Vice-Chairman and Ex-Officio Chief Engineer. The First meeting of the Commissioners was held in October 1870 and its proceedings reflect the functional arrangement of the Trust System.



Source :  
Cassidy Bhattacharya  
History of India  
Ganga Ghosh  
(London, 1891)

Courtesy : Tata Tea Co. Ltd., The Asiatic Society, Kolkata



The Jetties to the "Eighties"

From H.S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to V.H. SCHALKH, Esq., C.S., - (No.2905, dated the 17th October, 1870).

I am directed to inform you that the Lieutenant-Governor has appointed you, under the provisions of section 2, Act V (B.C.), 1870, to be a Commissioner for making improvements in the Port of Calcutta.

- |                        |  |   |
|------------------------|--|---|
| 1. T.A. Apear, Esq.    | 5. B.U. Knight, Esq.   | 2. The other Commissioners appointed are the gentlemen named in the margin. |
| 2. W. Crawford, Esq.   | 6. H. Rutherford, Esq.   |   |
| 3. F.G. Eldridge, Esq. | 7. T.H. Worde, Esq.  | 3. The Lieutenant-Governor has also appointed you to be Chairman            |
| 4. Stuart Hogg, Esq.   | 8. W.D. Bruce, Esq., C.E. of the Commissioners, and Mr. W.D. Bruce, C.E. to be Vice-Chairman |   |

From RIVERS THOMPSON, Esq., Officiating Secretary to the Government of Bengal General Department, to the Chairman of the Commissioners for making improvements in the Port of Calcutta. - (No.1913, dated the 17th October 1870)

I am directed to state, for the information of the Commissioners appointed for making improvements in the Port of Calcutta, that, under the provisions of section 16, Act V (B.C.) 1870, the Lieutenant-Governor has fixed the salary of the Vice-Chairman at Rs.1,000 per mensem, to rise by annual increments of Rs.100 a month to a maximum of Rs.1,800 per mensem. He will also be allowed to draw Rs.100 per mensem as house allowance.

[Secretary's Department, File No. 6/799, Part 4, 1870 - 1877]

## PIONEERS OF THE PORT

### Pioneers of the Port Commissioners' Formative Period

Among the pioneers during the first four decades from 1870, who contributed most to the purposeful functioning of the Port system and its consolidation, five persons stood out prominently. The first three Vice-Chairmen W. Duff Bruce, J. H. Apjohn and Frederick Dumayne provided right type of leadership and laid the foundation of a modern port system in Kolkata with Docks, Jetties, Petroleum Wharf, Warehouses, Railway network and Ferry Service. The first three Vice-Chairmen worked successively till 1914 and the Port of Calcutta emerged as the premier Port of India.

The Marine Department, which monitored the river navigation system, looks after the conservancy of the Hooghly river. The work involved the pilotage and survey of the river channel. Captain E.W. Petley, the first Deputy Conservator played a pivotal role in organizing scientific surveys. Dredging also became an indispensable part of work to sustain the Hooghly's navigable channel. Under Petley's stewardship, Suction Dredgers Sandpiper and Balari were put into action.



W. Duff Bruce (1870-1887)



J. H. Apjohn (1891-1902)



F. G. Dumayne (1901-1913)

### Death of Mr. W. Duff Bruce, Consulting Engineer and London Agent.

**Resolved** I. That the Commissioners have received with deep regret the telegram announcing the sudden death of Mr. W. Duff Bruce, who was Vice-Chairman of the Commissioners from the establishment of the Trust in 1870 up to 1887, when he retired and became their Consulting Engineer and London Agent, and they desire to place on record a sense of their high appreciation of the services rendered to the Trust by the late Mr. Duff Bruce in both offices. Further, that a message of the Commissioners' condolence be conveyed to the deceased gentleman's family.

II. That the recommendation of the Finance and Establishment Committee to appoint Mr. J. H. Apjohn to succeed the late Mr. Duff Bruce as the Commissioners' Consulting Engineer and London Agent, upon his retirement from the office of Vice-Chairman, be adopted.

III. That in the meanwhile the Firm of Messrs. Duff Bruce & Co. be asked to continue to act for the Commissioners until Mr. Apjohn's arrival in England.

*Extract from the Proceedings of the Port Commissioners' 2037th Meeting, held on the 17th February 1930.*

**Resolution No. 79**—Resolved that the Commissioners in Meeting assembled—do place on record their deep regret at the death of Sir Frederick Dumayne—and their high appreciation of his eminent services to the Trust during his tenure of the office of Vice-Chairman for the twelve years from 1901 to 1913.

17 Victoria Road  
Kolkata 14  
January 1930

Dear Sir,

I beg to inform you I have submitted  
the "Frederick Dumayne" (who has been associated with  
me for many years) as a candidate for the office of Vice-Chairman  
of the Port of Calcutta. I am sure that the Board  
will be glad to accept the nomination of this gentleman  
as the Vice-Chairman of the Port of Calcutta.

Yours faithfully,  
W. Duff Bruce

W. Duff Bruce will sign Duff Bruce & Co.  
W. Duff Bruce will sign Duff Bruce & Co.

One Commissioner for the Port of Calcutta.

W. Duff Bruce  
Kolkata 14  
January 1930

Mr. W. Duff Bruce—  
I have now to inform you that I have received the  
telegram of the death of Mr. W. Duff Bruce, who was  
Vice-Chairman of the Port of Calcutta. I am sure that the  
Board will be glad to accept the nomination of this gentleman  
as the Vice-Chairman of the Port of Calcutta.

Yours faithfully,  
J. H. Apjohn

W. Duff Bruce will sign Duff Bruce & Co.  
W. Duff Bruce will sign Duff Bruce & Co.







## DOCK SYSTEM

### KIDDERPORE DOCK

The impound dock at Kidderpore (KPD) became operational in 1893, a century after it had been conceived and planned. One of the oldest parts of the city, Kidderpore has a funny legend as far as its name is concerned. It is said that the British could not converse in Bengali. So whenever they passed by, they asked for the directions to the port where their ships used to harbour, in broken Hindi which sounded somewhat like 'kidder-port?' and thus the name Kidderpore came into existence. It is also said to derive its name from the Kyd Brothers who engineered the dock system at Kidderpore.

### KING GEORGE'S DOCK

King Georges Dock (now known as Netaji Subhash Dock) evolved from the turbulence of the First World War, when the need for construction of a new and longer dock system below Calcutta Docks became very important, to accommodate rapidly expanding traffic. The Enquiry Committee report of 1914 fully endorsed the scheme for a Wet Dock at Garden Reach. King Georges Dock was formally opened to traffic in 1928 with a lock entrance measuring 720 feet in length and 90 feet in breadth with 9 berths for imports, exports, heavy lifts and Oil-specific cargo. Two & three storied transit sheds, mechanized material handling facilities etc., were also established.



Kidderpore Docks - First Vessel Entering



Kidderpore Docks - Looking South.



King George's Dock

## FIRE AT BUDGE BUDGE (1903)

Budge Budge Petroleum Wharf was opened in August 1886 to cope with rapidly growing import trade in petroleum. Import of oil increased in volume from 25 million gallons in 1886 to 43 million gallons in 1899-1900.

A great fire broke out on 31 March 1903 in shed No. 4. The fire resulted in the total loss of the shed where 3,93,184 cases and 46,940 tins of oil was stored. The fire burned continuously for 15 days and goods and property worth approximately 14 lakhs of rupees were destroyed. But for the fact that the wind was from the south-east while the fire was raging, the whole depot would have been completely gutted. The lesson of this accident, however, was not lost on the administration. It saw the danger of having several depots close together. A decision was taken to change the layout of the depot with an eye to prevent the occurrence of such accidents in future.



The Great Fire at Budge - Budge.

<p>(1903-1904)</p> <p>The following table shows the quantity of oil imported into the Budge Budge Petroleum Wharf during the year 1903-1904, and the quantity of oil stored in the wharf on 31st March 1904.</p> <p>The quantity of oil imported into the wharf during the year 1903-1904 was 43,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1904 was 46,940 tins.</p> <p>The quantity of oil imported into the wharf during the year 1902-1903 was 40,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1903 was 40,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1901-1902 was 35,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1902 was 35,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1900-1901 was 30,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1901 was 30,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1899-1900 was 25,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1900 was 25,000 tins.</p>	<p>(1903-1904)</p> <p>The following table shows the quantity of oil imported into the Budge Budge Petroleum Wharf during the year 1903-1904, and the quantity of oil stored in the wharf on 31st March 1904.</p> <p>The quantity of oil imported into the wharf during the year 1903-1904 was 43,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1904 was 46,940 tins.</p> <p>The quantity of oil imported into the wharf during the year 1902-1903 was 40,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1903 was 40,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1901-1902 was 35,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1902 was 35,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1900-1901 was 30,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1901 was 30,000 tins.</p> <p>The quantity of oil imported into the wharf during the year 1899-1900 was 25,000,000 gallons, and the quantity of oil stored in the wharf on 31st March 1900 was 25,000 tins.</p>
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## THE IMPERIAL VISIT

The Port City of Calcutta was also an Imperial City since it was the seat of The British Empire in India. It was quite natural that the city attracted attention of the Imperial Crown. In 1911 the British were thinking of shifting the capital of India from Calcutta to Delhi. At this juncture His Imperial Majesty accompanied by Her Majesty visited Calcutta. A grand reception was accorded to them at the Princep Ghat on their arrival. The Port of Kolkata took an active part in the celebrations and made efforts to arrange the Imperial Majesties journey from Howrah to Princep Ghat in the Port Commissioners' Steamer. Influential sections of society representing different interest groups and institutions were invited on the occasion.



Katz-Green, S.

LIST OF PERSONS TO BE INVITED TO THE CEREMONY AT  
PRINCE'S QUART.

Return to 44 completed and returned (44/44) 44. Was Done

編者：王德勝、李國新、黃曉明、陳永發、李國新、李國新

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2000年12月1日

1. Nawab Daulat of Miranpur.
2. Mahasabibulaj Daulat of Baran.
3. Pyasa Gumbaz Qazi Miran Abul Ali, Daulat.
4. Mahasabibulaj Daulat, Hildan.
5. " " Daulat.
6. Mahasabibulaj Daulat.
7. " " Miran.
8. " " Baran.
9. " " Daulat.

## PREPUBLISHED ONLINE 14 APRIL 2014

- 1 Mrs. Wicks  
2 Miss Lundy  
3 Mrs. Lundy  
4 Miss Lundy

*CAECUTIA CORPUSCULUM*

- 1 The Hon. Mr. J. L. Mendenhall
- 2 Mr. J. N. Burroughs
- 3 The Hon. Mr. J. O. Sprague
- 4 Mr. G. F. Shallen
- 5 - Squire Freeman
- 6 - J. P. Wynn
- 7 - A. O. Gosssett
- 8 - W. H. Hall
- 9 - W. J. Simmons
- 10 - T. M. Frost
- 11 - C. M. Bennett

- 13 -- R. H. M. Houtenpoort  
14 -- J. J. Gohm  
15 -- D. J. Gohm  
16 -- B. M. D. Gohm  
17 Dr. C. H. Houtenpoort  
18 Mr. J. J. Gohm  
19 Mr. D. J. Gohm

## RESULTS

- [illegible]

POST COMMUNICATION

- 1 Mr F. O. Damagus, Ed.
- 2 Mr. H. J. Hilkey.
- 3 " H. F. Howard.
- 4 " W. E. Green.
- 5 Captain G. S. Howett.
- 6 Mr. W. A. Deing.
- 7 " W. B. Green.
- 8 " A. C. Patterson.
- 9 Col. C. A. B. Brown, a.s.
- 10 Mr. J. Davis.
- 11 Captain F. A. Lovell.
- 12 Mr. C. H. Wallace.



## BIRD & COMPANY

The infrastructural development of Calcutta Port Trust and its surge in trading works necessitated involvement of a huge work force. To meet the need M/s. Bird & Co. was engaged as labour contractors. In 1895 the contract with the company was extended to the Kidderpore Docks. A number of dock sheds were built for coal shipment. The company was also entrusted with handling general cargo. Earnest Cable of Bird & Co. was able to collect increased rates as labour contractor. It was only after Independence that engagement of contract labour was discontinued.



Cargoes Loading Coal



Sir Edward Sheriff, K. C., J. L. of The Bird & Co. who also played a strategic role in Bengal Politics for European Insurance.



Kolkata Head Office of Bird & Co.

### Contract with Bird and Co. for handling Cargo at Kidderpore Docks.

7. Read a note by the Vice-Chairman submitting a tender, a copy of which is given in the Appendix, from Messrs. Bird and Co. for handling cargo at the Docks. The rates were offered by them were the same as those being paid to Messrs. Atkinson Brothers under the contract which is to terminate on the 1st January 1895. When tenders were invited three years ago the rates offered by Messrs. Atkinson Brothers were 25 per cent. on the handling charges under the schedule then in force for both imports and exports. Messrs. Bird and Co. then offered to undertake the work at 25 per cent. for imports and 26 per cent. for exports. The latter being the more important item at the Docks, Messrs. Atkinson Brothers' tender of 25 per cent. all round worked out as lower than Messrs. Bird and Co.'s tender, and the contract was consequently given to the former. The rate in the schedule which was framed three years ago for shipping goods, wheat and jute was 12 annas a ton, so that 25 per cent. amounted to 3 annas a ton, the rate at which Bird and Co. now tendered. For those staples, the weight of which is known exactly, it is much better to have a licence rate than to have a percentage on the shipping charge, which is altered from time to time. On the other hand, for imports and exports of tea, 1<sup>st</sup>, 2<sup>nd</sup>, &c., for which the charge is by the bulk or chest, the percentage charge for handling is the most convenient and simplifies accounts.

The Vice-Chairman recommended the acceptance of Messrs. Bird and Co.'s tender on the ground that they have the handling of goods under the E. I. Railway and E. B. S. Railway, and consequently have a great command of labor and a large trained staff available for transfer to wherever they may be required.

The Dock Committee supported the recommendation of the Vice-Chairman for accepting the tender of Messrs. Bird and Co., and suggested that the deed of contract should provide for terminating it by giving three months notice.

**Resolved**, that the tender of Messrs. Bird and Co. for handling cargo at the rates offered by them be accepted, and that the condition suggested by the Dock Committee be provided for in the contract which should run from 1st January 1895.



Handling of the cargo at the dock.



Handling of the cargo at the dock.



Handling of the cargo at the dock.



Handling of the cargo at the dock.

## RESTRICTION OF FISHING BOATS

Since the Nineteenth Century the Port authorities had attempted to put restrictions on fishing boats to provide safe passage to the ships carrying cargo. It was Rani Rashmoni's adroit move that foiled the attempt to impose registration fees on fishing boats. The matter also came up for consideration in the early years of the Twentieth Century. Circulars were issued in 1906 to restrain the movement of fishing boats if they carried men and materials without licence.



ରାଣୀ ରାମଲତାଙ୍କ ବଳିଷ୍ଠ ପ୍ରତିରୋଧ

[illegible]

রাসদখির খিলির কাছে সরকার-নির্মিত একটি কল। বিছাটী হাইওয়ে পার্থক্য নগর। শেষ পর্যন্ত সরকার অগ্রসর রবার আসতে ব্যর্থ হয়। ডিক হল, সরকার রাসদখির খিলির জন্য তলব ৯৯ হাজার টাকা দিয়েছে। সরকার জারজার করেছে এবং নীতিগত উদ্ভূত ব্যর্থ সুখের পেলেন। কিন্তু এজেন্সি সরকারকে একটি মাই মেনে নিয়েছে। মাইট হল - ডিক হল জোড়ার পরে ডিক হলকে বিক্রি করে।

कनिकाता पोर्ट कविश्वरगंगा।

## বিজ্ঞাপন

রোগেজিনী সবন মাল বা কারোয়ী  
 লইয়া গম্বাঘর বা কারোয়ী-এ সবন বোকার  
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 কনিশারমণ উদ্যোগকে লাইসেন্স  
 ও রেজেষ্টারী করণ বিষয়ক বিধির স্বীকৃতি  
 করেন মাই। বই কোন রোগেজিনী কিনা  
 লাইসেন্সে মাল আধা কারোয়ী লইয়া গম্বা-  
 ঘর করে তাঁস হইলে উপায়ক বিধির  
 সংস্কার করিয়া রোগেজিনী সবনকে লাইসেন্স  
 ও রেজেষ্টারী করণ বিষয়ক বিধির স্বীকৃতি  
 দানো আশা করা হইবে।

AA কোষাণ্ট  
3434-1

*Extract from the Proceedings of the Port Commissioners:  
1308th Meeting held on the 13th October 1960.*

#### 4a. Licensing and Registration of boats.

Read the following —

*Date dated 24 October 1908, by the Vice-Chairman to the Marine Com-*  
*mission.*

The Commissioners under the provisions of section 100 have framed a code of charges for the licensing of all vessels plying in the Port, which code, with certain exceptions, was duly notified in the Government Gazette, and also exhibited in the Companies at all the clubs and taverns within the Port. The returns at a number of fishing boats, and which are called tow boats, having failed to take out licenses, were presented and those said petitioners have received a precept that such boats should be exempted from the necessity of taking out licenses.

2. Section 196 should I think be read with section 6 clause 1 (b) of the Indian Ports Act X of 1908, which would show that the intention was that only such vessels or carried cargo or passengers were under the penalty of being landed.

3. I would propose, therefore, that fishing boats and tow boats, with only two boats, shall be exempted. It may be explained that while tow boats are capable of carrying passengers or cargo their work is of a special nature, viz., that they are towed astern by oceangoing steamers going up and down the river for the performance of certain services connected with the navigation of those steamers and do not ply in the Port for passengers or cargo.

The Committee approved

**Resolution No. 593**—Resolved that, subject to the approval of Government, fishing boats and tow boats be exempted from registration.





## HOWRAH BRIDGE

### Snapshots of Construction process



The New Howrah Bridge takes shape

The New Howrah Bridge symbolizes the coming of the cantilever era. The Bridge was built during the Second World War, the fourth cantilever bridge in the world and a great legacy left to India by British engineers. The proposal for acquisition of land was approved in 1936 and land was taken from the Strand Bank property of Calcutta Port Trust.

The erection of the cantilever arms of the bridge commenced at the end of 1940. The two halves of the suspended span - each half 282 ft. long and weighing 2000 tons - were built in December 1941. Then the two halves were joined by moving them horizontally towards each other by hydraulic jacks until the gap was closed and the connection at the centre could be made permanent. After completing the steelwork of the deck and concreting of roadway, the New Howrah Bridge was finally opened to traffic in February 1943, removing the old floating bridge.

*Excerpt from the Proceedings of the New Howrah Bridge Committee Meeting, held on the 10th August 1936.*

**A. Statement of Port Commissioner's intention to take land compulsorily required for the New Howrah Bridge.**

*Read the following:*

The Government are aware of the fact that the Port Commissioner has proposed to acquire land for the New Howrah Bridge. The land is situated on the Strand Bank property of the Port Trust. The land is situated on the Strand Bank property of the Port Trust. The land is situated on the Strand Bank property of the Port Trust.

It is suggested that the Government should acquire the land for the New Howrah Bridge. The land is situated on the Strand Bank property of the Port Trust. The land is situated on the Strand Bank property of the Port Trust.

Resolution of the Government that the land for the New Howrah Bridge should be acquired by the Government. The land is situated on the Strand Bank property of the Port Trust. The land is situated on the Strand Bank property of the Port Trust.



## THE WORLD WARS: AGONY AND ECSTASY

### THE FIRST WORLD WAR

The most dramatic way in which the inhabitants of Calcutta were brought into contact with the Great War was the sinking of the "Emden" in the Bay of Bengal five miles from Calcutta Steamers and the consequent bombardment of Calcutta and the neighbouring port of Madras. From any attempt at such direct attack Calcutta was saved, no doubt, largely by the difficulties of navigating the Hooghly. The direct contribution of the Trust to the prosecution of the war comprised both personnel and material. At the commencement the Trust resolved to offer every inducement to those desiring to volunteer and a large number of its employees in all ranks rendered valuable services both ashore and afloat. Three officers lost their lives: Mr. H. J. Hilory, Vice-Chairman\* and Messrs. Grimwade and Robertson, Assistant Traffic Managers. As regards material, the Commissioners' new dredger and fire-boat were requisitioned by the Admiralty in England, two of their ferry steamers and one launch in India; while a large number of wagons, five electric cranes and a quantity of miscellaneous equipment were placed at the disposal of Government.

\*H.J. Hilory acted as Vice Chairman of the Port Commissioners\* from 1913 to 1916.

Source: Calcutta Port Trust - A Brief History of Fifty years' work (1920)



H. J. Hilory  
Vice-Chairman (1913-1916)

### THE SECOND WORLD WAR

The Second World War which began in 1939 underwent a dramatic shift from 1942 onwards with the Japanese occupation of Singapore and Rangoon. The Security of Calcutta was threatened. It also affected the functioning of the Port system in different ways. Consequently, upon successive air raids on Calcutta from December 1942, there was massive evacuation of people from Calcutta causing shortage of labour. The number of working ships decreased considerably. To cope with war-time challenges the Port installed its own A.R.P. force and a Defence of India Unit was formed for Port Commissioners.

The most traumatic episode took place on 5th December 1943 when the Japanese air raid directly hit the Kidderpore Dock causing 42 casualties. But the morale of the Port did not crack. D.B. Manning, Chief Engineer of the dredger Sandpiper was awarded M.B.E. for his courage and undaunted spirit.



## MARTIME ARCHITECTURE

### The story of Warehouse

Jetties, Docks and Warehouses are integral parts of a port system. To cope with the progressive increase in volume of traffic, during the last quarter of the 19th Century, imposing, multistoried warehouses like Fairlie, Cleve, Canning and Strand were constructed in quick succession. The warehouses are characterized by their gorgeous contemporary Victorian architectural designs with cast iron spiral staircases and cast iron railings around. One of the warehouses i.e. Strand warehouse has a clock on its dome. All the above warehouses face the river Hooghly and are connected with the Dock by the port railway line, running from the Chiprow Yard to Kidderpore for quick transportation of merchandise. These warehouses undoubtedly can claim heritage importance. Decades of neglect and apathy could do little harm to these magnificent buildings that still dominate the Strand Road.



Jetties and the coming of organized Port System in Kolkata

The development of Calcutta Port system implied a two-fold action strategy -1) Administrative organisation 2) - Infrastructural development. It is no wonder that by 1870 both came into reality.

The history of projected improvements can be traced to the year 1866, when Mr. Lennard, who had been appointed engineer to the Trustees for making improvements in the port, under Act X of 1866, collected information and suggested measures what would be the best means of providing appliances for the convenience of the trade. The engineer's report was at once acted upon. Orders were issued, in the beginning of 1868, for the construction of four screw-pile jetties with cranes and sheds for the accommodation of the sea-going trade, and a contract was entered into with Messrs Marnier and Edwards to complete these works by August 1869 at a cost of five lakhs of rupees. They were not, however, completed until October 1869, since when the "jetties" have been in operation.

The development of Jetties cleared the deck for construction of a dock system at Kidderpore.



The New Jetty - On Completion



Fairlie warehouse - now KOPF, Heritage Centre



On 23.11.2007, the decorative illumination of Rabindra Setu (popularly known as Howrah Bridge) built and maintained by KOPF was inaugurated by the Hon'ble Governor of West Bengal at a function held in New Millennium Park.



## MARITIME ARCHITECTURE

### CPT Head Office

The formation of the Port Commissioner coincided with the construction of a three-storied building in 1871 on Serand Road facing the river that became its Administrative Headquarters. The building possesses a lofty tower with an illuminated clock. The windows beneath the tower have flat arches and two Corinthian pillars. As the volume of work grew rapidly it was decided to give a face-lift to the Head Office in 1904. The entrances, corridors and passages were paved with tiles; doorways were fitted with half-doors and a porch was made at the main entrance. All this was done by Messrs Mackintosh, Burn & Co. at a cost of Rs. 28,349/-. The ground floor of the building adjoining it, was added in 1970, coinciding with the centenary celebration of the port. The floors of the old building and the side walls of the wooden staircase are decorated with Italian white marble and variety of mosaic tiles of high quality. The Head Office building surely deserves a heritage status being the symbol of commercial importance of the city based on Calcutta Port.



Port Commissioner's House

### Light House

The lighting of the approaches to the Port of Calcutta was also taken over by the Commissioners in 1881 which included a fixed light at False Point, a flashing light at Sagor Island and a fixed light at Kaikhali. In 1884, False Point was converted into an occulting light and in 1893 the lamp was fitted to burn mineral oil instead of coconut oil. In 1895 the Kaikhali lamps were altered to burn mineral oil and in 1896 the lamps at Sagor were altered similarly. In 1898, the machinery at Sagor was changed, converting the light from an oscillating flashing to a revolving flashing light, which improved the working of the lamps. In the same year, at the request of the Officers of the Pilot Service and the owners of vessels, anchoring light stations showing fixed lights were established, one at Fisherman's Point, two at Diamond Harbour and one each at Kambaria and Jaggerville. These were instituted for the purpose of enabling pilots to ascertain whether their vessels were dragging their anchors. In 1903 the old burners at False Point were replaced by incandescent petroleum vapour burners of modern design, which show a light of double the brilliance and power at a much lesser cost. In 1904 an improved lamp was fitted at Kaikhali. In 1909 a 4th order dioptric lamp showing a flash of 32,000 candle power was installed at Sagor, and in the same year a gas beacon showing a flashing light was erected at Garden House Point to assist vessels moving from the Docks to Garden Reach at night.

[ Proceedings of the Port Commissioners' 1334th meeting held on 27th June 1910. (Page 8, 25) (File No 1757/1910, Marine Department) ]



Sagor Lighthouse

1947 marks a turning point in the political history of India. The British Raj comes to an end and India emerges as an independent nation. It has a snowballing effect on different organizations particularly on such a crucial institution like the Port Commissioners of Calcutta. The ships on the Dock were decorated with the National Flag replacing the Union Jack.

From the beginning of 1947 winds of change also brought about change in the leadership of the Port Trust. A. M. Ayyar assumed the charge of Chairman in April 1947 with the distinction of being the first Indian to move on to this apex position.



Ayyar, The First Indian Chairman



Farewell to Elderton

*Draft reply to the Secretary to the Government of India, Transport Department.*

I have the honour to refer to your letter No. 12-M/447 dated the 19th March 1947, stating that Government have decided to appoint Mr. B. M. Ayyar, M. A., I. C. S., as Chairman for a period of three years with effect from the 19th April 1947.

The Commissioners could not be given any time to their leave dated the 21st December 1946, they asked Government to inform them before any appointment was made of the name or names of the officers one of whom Government proposed to appoint. While they have no objection to the selection of Mr. Ayyar, the Commissioners submit they should first have informed before he was appointed. But only after the Calcutta Port has begun prior consultation with the Commissioners, but it is obvious the officers would be appointed by the appointment of a Chairman accordingly is done.

But Government recommended that the draft reply be dated in the Government of India.

Resolution No. 437—Approved.

Vol. 81.

Meeting  
1947.

19th April 1947.

2. Sir Thomas H. Elderton, 4th, Chairman.

Mr. John C. Green proposed and Mr. H. D. Cornerback seconded the following resolution which was carried unanimously:—

**Resolution No. 438**—The Commissioners desire to place on record their deep appreciation of the work done by Sir Thomas H. Elderton, 4th, as the Chairman of the Port Commissioners from 1920 up to the present time when he is going home to enjoy a well-earned rest on leave preparatory to retirement.

The period during which Sir Thomas has been Chairman has not been without trouble and anxiety including a major world war, and the efficiency, tenacity and courage with which he has faced his important office throughout these difficult years bear ample testimony to his outstanding ability. The brilliant work done by him has been widely recognised by the Government on him by His Majesty the King of the honours of "Knighthood" and "K. C. I. E.". During his tenure as Chairman, Sir Thomas has been instrumental in bringing many improvements in the port facilities, and as Chairman of the New Howrah Bridge Commissioners, he was primarily responsible for the successful completion of the new Howrah Bridge—a bridge of which the whole of India may be justly proud. His concern for the welfare of the staff has always been great and this is reflected in the various welfare schemes introduced by him. Prompt in the depths of business, ever alert to the call of duty, his genial personality and his unfailing courtesy have always made it a pleasure for the Commissioners to work with him.

The Commissioners wish Sir Thomas and Lady Elderton all good health and prosperity.

Sir Thomas sends a cordial reply.

4. Calcutta Corporation—Election of a Commissioner representative.

Read the following:—

His Honor the Chief Justice said:—

Mr. Barst having resigned there is a vacancy for one Commissioner representative in the Calcutta Corporation.

The Council will fix the day for the Corporation to be held on the 19th April 1947, and the names of the candidates will be sent to the Council on the 19th April.

Mr. W. B. B. B.

Mr. J. B. B. B.

Mr. C. C. B. B.

It was of the Commissioners voted there is proposed to meet to elect the Commissioner will be held in the evening at 8.15 in the hall and the Board Government will members accordingly at 8.15 in the evening. I think the Board Government will probably be willing to discuss any Commissioner who is willing to serve.

But Government recommended that the Secretary of Board be reported to Government by Sir John C. Green in place of Mr. Barst.

Resolution No. 438—Approved.



## GENESIS OF A SUBSIDIARY PORT AT HALDIA

A riverine Port like Kolkata has inbuilt constraints particularly in sustaining the navigational channel. Dr. B.C. Roy, the Chief Minister of West Bengal was fully aware of the need for an alternative port to relieve the congestion in Kolkata Port with a view to providing easier transshipment of goods. The original site was fixed at Geonkhali. But Geonkhali was upstream of the difficult Balari Bar. Hence, the experts opted for Haldia located on the right bank of the Hooghly. It may be recalled that the proposal for an alternative port at Luff Point near Geonkhali was dropped in 1903, because of snags in the navigational channel.

The beginning of the Dock system at Haldia commenced with the installation of an Anchorage in 1959. Later a Master Plan indicating the first and final stages of the scheme was drawn up jointly by the Commissioners' Chief Engineer and their Consulting Engineers, Messrs Rendel, Palmer & Tritton together with the experts from the Port of London Authority. The Plan was then submitted to the Government of India and the International Bank for Reconstruction and Development.

Finally the work on the Haldia project was started during the Third Five Year Plan period. Land acquisition commenced, the construction of the oil jetty was taken up, excavation of the dock and the turning basin and preliminary works such as construction of essential roads, establishment of camps for construction staff were under taken. Finally Haldia Dock Complex was commissioned in 1977 as an integral part of Kolkata Port Trust.

### Towards Land Acquisition

MEMORANDUM FOR THE  
DIRECTOR, FBI  
FROM: SAC, NEW YORK  
SUBJECT: [REDACTED]  
[REDACTED]

06-00000000  
See Serial. for more details.

From  
 Carl F. Weisbach,  
 Deputy Secretary to the Govt. of India

The Bureau,  
Laid and Laid, being important,  
Department of West Bengal,  
Calcutta.

— 222 —

It is to be noted on this brief summary of the progress of the program that the majority of the work has been in the field of the development of a standard test for the detection of the presence of the virus in the blood of the patient. This work has been done by the National Institute of Health, the University of California, and the University of Michigan. The results of this work have been published in the Journal of the American Medical Association, the Journal of the National Cancer Institute, and the Journal of the National Institute of Health. The work of the National Institute of Health has been particularly noteworthy in the development of a standard test for the detection of the presence of the virus in the blood of the patient. This work has been done by the National Institute of Health, the University of California, and the University of Michigan. The results of this work have been published in the Journal of the American Medical Association, the Journal of the National Cancer Institute, and the Journal of the National Institute of Health. The work of the National Institute of Health has been particularly noteworthy in the development of a standard test for the detection of the presence of the virus in the blood of the patient. This work has been done by the National Institute of Health, the University of California, and the University of Michigan. The results of this work have been published in the Journal of the American Medical Association, the Journal of the National Cancer Institute, and the Journal of the National Institute of Health.

JOHN WALKER,  
 M.D., F.R.C.P.  
 Deputy Secretary to the Govt. of India

Department of the Interior  
Bureau of Reclamation  
Washington, D.C. 20540

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

1. *Authorship of the present publication by Martin G. Hoffmann, a non-Swiss citizen, under Swiss Patent No. 2,599,719 of 1950, contains a recital of the facts and circumstances surrounding the invention, and the claims are directed to a "process of determining the age of a specimen of wood" (see, e.g., *Abstracts of the American Chemical Society*, 76:10, 1952).*

1. What is the main purpose of the document?  
The document is a letter from the author to the reader, discussing the importance of the subject matter.

[illegible][illegible]

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Journal of Internal Medicine 245: 395-402



Indian Prime Minister Jawaharlal Nehru with West Bengal's Chief Minister Dr. B. C. Roy.

**Administrators for the Port of Calcutta**

1990

1940

The Institute is the Government of Lord Nelson,  
East and West Indian Department,  
The Hon. Halliday,  
The Hon. Halliday

100

Subjects proposed for consideration of said Executive Order 11,351, at a meeting of 10 individuals in San Francisco, California, December 18, 1964, and the passage of a Resolution that at the end of 1964:

[illegible]

1. *Staphylococcus aureus*  
 2. *Streptococcus pneumoniae*  
 3. *Escherichia coli*  
 4. *Salmonella enteritidis*  
 5. *Shigella flexneri*  
 6. *Yersinia enterocolitica*  
 7. *Campylobacter jejuni*  
 8. *Listeria monocytogenes*  
 9. *Haemophilus influenzae*  
 10. *Mycobacterium tuberculosis*  
 11. *Coccidioides immitis*  
 12. *Histoplasma capsulatum*  
 13. *Blastomyces dermatitidis*  
 14. *Cryptosporidium parvum*  
 15. *Toxoplasma gondii*  
 16. *Giardia lamblia*  
 17. *Trichinella spiralis*  
 18. *Ascaris lumbricoides*  
 19. *Strongyloides stercoralis*  
 20. *Enterobius vermiciformis*  
 21. *Trichostrongylus axei*  
 22. *Ostertagia circumcincta*  
 23. *Haemonchus contortus*  
 24. *Trichostrongylus colubriformis*  
 25. *Moniezia benediti*  
 26. *Paramphistomum dentatum*  
 27. *Dictyocaulus viviparus*  
 28. *Trichostrongylus colubriformis*  
 29. *Haemonchus contortus*  
 30. *Ostertagia circumcincta*  
 31. *Trichostrongylus axei*  
 32. *Enterobius vermiciformis*  
 33. *Strongyloides stercoralis*  
 34. *Trichinella spiralis*  
 35. *Giardia lamblia*  
 36. *Cryptosporidium parvum*  
 37. *Blastomyces dermatitidis*  
 38. *Histoplasma capsulatum*  
 39. *Coccidioides immitis*  
 40. *Mycobacterium tuberculosis*  
 41. *Haemophilus influenzae*  
 42. *Listeria monocytogenes*  
 43. *Campylobacter jejuni*  
 44. *Yersinia enterocolitica*  
 45. *Shigella flexneri*  
 46. *Salmonella enteritidis*  
 47. *Escherichia coli*  
 48. *Streptococcus pneumoniae*  
 49. *Staphylococcus aureus*

*[Faint handwritten notes at the bottom of the page, likely bleed-through from the reverse side.]*

## GENESIS OF A SUBSIDIARY PORT AT HALDIA



### Maker of Haldia

A tribute to Satish Chandra Samanta by Shri Raj Bahadur  
(Former Union Minister, Shipping and Transport, Government of India)

"I genuinely feel privileged to have come in close contact with Shri Satish Chandra Samanta for over 25 years. I came to know him when I came to the Constituent Assembly in 1948. I consider myself to be fortunate to have received his affection and guidance all these years during which he and I were members of the Lok Sabha and by the grace of our leaders I was appointed and favoured as a Deputy Minister, Minister of State and Cabinet Minister. In 1957 I was put in charge of Ports and Shipping and the Port of Calcutta. To locate and build a subsidiary Port for Calcutta port was under consideration for several decades but it was only after Independence and after Satish Chandra Samanta espoused the cause for subsidiary port for the proposal. In the beginning, the proposal was to locate the subsidiary port at Gurnikuli and it was only as a result of subsequent surveys and studies that Haldia was chosen as a location for the subsidiary port. Much was expected from the World Bank by way of financial and technical assistance for the creation of this subsidiary port. But the World Bank, after many years of study and consideration, gave it up and the Ministry of Shipping and Transport had to assume full responsibility for the construction of the new subsidiary port of Haldia. This was all due to the earnestness and devotion with which Shri Samanta pleaded the cause of a subsidiary port for Calcutta. In this resolve we were also fortunate to have been assisted and powerfully supported by the then Chairman of Calcutta Port Shri B.B. Ghosh, I.C.S.

I regard the coming into being of the subsidiary Port of Haldia as a crowning piece of achievement for Shri Satish Chandra Samanta and I pay my respectful homage to his blessed memory. The debt of gratitude that we owe to him as a senior colleague can hardly be repaid. In view of the historic role played by Shri Satish Chandra Samanta I earnestly suggest that the new port of Haldia should be named after him and called Sam Samanta Port. The grateful nation should owe this much at least to a renowned freedom fighter, selfless worker and a crusader whose persistent efforts and perseverance alone which made it possible to convert the long cherished dream for a subsidiary port of Calcutta into reality.

Satish Chandra Samanta (1900-1983) commonly acclaimed as Sarkhabhainark was an intrepid freedom fighter and organized Parallel Government in Tamrak Subdivision during the Quit India Movement. A Parliamentarian of more than 30 years since the formation of the constituent Assembly, he represented Tamrak Parliamentary constituency from 1952 to 1977. The genesis of the subsidiary Port at Haldia bears testimony to his leadership as a nation builder. As a leader he endeared himself to all sections of the society. He was not tainted by the trapping of party politics. As a token of gratitude the first Oil Jetty at Haldia has been named "Satish Chandra Samanta Oil Jetty".

[Source : "Sarkhabhainark" Satish Chandra Samanta commemoration volume, P.75-76.]



Shipping Village at Haldia



Haldia Construction in Progress





## GENESIS OF A SUBSIDIARY PORT AT HALDIA



Trailers for Container Handling at HDC



2nd Oil Jetty at HDC



### The Coming of the Haldia Dock – Major Landmarks

- 1959 Haldia Anchorage scheme launched.
- 1962 Master Plan for Haldia prepared.
- 1963 Land Acquisition process began.
- 1968 Haldia Dock construction work started.
- 1970 Arrangement for Haldia Fertilizer plant finalized.
- 1977 Haldia Dock opened for merchant vessel.

## FARAKKA

Farakka Barrage Project, initially conceived for preservation for the Port of Kolkata, was commissioned on April 21, 1975. One of the major objectives of this Project was to rejuvenate the Bhagirathi-Hooghly river, specially the stretch of the shipping channel upstream of Hooghly Point (where the river Rupnarain meets the river Hooghly). This navigational channel between Hooghly Point and Kolkata Dock System is fraught with bends, bars and boms. Depleting depth in this stretch was also a cause for concern.

It was in 1853 that Arthur Cotton conceived the idea of strengthening the navigational channel of the river Hooghly. It was almost a century back that Ganga Barrage Project was considered by the Government of India. Under the Third Faidia Plan the Farakka Project was included in the programme for maintenance and preservation of Kolkata Port. The Project involves the construction of a barrage approach to the Ganges at Farakka for improving the head water supply in the Hooghly. In consideration of the importance of the Project Prime Minister Nehru remarked in the Lok Sabha on 16th August 1961

"The house knows very well about the Farakka Barrage Scheme, which essentially apart from other things is meant for the vital purpose of protection for the Port of Calcutta. It is the most urgent matter and unless we take it up, the Port of Calcutta may just gradually become useless and where will the City of Calcutta be if the Port of Calcutta goes that way? It is a matter of greatest importance."

The Project work actually started in 1963 and was completed by 1970. The Barrage was formally inaugurated in May 1975. The Union Minister Jagjivan Ram in his inaugural address stressed the point that the Project was indispensable for the economic well being of entire eastern India.



**THE FARAKKA BARRAGE PROJECT**  
A MAJOR PROJECT OF THE GOVERNMENT OF INDIA  
FOR THE PRESERVATION OF THE PORT OF CALCUTTA

A valuable and comprehensive report on the Farakka Barrage Project has been submitted to the Government of India by the Farakka Barrage Project Committee. The report contains a detailed account of the project and its progress. It also contains a list of the members of the committee and a list of the names of the persons who have been associated with the project.

The project of the Farakka Barrage is one of the most important projects of the Government of India. It is a project of great importance and it is one of the most important projects of the Government of India. It is a project of great importance and it is one of the most important projects of the Government of India.

The project of the Farakka Barrage is one of the most important projects of the Government of India. It is a project of great importance and it is one of the most important projects of the Government of India. It is a project of great importance and it is one of the most important projects of the Government of India.



Jawaharlal Nehru  
Prime Minister of India (1947-64)



Document No. 1000

Page 1 of 1  
Date 10/10/2023  
Page 1 of 1



# HALDIA DOCK



View looking through lock gate at H. D. C.

GRAND ENTRANCE TO THE DOCK COMPLEX FROM THE SOUTH  
OF THE DOCK AND IN VIEW OF THE DOCK AND THE DOCK  
AT THE DOCK COMPLEX, H. D. C.

GRAND ENTRANCE TO THE DOCK COMPLEX FROM THE SOUTH  
OF THE DOCK AND IN VIEW OF THE DOCK AND THE DOCK  
AT THE DOCK COMPLEX, H. D. C.

NAME OF VESSEL	ARRIVAL DATE	DEPART DATE	NO. OF TONS
1. Haldia Dock	1951	1951	100,000
2. Haldia Dock	1952	1952	100,000
3. Haldia Dock	1953	1953	100,000
4. Haldia Dock	1954	1954	100,000
5. Haldia Dock	1955	1955	100,000
6. Haldia Dock	1956	1956	100,000
7. Haldia Dock	1957	1957	100,000
8. Haldia Dock	1958	1958	100,000
9. Haldia Dock	1959	1959	100,000
10. Haldia Dock	1960	1960	100,000
11. Haldia Dock	1961	1961	100,000
12. Haldia Dock	1962	1962	100,000
13. Haldia Dock	1963	1963	100,000
14. Haldia Dock	1964	1964	100,000
15. Haldia Dock	1965	1965	100,000
16. Haldia Dock	1966	1966	100,000
17. Haldia Dock	1967	1967	100,000
18. Haldia Dock	1968	1968	100,000
19. Haldia Dock	1969	1969	100,000
20. Haldia Dock	1970	1970	100,000
21. Haldia Dock	1971	1971	100,000
22. Haldia Dock	1972	1972	100,000
23. Haldia Dock	1973	1973	100,000
24. Haldia Dock	1974	1974	100,000
25. Haldia Dock	1975	1975	100,000
26. Haldia Dock	1976	1976	100,000
27. Haldia Dock	1977	1977	100,000
28. Haldia Dock	1978	1978	100,000
29. Haldia Dock	1979	1979	100,000
30. Haldia Dock	1980	1980	100,000
31. Haldia Dock	1981	1981	100,000
32. Haldia Dock	1982	1982	100,000
33. Haldia Dock	1983	1983	100,000
34. Haldia Dock	1984	1984	100,000
35. Haldia Dock	1985	1985	100,000
36. Haldia Dock	1986	1986	100,000
37. Haldia Dock	1987	1987	100,000
38. Haldia Dock	1988	1988	100,000
39. Haldia Dock	1989	1989	100,000
40. Haldia Dock	1990	1990	100,000
41. Haldia Dock	1991	1991	100,000
42. Haldia Dock	1992	1992	100,000
43. Haldia Dock	1993	1993	100,000
44. Haldia Dock	1994	1994	100,000
45. Haldia Dock	1995	1995	100,000
46. Haldia Dock	1996	1996	100,000
47. Haldia Dock	1997	1997	100,000
48. Haldia Dock	1998	1998	100,000
49. Haldia Dock	1999	1999	100,000
50. Haldia Dock	2000	2000	100,000
51. Haldia Dock	2001	2001	100,000
52. Haldia Dock	2002	2002	100,000
53. Haldia Dock	2003	2003	100,000
54. Haldia Dock	2004	2004	100,000
55. Haldia Dock	2005	2005	100,000
56. Haldia Dock	2006	2006	100,000
57. Haldia Dock	2007	2007	100,000
58. Haldia Dock	2008	2008	100,000
59. Haldia Dock	2009	2009	100,000
60. Haldia Dock	2010	2010	100,000
61. Haldia Dock	2011	2011	100,000
62. Haldia Dock	2012	2012	100,000
63. Haldia Dock	2013	2013	100,000
64. Haldia Dock	2014	2014	100,000
65. Haldia Dock	2015	2015	100,000
66. Haldia Dock	2016	2016	100,000
67. Haldia Dock	2017	2017	100,000
68. Haldia Dock	2018	2018	100,000
69. Haldia Dock	2019	2019	100,000
70. Haldia Dock	2020	2020	100,000
71. Haldia Dock	2021	2021	100,000
72. Haldia Dock	2022	2022	100,000
73. Haldia Dock	2023	2023	100,000
74. Haldia Dock	2024	2024	100,000
75. Haldia Dock	2025	2025	100,000
76. Haldia Dock	2026	2026	100,000
77. Haldia Dock	2027	2027	100,000
78. Haldia Dock	2028	2028	100,000
79. Haldia Dock	2029	2029	100,000
80. Haldia Dock	2030	2030	100,000
81. Haldia Dock	2031	2031	100,000
82. Haldia Dock	2032	2032	100,000
83. Haldia Dock	2033	2033	100,000
84. Haldia Dock	2034	2034	100,000
85. Haldia Dock	2035	2035	100,000
86. Haldia Dock	2036	2036	100,000
87. Haldia Dock	2037	2037	100,000
88. Haldia Dock	2038	2038	100,000
89. Haldia Dock	2039	2039	100,000
90. Haldia Dock	2040	2040	100,000
91. Haldia Dock	2041	2041	100,000
92. Haldia Dock	2042	2042	100,000
93. Haldia Dock	2043	2043	100,000
94. Haldia Dock	2044	2044	100,000
95. Haldia Dock	2045	2045	100,000
96. Haldia Dock	2046	2046	100,000
97. Haldia Dock	2047	2047	100,000
98. Haldia Dock	2048	2048	100,000
99. Haldia Dock	2049	2049	100,000
100. Haldia Dock	2050	2050	100,000

GOVERNMENT OF INDIA  
Ministry of Transport & Communications  
Department of Transport (Transport Wing)  
New Delhi

Dated 3rd July 1959  
12th April 1961 (Rev.)

## NOTIFICATION PORTS

In exercise of the powers conferred by Clause (b) of Sub-section (1) of Section 8 of the Indian Ports Act, 1908 (15 of 1908) and in pursuance of the Calcutta Port (Haldia Anchorage) Rules, 1959 published with the Ministry of Transport & Communications (Department of Transport) Notification No. S.P.C. (154)/59, dated 19th May 1959, the Government hereby makes the following rules, the same having been previously published as required by Sub-section (2) of the said section, namely:-

1. Rules Short Title: These rules may be called the Calcutta Port (Haldia Anchorage) Rules, 1959.
2. Haldia to be anchorage: The area within the limits specified in the schedule shall be known as the Haldia Anchorage and be used by vessels for loading and unloading of cargo.
3. Use with approval of Port Commissioners: The approval of the Commissioners for the Port of Calcutta shall be necessary for the use of the anchorage for the purposes specified in Rule 2.

## THE SCHEDULE: Anchorage at Haldia

Haldia anchorage, situated at the right bank of the Hooghly River in the vicinity of the mouth of the Hooghly River about 50 nautical miles downstream of Calcutta, and defined as follows:-

On the South: A line drawn across the river Hooghly with Bales Tower (Latitude 22° 02' 41.18" N Longitude 88° 07' 15.48" E) bearing 330°.

On the North: A line drawn across the river Hooghly with old Shed Pt. Telegraph Office (Lat. 22° 53' 22.18" N Long. 88° 07' 52.88" E) bearing 130°.

On the East: The E line marked on the eastern edge of Haldia Channel.

On the West: The Western Bank of the river Hooghly and including the mouth of the river Hooghly up to Taramoni Tree Mark (Approx. 1 mile upstream of Haldia Pt. Mark) bearing 090°.

Sd/- NARUL SEN,  
Joint Secretary to the Government of India,  
No. 9/59 (154)/59.



A view of Haldia Dock complex.

Category	Number of Vessels	Arrival Date	Depart Date	No. of Tons
1. Haldia Dock	100	1959	1959	100,000
2. Haldia Dock	100	1960	1960	100,000
3. Haldia Dock	100	1961	1961	100,000
4. Haldia Dock	100	1962	1962	100,000
5. Haldia Dock	100	1963	1963	100,000
6. Haldia Dock	100	1964	1964	100,000
7. Haldia Dock	100	1965	1965	100,000
8. Haldia Dock	100	1966	1966	100,000
9. Haldia Dock	100	1967	1967	100,000
10. Haldia Dock	100	1968	1968	100,000
11. Haldia Dock	100	1969	1969	100,000
12. Haldia Dock	100	1970	1970	100,000
13. Haldia Dock	100	1971	1971	100,000
14. Haldia Dock	100	1972	1972	100,000
15. Haldia Dock	100	1973	1973	100,000
16. Haldia Dock	100	1974	1974	100,000
17. Haldia Dock	100	1975	1975	100,000
18. Haldia Dock	100	1976	1976	100,000
19. Haldia Dock	100	1977	1977	100,000
20. Haldia Dock	100	1978	1978	100,000
21. Haldia Dock	100	1979	1979	100,000
22. Haldia Dock	100	1980	1980	100,000
23. Haldia Dock	100	1981	1981	100,000
24. Haldia Dock	100	1982	1982	100,000
25. Haldia Dock	100	1983	1983	100,000
26. Haldia Dock	100	1984	1984	100,000
27. Haldia Dock	100	1985	1985	100,000
28. Haldia Dock	100	1986	1986	100,000
29. Haldia Dock	100	1987	1987	100,000
30. Haldia Dock	100	1988	1988	100,000
31. Haldia Dock	100	1989	1989	100,000
32. Haldia Dock	100	1990	1990	100,000
33. Haldia Dock	100	1991	1991	100,000
34. Haldia Dock	100	1992	1992	100,000
35. Haldia Dock	100	1993	1993	100,000
36. Haldia Dock	100	1994	1994	100,000
37. Haldia Dock	100	1995	1995	100,000
38. Haldia Dock	100	1996	1996	100,000
39. Haldia Dock	100	1997	1997	100,000
40. Haldia Dock	100	1998	1998	100,000
41. Haldia Dock	100	1999	1999	100,000
42. Haldia Dock	100	2000	2000	100,000
43. Haldia Dock	100	2001	2001	100,000
44. Haldia Dock	100	2002	2002	100,000
45. Haldia Dock	100	2003	2003	100,000
46. Haldia Dock	100	2004	2004	100,000
47. Haldia Dock	100	2005	2005	100,000
48. Haldia Dock	100	2006	2006	100,000
49. Haldia Dock	100	2007	2007	100,000
50. Haldia Dock	100	2008	2008	100,000
51. Haldia Dock	100	2009	2009	100,000
52. Haldia Dock	100	2010	2010	100,000
53. Haldia Dock	100	2011	2011	100,000
54. Haldia Dock	100	2012	2012	100,000
55. Haldia Dock	100	2013	2013	100,000
56. Haldia Dock	100	2014	2014	100,000
57. Haldia Dock	100	2015	2015	100,000
58. Haldia Dock	100	2016	2016	100,000
59. Haldia Dock	100	2017	2017	100,000
60. Haldia Dock	100	2018	2018	100,000
61. Haldia Dock	100	2019	2019	100,000
62. Haldia Dock	100	2020	2020	100,000
63. Haldia Dock	100	2021	2021	100,000
64. Haldia Dock	100	2022	2022	100,000
65. Haldia Dock	100	2023	2023	100,000
66. Haldia Dock	100	2024	2024	100,000
67. Haldia Dock	100	2025	2025	100,000
68. Haldia Dock	100	2026	2026	100,000
69. Haldia Dock	100	2027	2027	100,000
70. Haldia Dock	100	2028	2028	100,000
71. Haldia Dock	100	2029	2029	100,000
72. Haldia Dock	100	2030	2030	100,000
73. Haldia Dock	100	2031	2031	100,000
74. Haldia Dock	100	2032	2032	100,000
75. Haldia Dock	100	2033	2033	100,000
76. Haldia Dock	100	2034	2034	100,000
77. Haldia Dock	100	2035	2035	100,000
78. Haldia Dock	100	2036	2036	100,000
79. Haldia Dock	100	2037	2037	100,000
80. Haldia Dock	100	2038	2038	100,000
81. Haldia Dock	100	2039	2039	100,000
82. Haldia Dock	100	2040	2040	100,000
83. Haldia Dock	100	2041	2041	100,000
84. Haldia Dock	100	2042	2042	100,000
85. Haldia Dock	100	2043	2043	100,000
86. Haldia Dock	100	2044	2044	100,000
87. Haldia Dock	100	2045	2045	100,000
88. Haldia Dock	100	2046	2046	100,000
89. Haldia Dock	100	2047	2047	100,000
90. Haldia Dock	100	2048	2048	100,000
91. Haldia Dock	100	2049	2049	100,000
92. Haldia Dock	100	2050	2050	100,000

Notifying the Haldia Dock, Porters,  
Sd/- NARUL SEN,  
Joint Secretary to the Government of India,  
No. 9/59 (154)/59.

# SHIPWRECK - GREEN OPAL EPISODE (1997)

## The story of a wreck



From Wreck to Rescue



## LIST OF WRECKS BY OTHER RECORDS (Chronological order)

No.	Name of the Wreck	Year	Locality
1	USS Oregon	1906	San Francisco
2	USS Maine	1898	San Francisco
3	USS Maine	1898	San Francisco
4	USS Oregon	1906	San Francisco
5	USS Oregon	1906	San Francisco
6	USS Oregon	1906	San Francisco
7	USS Oregon	1906	San Francisco
8	USS Oregon	1906	San Francisco
9	USS Oregon	1906	San Francisco
10	USS Oregon	1906	San Francisco
11	USS Oregon	1906	San Francisco
12	USS Oregon	1906	San Francisco
13	USS Oregon	1906	San Francisco
14	USS Oregon	1906	San Francisco
15	USS Oregon	1906	San Francisco
16	USS Oregon	1906	San Francisco
17	USS Oregon	1906	San Francisco
18	USS Oregon	1906	San Francisco
19	USS Oregon	1906	San Francisco
20	USS Oregon	1906	San Francisco
21	USS Oregon	1906	San Francisco
22	USS Oregon	1906	San Francisco
23	USS Oregon	1906	San Francisco
24	USS Oregon	1906	San Francisco
25	USS Oregon	1906	San Francisco
26	USS Oregon	1906	San Francisco
27	USS Oregon	1906	San Francisco
28	USS Oregon	1906	San Francisco
29	USS Oregon	1906	San Francisco
30	USS Oregon	1906	San Francisco
31	USS Oregon	1906	San Francisco
32	USS Oregon	1906	San Francisco
33	USS Oregon	1906	San Francisco
34	USS Oregon	1906	San Francisco
35	USS Oregon	1906	San Francisco
36	USS Oregon	1906	San Francisco
37	USS Oregon	1906	San Francisco
38	USS Oregon	1906	San Francisco
39	USS Oregon	1906	San Francisco
40	USS Oregon	1906	San Francisco

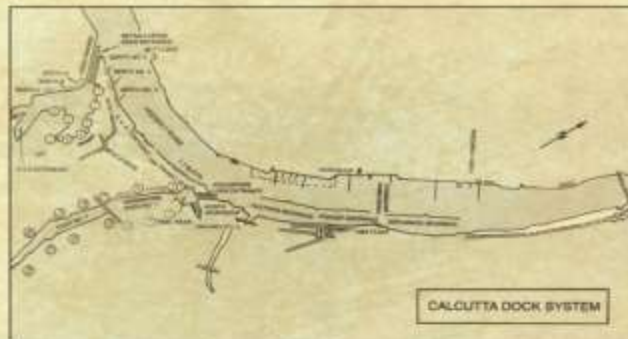




## THE ROAD AHEAD

Kolkata Port has taken up various steps in the recently concluded 10th Five Year Plan and the ongoing 11th Five Year Plan, aiming at improvement of performance of the port. An ambitious investment programme of Rs. 968.67 crores (KDS-Rs. 268.69, HDC-Rs. 278.93 crores, RR-Rs. 421.05 crores) including modernisation, renovation and replacement is currently underway at Kolkata Port encompassing construction of multi-purpose berths with improvement of back-end facilities, integrated development of infrastructure facilities including road/rail connectivity, induction of state-of the-art equipment such as mobile harbour crane, rail mounted quay cranes, reach stackers, rubber-tyred gantry cranes, tractor-trailers, etc.

Kolkata Port, the only major riverine port in India, has always been constrained by the draft problem, compared to other seaports of the country. It is interesting to note that along the 232 km long navigation channel of the port, the draft varies from about 7 metres at KDS to an average of 8.5 metres HDC and increases significantly as we move southward to Saugor and Sandheads, which is gifted with a draft of 50 metres. To address the problem of draft limitation at the existing cargo handling location of the port, viz, Kidderpore, Budge Budge and Haldia, particularly keeping in view the changing scenario in ship technology, both in terms of size and structural pattern, Kolkata Port Trust has been vigorously exploring its deep-drafted areas southwards at Diamond Harbour, Saugor and Sandheads to cater to the demands of port and shipping trade. The future plan of the port, therefore, envisages setting up of cargo handling facilities at deeper drafted locations like, Diamond Harbour, Saugor and Sandheads for expansion and rejuvenation of Kolkata Port.



## INDIAN RESPONSE

### Confluence of East and West: Voyage of Bengal Celebrities

The Port of Calcutta recognized as the main conveyor of trade and commerce to and from India in the Nineteenth Century had the unique distinction of being the exchange route of culture and ideas between India and the West.

Raja Rammohun Roy was the First Indian to leave for Europe from Calcutta. He boarded the Ship ALBION in November, 1830. Dwarkanath Tagore boarded the vessel THE INDIA on January 9, 1842 and sailed for England. Swami Vivekananda left Calcutta for America on June 20, 1899, by the steamship GOLCONDA. While cruising down the river Hooghly, Swamiji observed: "... there is a certain unforgettable fascination in our Ganga of Calcutta, maddy and whirish – as if from contact with Shiva's body – and bearing a large number of ships on her bosom." Margaret Noble known as sister Nivedita reached Calcutta on 28th January 1898.

Subsequently Gurodev Rabindranath Tagore also used the sea route from Calcutta for his voyage to South East Asia and the Far East. Tagore evinced keen interest in and deep reverence for the Ganges since his childhood. Novelist Sarat Chandra Chatterjee had perhaps a more intimate association with voyages from Calcutta.

The Ganges, like a caring Mother had its own charm and fascinated great men of India to cross the ocean through the ages from ancient times.



Raja Rammohun Roy



Dwarkanath Tagore



Swami Vivekananda



Sister Nivedita



Rabindranath Tagore

### বিভূবী রাসবিহারী বসু : সমুদ্র পথে জাপান

প্রথম বিশ্বযুদ্ধের সময় ১৯১৫ সালের ১২ই মে প্রখ্যাত বিভূবী পি.এন. মাকুর এই যুদ্ধনামে কলকাতা থেকে জাহাজে জাপান অভিমুখে দ্বারা করেন। বোম্বেরদার অতিমুক্ত হয়ে রাসবিহারী সুপ্রসিদ্ধ ভারত ত্যাগ করেন। জাপান থেকে ভারতীয় শিল্পবাসের উপকরণ সংগ্রহ করে ফিরে আসেন। দ্বিতীয় বিশ্বযুদ্ধের সময় তাঁর উপস্থিতি ভারতীয় স্বাধীনতা সঙ্গ্রাম গঠিত হয় – এর বিভিন্ন উপরেই নেতাজী সুভাষ চন্দ্র বসুর হিন্দু রাষ্ট্র গঠন করেন।



## MAHATMA GANDHI'S VOYAGE TO RANGOON FROM KOLKATA



Mahatma Gandhi, the Father of the Nation, began his Satyagraha movement in South Africa. He returned to India in January 1915. His political mentor Gokhale asked him to spend a year touring India. Thereafter, Gandhiji visited different parts of India in 1915 to gather first hand knowledge of India and her people. Before coming to Calcutta he visited Santiniketan in February 1915 and met Poet Rabindranath Tagore. Then he came to Calcutta for a few days. From Calcutta Gandhiji sailed for Rangoon as a deck passenger on S.S. LUNKA on 15 March 1915 with Kasturbai Gandhi, his wife. The two-day's voyage was an ordeal to him and he complained of dirt and discomfort to the agents of British India Steam Navigation Company in his letter of 19 March 1915. Gandhiji's letter is displayed to show how Gandhiji was meticulous about cleanliness and public comfort. After a few days stay he left Rangoon on 26 March 1915. He found some improvement on his return journey.

[Source: D.G. Tirukhaz, Mahatma Vol I, Page 501 (Publication Division, Government of India)]

### GANDHIJI'S CONCERN

40. LETTER TO AGENTS OF B. I. S. N. COMPANY

[Rangoon]  
March 19, 1915

THE AGENTS  
British India Steam Navigation Company

With Mr. Gandhi and his wife, I am a deck passenger from Calcutta to Rangoon per ex. Lanka which arrived here yesterday. I have been in the habit of travelling as a deck passenger ever for many years. I am surprised to find that the arrangement for deck passengers in ex. Lanka was the worst I have yet seen. The deck was unacceptably crowded. There was hardly enough sitting accommodation for the number of passengers taken. My gown could not sit fully upright without being right-angled, several passengers were unable to walk so comfortably. I saw many long narrow and irregular, thoughtless carpets. The ladies were in a disgusting filthy bath. The food taken became filthy and the items were used as urinals. There seemed to be no rest to be the ship. There was besides, about a yard of water in front of me. The sight of the horizon I found to be somewhat disconcerting. The stow was without toilet. The only toilet stool I saw was used by the passengers for urinary purposes. There was no check against passengers spitting anywhere. The deck used to show me never washed.

I am sure that a great company like yours be not able to treat their deck passengers in the manner described above. Still I am not going to forget the fact that the passengers were the same.

I am sure in regard to Calcutta next week and next I hope that my party and I, in company with the other passengers, will be able to have the ordinary quality standard which a decent being might have.

I remain,  
Yours faithfully,

M. K. Gandhi

This is a portion of the original letter to Gandhi's hands. It is not a copy but a reproduction of the original letter and is not a copy of the original letter. It is a reproduction of the original letter and is not a copy of the original letter.

[Source: The Collected Works of Mahatma Gandhi Vol. 801, Page 41-42 (Publication Division, Government of India)]



The British India Steam Navigation Company's Ship  
at the Port of Rangoon



Gandhi in 1911



Kasturbai Gandhi in 1915

## BENGAL PARTITION

### Protest of Sitath Roy and Bengal National Chamber of Commerce

The proposal for the Partition of Bengal Presidency evoked sharp reaction from different sections of Bengal. It also caused anxiety among the Bengali Merchants. The Bengal National Chamber of Commerce represented the interests of Bengali Merchants. In contrast the Bengal Chamber of Commerce upheld the interests of British Merchants. Sitath Roy, Zamindar of Bhagyalal of Dacca was the spokesman of Bengal National Chamber of Commerce and represented the Chamber on the Port Commissioners. Sitath Roy sent a Memorandum to the Chief Secretary on 3rd February 1904 and protested against the proposed partition scheme which would ruin the economic, social and cultural prospects of the Bengalis. Roy particularly focused on the threat to the Port of Calcutta which would emanate from the rival Port of Chittagong in the new province of Eastern Bengal and Assam. Sitath Roy considered it appropriate to forward a copy of the Memorandum to the Chairman, Calcutta Port Trust in July 1904, perhaps, on the assumption that Calcutta-based European traders in their own interest would throw their lot in with the Bengali Merchants.

Source: File no. 0/770 (1904), Secretary's Department, Kolkata Port Trust



Now as to trade and commerce. — While the different bodies, viz., the mercantile community, the Port Trust, the East India Railway and various other bodies are numerous in number, none deeply opposed and partly alarmed at the prospect of the East India Railway being worked out, which may only result in limiting facilities for shipment of a portion of the coal and iron, it is somewhat inconceivable that Government should forsake another scheme which when fully developed will be a direct menace to the trade of this port and which will surely subvert its prosperity. While the Government, the Calcutta Port Trust and the mercantile community (the European capitalists in particular) have each shown signs of alarm, in Calcutta, in Chittagong, in Dacca, in Jessore, in Burdwan, in Mitha and in Purnea, and in other outposts, ships and shippers have contributed so much to rear and develop this port and to make this port what it is now, while with the gradual opening of the sea and commerce, with the increasing expansion of railway communication, its prosperity is being further developed and while this port has been for over a century the chief outlet for all the important export trade of this Province and of Northern India and the capacity of this port to meet the requirements of them is unquestioned. It is inconceivable that Government should try to create and develop another port at such a short distance from this port and try to force trade from this port by the artificial means of some of the most flourishing districts (whose chief wealth lies in producing an abundant supply of jute and rice) from this port and placing them at the disposal of the rival port.

### Partition as a constraint on Kolkata Port

#### THE PROPOSED PARTITION OF BENGAL

RAI SITA NATH ROY, ZAMINDAR

His House at the Bazaar, Calcutta, 10th July 1904



The Calcutta Port Trust

Sir,  
I beg to inform you that I have been informed by the Government of Bengal in the name of the Chamber of Eastern Bengal

that the Government

has decided to

partition Bengal

into two provinces



Map showing the proposed partition of Bengal, and showing areas to and from Bengal, 1904

The proposal if carried out would cause material loss and injury to all classes of residents here. Its the European capitalists in particular, who have much money and means of capital for the Calcutta port and in the Calcutta Corporation, for with the inevitable depreciation of local properties from the increase of the Corporation will be considerably affected. The transfer is entirely unprofitable for improving the efficiency of the service in Assam or rather for bettering the prospects of the service holders and for more fully developing the resources of Assam, but it is also thus prejudicial, whether the inhabitants of the several districts will or will not participate in the benefits of the exploitation of Assam or in the improved efficiency of the service.

The Corporation would now long have to conclude by saying that the government of the British Empire, particularly of Bengal and Mysore, is in Assam instead of working in every way to the good of these districts, would most probably what their interests in all considerable ways and that the prospect of being transferred from a highly progressive and cultured province like that of Bengal to a backward and primitive province like that of Assam, of breaking off with all associations of the cultured class of Assam, of being cut off from their life and life and body the prospect of being forced in the estimation of their brethren in other parts of India, by being merged into a people placed on a much lower plane of civilization, and with whom they have nothing in common, would lead to profound indignation, anger and discontent amongst the several classes of the Empire. Bengal's subjects living in the Eastern Bengal, who find it more in the deep attachment, loyalty and allegiance which they have shown with others in the British Empire. The committee therefore, humbly pray that the Government of Bengal, and the House of the Legislative Council of Bengal will be graciously pleased to give some consideration to the feelings of a loyal people and shelve the proposed scheme.

I have the honor to be,

Sir,

Your most obedient servant,

SITA NATH ROY,

Chairman, Bengal National Chamber of Commerce

The Calcutta Port Trust

20 Strand Road,

Dated the 3rd February, 1904



# KOMAGATA MARU

জোমাতাঘাটমার্ক হত্যাকাণ্ড (১৯১৪) ও শব্দীয় আবাকরণ (১৯০২)

প্রথম বিশ্বযুদ্ধের সময় ভারতের বাইরে জাতিগত বিভেদন বৃদ্ধি পায় এবং ভারতীয় জনগণের মধ্যেও বিভেদন বৃদ্ধি পায়। প্রবাসী শ্রমিকেরা ভারতের শ্রমিকদের সাথে প্রতিদ্বন্দ্বিতা করে এবং ভারতীয় জনগণের মধ্যেও বিভেদন বৃদ্ধি পায়। প্রবাসী শ্রমিকেরা ভারতের শ্রমিকদের সাথে প্রতিদ্বন্দ্বিতা করে এবং ভারতীয় জনগণের মধ্যেও বিভেদন বৃদ্ধি পায়। প্রবাসী শ্রমিকেরা ভারতের শ্রমিকদের সাথে প্রতিদ্বন্দ্বিতা করে এবং ভারতীয় জনগণের মধ্যেও বিভেদন বৃদ্ধি পায়।



People should not forget what happened in the past. The Komagata maru episode produced a great effect in the second decade of the century. Since then India has seen many changes, but the episode has still a great lesson for the youth of the country. The structure of India's independence was built stage by stage. The Komagata Maru episode had a significant bearing on it.

## Department of Works and Buildings Buildings Branch

Mr. R. E. MARSHALL, I.C.S.

Joint Secretary to the Government of West Bengal.

To The Chairman for the Commissioners for the Port of Calcutta.

Re: MEMO-D-1 dated Calcutta, the 10th November 1901.

SIR:

I am directed to say that under instructions of the Hon'ble Prime Minister of India it has been decided to erect a memorial pillar to commemorate the "Komagata Maru" incident of 1914 at Budge Budge. A small plot of land, near the old Budge Budge Railway Station, partly belonging to the S.I. Railway and partly to the Commissioners for the Port of Calcutta has been sold by Mr. Burns Shell & Co. under a lease granted to them by the Port Authorities as shown on the accompanying plan, is immediately required by this Department for the purpose.

2. The site for the proposed memorial was jointly inspected by representatives of this Department, the S.I. Railway and Messrs. Burns Shell & Company on 11.11.01 and the representatives of both the Railway Administration and Messrs. Burns Shell & Company have no objection to the proposed transfer of the respective portions of the land for the memorial purpose. A copy of the proceedings of the joint inspection along the parties who inspected the land is also enclosed for information. In view of the urgency of the matter and with the consent of the S.I. Railway authorities and your Messrs this Department have started construction of the memorial on the site.

3. As the Hon'ble Prime Minister of India desires to see this memorial completed before his coming visit to Calcutta by our visit end of this month, it will be greatly appreciated if the

4. For the Port of Calcutta would kindly communicate the same to the use of the land as agreed to be the

5. For the work in connection with the memorial on the land belonging to the Commissioners as shown in the plan and also

6. Some officers already working over this land to this Department at an early date.

Yours faithfully,  
R. E. Marshall,  
Joint Secretary.

## Memorandum of the S.S. Komagata Maru From 27th April 1914 to 27th September 1914

Extract from the Log Book of S.S. Komagata Maru as made by Capt. G. G. G. G.

Date	Time	Description
27.4.14	1.00 a.m.	Traveller arrived and left for Budge Budge.
28.4.14	1.00 a.m.	Traveller arrived at Budge Budge.
29.4.14	1.00 a.m.	Traveller arrived at Budge Budge.
30.4.14	1.00 a.m.	Traveller arrived at Budge Budge.
1.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
2.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
3.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
4.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
5.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
6.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
7.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
8.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
9.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
10.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
11.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
12.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
13.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
14.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
15.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
16.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
17.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
18.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
19.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
20.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
21.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
22.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
23.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
24.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
25.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
26.5.14	1.00 a.m.	Traveller arrived at Budge Budge.
27.5.14	1.00 a.m.	Traveller arrived at Budge Budge.

## Names of passengers of the Komagata Maru as per Police Return at Budge Budge

No.	Name	Religion	Age	Height	Weight	Complexion
1	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
2	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
3	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
4	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
5	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
6	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
7	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
8	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
9	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
10	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
11	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
12	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
13	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
14	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
15	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
16	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
17	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
18	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
19	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
20	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
21	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
22	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
23	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
24	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
25	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
26	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
27	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
28	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
29	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark
30	Mr. Singh	Hindu	35	5' 6"	140 lbs	Dark

10th November

Mr. R. E. Marshall,  
Joint Secretary.

To The Joint Secretary to the Government of West Bengal,  
Secretariat of Works and Buildings,  
Budge Budge.

SIR,

Re: Commemoration of the "Komagata Maru" incident of 1914 at Budge Budge - Memorandum of a small plot of land near the Budge Budge Railway Station and a small plot of land near the Budge Budge Railway Station.

Ref: Your letter No. 200-1 dated 10th November 1901.

The Commissioners will have no objection to the erection of a memorial to commemorate the above incident. Necessary sanction is being obtained from the Government of India for the erection of a memorial to commemorate the above incident. Necessary sanction is being obtained from the Government of India for the erection of a memorial to commemorate the above incident.

Yours faithfully,

R. E. Marshall,  
Joint Secretary.





## A black and white photograph of the National Congress building in Calcutta, India. The building is a large, classical-style structure with a prominent portico supported by columns. A large crowd of people is gathered in front of the building, and a body of water is visible in the foreground.

[illegible][illegible]

The jurisdiction over the Ghats on the bank of Hooghly has been vested in the Kolkatta Port Trust under Section 82 of Part VI of the Calcutta Port Act, 1890 which makes it incumbent on the Commissioners to provide a sufficient number of public landing places from and upon which the public shall be permitted to embark and to land free of charge. This obligation is easily comprehensible, as it recognizes a public right of access on to the banks of a tidal river over which a right of navigation, corresponding to a right of passage on a public road, exists.





...with a good general approval  
to be made for the signature  
signed on the petition of Frederick  
Smith, & we have been able  
that with the exception of the number  
which I have found the number  
of the petition submitted and we  
submitted in the place in your  
letter were the necessary  
the paper of the petition  
given to the committee  
page and the petition  
submitted of  
the petition

[illegible]

কম্বুৰ উদ্ধাৰ কৰোঁৱৰী সত্ৰী সত্ৰৰ ফল সন্ধান কৰিব।  
পাৰ্থক্যবোধী একতী সত্ৰী সত্ৰী এতে ঠাৰুৱাৰ কোৱা অধিকাৰ  
ফল সন্ধান কৰিব।

The last to be  
 You will please  
 M. Russell  
 Esq.  
 1000



總編輯 李國新 副總編輯 李國新

[illegible][illegible]

Feb 1862 Aug 1862  
Postcard  
 10-15-1862  
 In. Hill on R. of W. Valley  
 from Chicago, Ill.  
 E. B. Ward  
 B. 16

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[illegible]

members of the staff family, and have the same relationship and status with the staff as the family.

The reduction will be 700,000/- and will be met from the allotment made for the purpose in the Budget for the current year. 1934-35.

The program of this new year is planned on the old one, while it will be most important in the election movements for the nation and to particularly in the same position, with the view of the development of the party in the world and in the plan approved by the Board of Directors.

*Edgewood*  
WATERBURY & CO.

DOI: 10.1002/for

RECEIVED BY THE RESEARCH INSTITUTION



Ghats have been used for cremation by the Hindus from ancient times. A debate arose between the Lieutenant Governor of Bengal Sir Cecil Beadon asked the Calcutta Corporation to stop cremation of dead bodies within the city limits and on the banks of rivers and suggested removal of burning ghats at Nimtollah and Cossipore to a place where Tolly's nullah meets the Ganges. This was opposed by the public when the matter was referred to the Corporation. On March 7, 1864, the Corporation convinced by the arguments of Ram Gopal Ghose refused to oblige. His Excellency Sir Cecil wanted to pursue his plan and the Association opposed it through a memorandum to the Governor General-in-Council paying special stress on the adverse effect of encroaching upon the religious feelings of Her Majesty's subjects. Their contention was upheld. But soon a situation arose out of the recommendation of the Special Committee to enquire into the case of improvement of burning ghats. It transpired that a fairly big amount of money was necessary for the purpose.

The Hindus, because of their opposition to removal of burning ghats, were called upon by the Justices of Peace to provide funds for their improvement. The Association came forward to meet the challenge and collected a sum of Rs. 35,000/- in the course of three months and paid the same to the corporation in three monthly instalments, and were thus able to meet both the points.



## PORT'S MISSION FOR SERVICE

The Nineteen Seventies may be considered as a watershed in the history of Kolkata Port in the post-independence era. Farakka Barrage and Haldia Dock System reached functional stage. While the Farakka Barrage Project commissioned in 1975 was conceived to save Kolkata Port system, Haldia Dock System heralded a new epoch in the history of Kolkata Port. As for London Tilburg was the answer in a similar way the coming of Haldia dock in 1977 has been a great supplement. Personalities of National and International importance visited the Kolkata Port. Their presence was cherished by the Port family and a sense of confidence was generated. Among the internationally acclaimed personalities Mr. Robert S. McNamara, President World Bank and Alexander Graham, Lord Mayor of London visited the port in 1968 and 1991 respectively. Prime Minister Indira Gandhi paid a visit to the Port in the centenary year, 1970. Mother Teresa's visit in 1993 vindicated Port's service to the nation and humanity.



Mr. Robert S. McNamara, President, IBRD in a meeting with Shri. B.B. Ghosh, Chairman, Calcutta Port Commissioners on 21st November, 1968



Smt. Indira Gandhi, Prime Minister of India and Shri. K.K. Ray, Chairman, Calcutta Port Commissioners on the way to Sandheads of Calcutta Port in early 1970s.



Mother Teresa visited Calcutta Port Trust on 18th March, 1993



Present Chairman with Hon'ble Prime Minister Dr. Manmohan Singh & Hon'ble Union Minister of Shipping

## UTTAM KUMAR (1926 - 1980)



पुष्पकः

[illegible]

ਪ੍ਰਤੀ (ਸਮੁੱਚਾ) ਸਮਾਜ ਵਿੱਚ ਇਹੀ ਅਨਿਵਾਰਤ ਅਵਸਥਾ ਆਉਣਾ ਚਾਹੀਦੀ ਹੈ। ਇਸ ਲਈ ਸਮਾਜ ਵਿੱਚ ਸੁਰੱਖਿਅਤ ਅਤੇ ਸੁਖਮੀ ਸਥਿਤੀਆਂ ਬਣਾਉਣਾ ਜ਼ਰੂਰੀ ਹੈ। ਇਸ ਲਈ ਸਮਾਜ ਵਿੱਚ ਸੁਰੱਖਿਅਤ ਅਤੇ ਸੁਖਮੀ ਸਥਿਤੀਆਂ ਬਣਾਉਣਾ ਜ਼ਰੂਰੀ ਹੈ।

ICON OF MODERN BENGALI CINEMA:  
A PORT EMPLOYEE'S GREAT JOURNEY

beginning with Chakralakshy High School, a South Calcutta boy Arun Kumar Chatterjee had been schooling at Srurth Sulbarin School. In 1936 young Arun with some of his friends founded a drama group named Lunar Club. There he acted the first play of his life and it was Tagore's *Naluk*. Arun's first play was a success. He was acting in *Gayatri*. In 1942 he passed Metric Examination and was admitted to the Government Commercial College. That was the period of great national upsurge when the Indians got engaged in a patriotic movement and the freedom of the motherland. During that time his compositions were heard in the morning rally. From the very young age he was a good singer. He started his vocal training under Nandabondhu Bhattacharyya. He joined as cadet in Port Blair. He was a very good swimmer. He also served as a music teacher in Chakralakshy High School. But his heart, mind and soul were in one place – Tollage Studio. At last he got a chance in an arena but he first acted in the film *Mapado* which failed to release. In 1946 he acted in *Nitin* at the Tollage Studio. His first film was a success. A copy of the security deposit for Rs. 1000/- deposited by Arun Kumar Chatterjee (aka Arun Kumar) dated 19 August 1947 is displayed. The deposit money was refunded on him on 7 Feb. 1948. From 1948 he moved ahead with his career. He moved ahead with his career, growing popularity in the Bengali movie world.

The ever-lasting memory of Uttam Kumar inspires the Bengalis even today more than two decades after his demise in July 1989).

Manuscript of *Thymus* *Minor*

The *Leptocarpus* for the First of Volume

*[Faint, mostly illegible handwritten notes and stamps are visible in this section.]*



Year – 1995



Basu Paribar  
Year - 1952



Latch Taka  
 Year - 1953



Marvinshalet  
Year - 1954



## THE GHATS AND BENGAL'S HERITAGE



রানী রাসমণির  
স্মৃতি-বিজড়িত  
দক্ষিণেশ্বর ঘাট

দক্ষিণেশ্বর কালীমন্দির ঘাটটি দক্ষিণেশ্বর মন্দির নির্মাণের সময়েই নির্মিত হয়। ১৮৪৭-৪৮ থেকে প্রথমে শোভা ও খাট নির্মাণের কাজ শুরু হয়। তবে কারো এই কাজের ভার নিয়েছিলেন তা জানা যায়নি। প্রথম দিকে মন্দির খণ্ডের তত্ত্বাবধানের ভার ছিল রাসমণির বড় ভাইয়ের নামে। পরে ১৮৭১-৭২-এ এই সমস্ত পদার্থ রাসমণির ন্যূনতমিত শোভা, খাট ও উদ্যান তৈরি হয়। এরপরই রাসমণি বেঁচে তখনকার এক নারী উদ্যোগের প্রাথমিক 'ম্যাকিন্টস্‌ এন্ড বর্স'-কে ১ লক্ষ ৬০ হাজার টাকার সুবিধে শোভা ও খাট নির্মাণের ভার দেন।



### The Story of Baboo Ghat

Baboo Ghat has its pride of place among the Ghats on the Bank of Hooghly. It has a pre-eminent place in the social and religious life of the Hindus. The Ghat which is primarily used as a bathing ghat is also used for performance of Hindu religious rites and for immersion of Durga and other images. The Ghat was constructed in 1830 by Rajchandra Das at the request of his wife, the legendary Rani Rasmoni. Lord William Bentinck extended fullest co-operation to the construction of the Ghat.

"The Right Honorable Lord William Bentinck G.C.B. & G.C.H. Governor-General, & C&C, with a view to encourage the direction of private munificence to works of public utility has been pleased to determine that this Ghat constructed in the year 1830 at the expense of Baboo Raj Chandra Doss shall hereafter be called Baboo Raj Chandra Doss's Ghat."



### Petition for dressing shed at Babughat

A petition written to the then Vice-Chairman of the Port Commissioners Esqr. J. H. Apjohn and signed by, among others, some great luminaries of those times namely Dr. Mahendra Lal Sircar and Surendranath Bannerjee, is noteworthy for its simplicity and directness. The petitioners have eulogized the civic body highlighting their role in improving the river bank keeping the convenience of the trade and recreation of the general public in mind and requested the Commissioners to erect a 30' by 20' shed for bathing of women.

The petitioners finally got a carefully drafted communique in 1902, from the Secretary to the Commissioners about the decision to construct the proposed shed (of course, subject to government sanction), with the fund (Rs. 1710 to be precise) to be provided by the petitioners themselves!

## GHATS: ARTISTS' IMPRESSIONS |



Calcutta from the Hooghly, 1780s. By T. & W. Daniell (Coloured Aquatint).



Calcutta from Pinner's Ghat, 1803. By F. Pinner (Oil painting).



Old Fort Ghat, Calcutta, New 1810 (from album "Picturesque View of India"). By T. & W. Daniell (Engraving).

*Frederick & Co. London - Victoria Memorial Hall, Kolkata*



## GHATS: ARTISTS' IMPRESSIONS |



Chaulmool Ghat, Calcutta, 1825. By Robert Threlk (c. 1825) (Engraving).



Chaulmool Ghat, Calcutta, 1833. By Charles Dore (Post & Johnstone).



Pinnary's Ghat, Calcutta, 1835. By Charles Dore (Post & Johnstone).

© Christie & Co. (London) - Victoria & Albert Museum, London

## GHATS: ARTISTS' IMPRESSIONS



Shibbik Ghat, Calcutta, 1837. By Captain James R. (Engraving).



The river from at Calcutta, 1913. By M. H. Beattie (Oil painting).



## GLIMPSES OF OLD CALCUTTA



The river bank at Calcutta, 1780. By T. Dewell (Oil painting).



Calcutta from the river Hooghly, 1788. By T. & W. Dewell (Coloured Aquatint).



View of the Esplanade, Calcutta before 1800 (a river scene with country houses on the Hooghly).  
By T. Dewell (Oil painting).

## GLIMPSES OF OLD CALCUTTA



Calcutta from Garden Reach, 1807. By W. Thoresell (Oil painting).



View of Calcutta from the Garden Reach, (near 1800) (from albumen - "Picturaeque Voyages in India")  
By T. & W. Daniell (Engraving).



View of Kaddaporen, 1805. By Charles D'Orville (Pen & Ink sketch).



## GLIMPSES OF OLD CALCUTTA



Ships Docked at Howrah, 1833. By Charles D'Arcy (Pen & Ink sketch).



Distant view of Calcutta from Howrah Dockyard, 1833. By Charles D'Arcy (Pen & Ink sketch).



Town & Port of Calcutta, 1840. By Charles D'Arcy (Tinted Lithograph).