CHAPTER XV.

Achipur.—Village on the Hooghly, situated 15 miles south-west of Alipore and 6 miles south-west of Budge-Budge, with which it is connected by the Orissa Trunk Road. The place derives its name from a Chinaman, referred to in old records as Atchew or Tong Achew, who was given a grant of land by Warren Hastings and started a sugar manufactory here. In a memorial which he submitted in 1781 to the Governor-General (Warren Hastings) and the members of the Supreme Council, he referred to the encouragement he had received by a grant of land, which he had cultivated with some success, and complained that his Chinese labourers were being enticed away by Chinese deserters from the ships in Calcutta. A notice was thereupon issued stating that Atchew was under the protection of Government, and that the Board wished to grant every encouragement to the colony of Chinese under his direction, and were determined to afford him every support and assistance in detecting and bringing to condign punishment any ill-disposed persons who inveigled away the Chinese labourers in his employ, who were under indentures to him for a term of years. Atchew died shortly after this, as appears from a letter, dated 8th December 1783, from the Attorney to the East India Company stating that he had applied to the executor of Tong Achew for the payment of a bond from the deceased to the Hon'ble Company.* On the 15th November 1804, we find an advertisement offering for sale “the estate of Atchepore, situated about 6 miles below Budge-Budge, with all the buildings, stills, sugar mills and other fixtures”; the estate was said to consist of 650 bighas held by “pottah” from the Burdwan Itaj and paying rent of Rs. 45 per annum.†

Achipur at this time contained a powder magazine, at which vessels proceeding to Calcutta were required to deposit all gunpowder on board, except 100 pounds, which they were allowed to keep in order to fire salutes or signals of distress. When outward bound, they could take back the gunpowder so deposited.

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Severe penalties were prescribed for the breach of these regulations, which were laid down on the ground that "the explosion of a large quantity of gunpowder on board of ships lying off the town might be attended with the most destructive consequences to the town, to the inhabitants thereof and to the shipping in the Port."

The village contains the grave of its founder, a characteristic horse-shoe shaped tomb. There is also a Chinese temple about a mile from the river. Its most noticeable features are a Chinese laver outside, a courtyard with walls covered with Chinese inscriptions, through which the shrine is approached, and a metal urn inside the latter, in which burning joss sticks are placed. The Chinese of Calcutta come here on pilgrimage every year about February, and use the temple for worship. There is also an abandoned and ruinous bungalow in the village, which was formerly occupied by the Collector of the 24-Parganas; some of the floors are paved with Chinese marble. An inspection bungalow of the Public Works Department is maintained here, and there is a post and telegraph office.

Alipore.—Headquarters of the district and a southern suburb of Calcutta. It is part of the district for judicial and revenue purposes, but its municipal administration is under the Corporation of Calcutta, and it is policed by the Calcutta police. It forms a ward (No. 23) of Calcutta, and in 1911 had a population of 19,749 persons, of whom 291 were Europeans. The population has increased by 11½ per cent. since 1901, mainly owing to the influx of newcomers to the Indian quarters, which has been stimulated by the extension of the electric tramway through it. It is also a popular place of residence for Europeans, and a number of new houses have sprung up recently, so that the old Penn estate has become a European colony. The growth of population would have been still greater had it not been for two opposing factors. In the first place basti lands have been acquired by Government, the Port Commissioners and the Calcutta Corporation, and large areas have been cleared either by them or by private parties. In the second place, acquisitions made by the Port Commissioners have practically depopulated the extensive area lying between the Boat Canal and the Tollygunge Circular Road on the one side, and between Diamond Harbour Road and Tolly's Nullah on the other. Partly on this account and partly on account of the large area occupied by Belvedere, the Zoological Gardens, and the gardens of the Agri-Horticultural

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Society, Alipore is the most thinly populated ward in Calcutta, there being only 16 persons per acre.

It contains the usual public offices of a district headquarters and a cantonment for native troops. The chief industrial concerns are the telegraph workshop, which in 1911 employed an average of 639 persons daily, and the Army Clothing Factory, in which there was a daily average of 380 operatives. The most interesting, and certainly the most imposing, building within its limits is Belvedere, which stands in extensive park-like grounds. Formerly a country house of Warren Hastings, it was purchased in 1854 for the residence of Sir Frederick Halliday, the first Lieutenant-Governor of Bengal, and was subsequently greatly improved and embellished by Sir Ashley Eden, Lieutenant-Governor of Bengal from 1877 to 1882. It continued to be the official residence of the Lieutenant-Governors till 1912, when that line of able administrators was ended by the appointment of a Governor, who took over Government House as his residence. Since then it has remained vacant, but it has recently been decided to keep in it the exhibits presented to the Victoria Memorial Hall, until the latter is erected. At or near the spot which is now the western entrance of Belvedere, on the Alipore Road, was fought the famous duel between Warren Hastings and Philip Francis, in which the latter was wounded. This duel is commemorated by Duel Lane, across the road, which leads to the Meteorological Observatory. No great distance away is Hastings House, the favourite residence of the great Governor-General, which was used as a guest-house for distinguished guests by the Government of India until the removal of the capital to Delhi. South of Belvedere lie the gardens of the Agri-Horticultural Society of India, founded in 1820 by Dr. Carey, the famous Baptist missionary, and north of it are the Zoological Gardens, which were opened by the then Prince of Wales in 1876.

Alipore Subdivision.—Sadar or headquarters subdivision, with an area of 1,164 square miles (of which 450 square miles are in the Sundarbans) and a population, according to the census of 1911, of 756,348 persons, the density being 650 per square mile. There are approximately two Hindus to every Musalmān, the actual numbers being 502,745 and 240,979, respectively. These figures exclude the Suburbs of Calcutta, i.e., the three municipalities of Cossipur-Chilpur, Maniktala and Garden Reach, which actually form part of the subdivision, but are treated as a separate unit for census purposes; their area is 10 square miles and their population is 147,240, the mean density being 23 persons per acre.
The subdivision is bounded on the north by the river Hooghly, the city of Calcutta and the Bāráṣet subdivision, on the east by the Basīrhāt subdivision, on the south by the Diamond Harbour subdivision and the Bay of Bengal, and on the west by the river Hooghly. Taking the road from Alipore on the north to Jaynagar on the south as a dividing line, the western half is a low-lying tract with numerous marshes or bids. The eastern half is cut up by rivers, khalas and streams, which ensure better drainage, and there are fewer swamps, but in places the land is below high water level and the water is only kept out of the fields by high embankments. To the south there is a strip of the Sundarbans, about 50 miles long and 10 miles broad, which terminates in Bulcherry Island on the sea face. The greater portion of this Sundarbans country has been reclaimed and brought under cultivation, and consists of “lots,” or blocks of land bounded by rivers and creeks and protected from inundation by embankments. Owing to its isolation, the population of this tract is sparse, and the southern extremity is thick jungle tenanted only by wild animals.

The Hooghly flows along the western boundary, and in the east of the subdivision the chief river is the Bidyādhari, which is connected with the Hooghly by Tolly’s Nullah. This river has a circuitous course, for it flows through the Basīrhāt subdivision from east to west, turns south on entering this subdivision and then flows south-east, joining the Māṭla river just above Canning. The Māṭla is now only large enough for river steamers, but at one time was navigable by sea-going vessels as far as Canning. The Piāli is a subsidiary river, about 20 miles long, which connects the Bidyādhari with the Māṭla. The Bhāngar Canal also connects the Bidyādhari at Kulti with the Bāliāghāta Canal at Bāmanghāta, and is the principal route for boats coming from Khulna and the eastern districts to Calcutta.

The headquarters of the subdivision are at Alipore, and there are six towns, viz., Bāruipur, Budge-Budge, Jaynagar, Rājpur, South Suburbs and Tollygunge, each of which is dealt with in a separate article.

Bādurīa.—Town in the Basīrhāt subdivision, situated on the right or west bank of the Ichāmai or Jamuna river. It is most easily reached from either the Arbālia or Gopmahāl stations of the Bārāṣet-Basīrhāt Light Railway, being connected with both by second class roads. It is nine miles by river from Basīrhāt, from which place it can be visited in a steam launch. Māslandpur, a station on the Eastern Bengal State Railway, lies about 10 miles
to the north, but the road is fit for travelling on horseback or in a bullock cart for only six months in the year; and in the rains is hardly passable.

Bādūria has a population, according to the census of 1911 of 13,680 persons, of whom 7,536 are Hindus and 6,142 are Musalmauns. It is the headquarters of a thana, and contains a dispensary, post and telegraph office, sub-registry office, and high school. The town forms a municipality, with an area of 12 square miles, which is divided into eight wards, viz., Bādūria, Arbalīa, Tārāgunia, Magrāthī, Pūra, Khorgāchī, Andarmānik, Magurkhāli and Paddarpur. The municipal income is raised by a tax on persons at the rate of 12 annas per hundred rupees of income, Government and other public buildings being assessed at 7½ per cent. on their annual value. Latrine fees are also levied according to a prescribed scale. The water-supply is derived partly from tanks, but mainly from the river Ichāmati, which becomes brackish for a short time in the hot weather when the water is at its lowest. The line of drainage is from the river bank into the river and from the greater part of the town into a bīj to the west. Five regular markets are held in the town limits at Bādūria, Arbalīa, Pūra, Tārāgunia and Paddarpur; the first three are held daily, that at Tārāgunia on Mondays and Thursdays and that at Paddarpur on Fridays and Sundays.

The chief hādi days at Bādūria are Tuesday and Friday. Sugar and molasses are manufactured in the town, and a considerable trade is carried on in these commodities and in jute, paddy and tobacco. An annual mela, the Bārwāri Pāju, which lasts three days, is held in May.

Bārāset.—Headquarters of the subdivision of the same name, situated 14 miles north-east of Calcutta on the Bārāset-Basirhat Light Railway and also on the Eastern Bengal State Railway, central section (from Dum-Dum Junction). The population of the town, at the census of 1911, was 8,790, of whom 5,017 were Hindus and 3,656 were Musalmauns. The population is not increasing appreciably, for the number returned in 1901 was 8,634. At the two previous censuses of 1891 and 1881 it was 9,754 and 10,533, respectively, but the decrease recorded in 1901 is probably to be attributed to the fact that in 1899 the area within municipal limits was reduced by the exclusion of some small outlying villages. The town contains the usual Government buildings found in a subdivisional headquarters, two munsifs' courts, a sub-registry office, a dispensary, a post and telegraph office, and a Government high school. The sub-jail is a three-storeyed
building, popularly known as Vansittart Villa, and said to have been the country residence of Mr. Vansittart, a civil servant in the time of Warren Hastings.

Bārāset was constituted a municipality in 1869, and the area within municipal limits is 6½ square miles, divided between five wards, viz., North Bārāset, South Baraṣet, Kāsipāra, Bānamura and Bādū. The municipal income is raised by means of a tax on persons at the rate of 13 annas per hundred rupees of income, Government and other public buildings being assessed at 7½ per cent. on their annual value. Latrine rates are levied at the rate of 7 per cent. on the annual value of holdings. There are three daily markets, one of which belongs to Government and is held in Bārāset, while the others are privately owned and are held in Kāsipāra and Bādū. The water-supply is obtained from tanks and a few wells; one large tank in the jail grounds is public property, and is reserved for the supply of drinking water. Wards Nos. 1 and 2 are drained by artificial drains, which lead to the fields on the south. The other wards are drained by the Sunthi Nadi, an old creek which passes southward to join the Bidyādharī river near Bāṅgar.

Bārāset was formerly a place of greater importance than at present. In the early part of the nineteenth century it was the seat of a college for military cadets, which they entered on their arrival from Europe. On this account the town has been called "the Sandhurst of Bengal." From 1834 to 1861 it was the headquarters of a district; one of the most distinguished of its District Officers was Sir Ashley Eden, Lieutenant-Governor of Bengal from 1887 to 1892, who was Magistrate here in 1850-59. Some remains dating back to the eighteenth century may still be seen about 4 miles to the north-east of the railway station. Here there is a large tank, called Madhumurali, which is said to have been excavated about 300 years ago by two merchant brothers named Madhu and Murali. To the north-west of the tank, a Mr. Louis Bonnaud, an indigo planter, is said to have had his factory, the site of which is marked by the remains of a large building overgrown with vegetation. On the bank of the tank at its south-eastern corner there is a high pillar, the object of which is unknown; and at its south-western corner there is an octagonal summer-house, now falling into ruin, the history of which is known. In his diary, Maekrabe (brother-in-law of Sir Philip Francis and Sheriff of Calcutta in 1775 at the time of Nuneomar's execution) speaking of some card-playing at "Barasutt" in February 1776 writes:—"Next morning such of us as were not too fatigued to leave our mattresses rode or walked
to an octagon summer-house built upon an eminence by the late Mr. Lambert, who was the husband of Lady Hope. This is a pretty toy erected on an eminence and distant about a mile from Baraspat, with walks and flowering shrubs and gardens. The ashes of that gentleman (for his body was burned by his particular direction) are deposited under the building." Lady Hope was the widow of Sir William Hope, Bart., who perished in the Patna massacre in 1763, while she escaped to the Dutch factory. Her marriage to Mr. Lambert and the history of the latter are referred to as follows by the Revd. W. K. Firminger:—"On consulting the registers of St. John's (Calcutta), I found this entry against 27th April 1764—'William Lambert and Lady Margaret Hope, widow.' According to old custom, Lady Hope, although married to Mr. Lambert, elected still to be called by her higher social appellation, and on 1st February I find Mr. Lambert successfully petitioning for a passage for 'Lady Hope' on the Lord Elgin. Poor Lambert had apparently, like most Calcutta men of his time, many a painful loss of fortune. He entered the Company's service about 1760, and from 1763 to 1766 was Military Paymaster-General; then came a redistribution of offices, and our friend, married to a lady of consequence and blessed with a family, was suddenly left deprived of the bulk of his fortune, and also with a most inconvenient amount of unsold timber, which he had provided for the purpose of securing the new Fort William from river encroachments. At this time he seems to have fallen into discredit on the score of his accounts. I have traced him through several appointments. He was but a mere factor in October 1766; in January of 1767 he was clerk of the Court of Requests, and I have traced the name in the records of the 'Court of Orchesty.' In 1768, as we have seen, he sent his wife home. I can trace him fourth on the Mureshabad Council of Revenue in 1771, and I find his signature as a member of the Board of Inspection in the old Collectorate records of Chittagong. On 6th February he was appointed Chief at Daoca, but on the resignation of President Cartier he was given a place on the Council at Calcutta. He remained at Daoca till August, and then removed to Mureshabad, 'that place so much superior in point of climate': thence he came to Calcutta. In 1774 he became Chief at Dinajpur, and there he died on 18th September, 'at 8 A.M., after nine days' illness'. Surely this old octagon has a pathetic love story to tell us. Think of what Lady Hope must have passed through in the troubles of 1763, and of poor Lambert, after his long separation from his wife, asking nothing more than that
his ashes might be buried beneath the dear old octagon at Bārāset.”*  

In conclusion it may be noted that in 1774 “the house and garden of Bārāset” were advertised for sale by auction as one of several houses belonging to the East India Company. The advertisement describes the property as follows:—“An upper-roomed house, part pucca and part cutchha, contains four bedchambers, two back-stairs, two halls and verandah, a great staircase to the south. A new cutchha detached building, consisting of a cook-room, bath-room, and bake-house with a stable at some distance from the house, built of posts and a straw chupper, very large and commodious, sufficient for four carriages and four and twenty horses. A garden surrounded with railing, and a ditch and a tank, and a very extensive avenue in front, which leads to the public road. Containing in all about 27 beeghas and 19 cottahs.”†

At Kāzipāra, a suburb of the town, a large fair, which lasts three days, is held every year towards the end of December in honour of a Muhammad an Pir or saint, called Pir Ekdil Sāhib, of whom the following legend is told:—

There lived a king named Shāh Nil, who was married to Ashik Nūrī, but had no children. One morning the female sweeper absented herself; and on being sent for, she refused to come before dinner, on the plea that by going early to Court she invariably had to see the faces of childless persons the first thing in the morning, which was an unlucky omen. The queen, struck by this remark, set out on a pilgrimage, in the hope that thereby she might obtain a child by the grace of God, and visited Mecca and other holy places. After thirty-six years of prayer an angel appeared to her, and having tried her faith in various ways promised her a child for two-and-a-half days. The queen returned home, and in due time gave birth to a son, which after two-and-a-half days was carried away by the angel, who took the shape of a fox. The child was brought up in the house of one Mullā Tar, and when he was about eight years of age came to Anarpur (the pargana containing Bārāset) riding on a tiger, which he could transform into a sheep at will. He crossed the Ganges on his stick, and came first to the village of Berua, where he planted his stick as a sign that he had entered into possession of the country assigned to him. The stick immediately grew into a thicket of bamboos. The boy then assumed the form

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† Notes on the History of Midnapore (1876) by J. C. Price.
of a full-grown man, and proceeded to the house of one Chând Khân, of Sri Krishnapur, a landholder of Anarpur, and begged a meal. ‘Nur Khân, Chând Khân’s brother, refused to feed an able-bodied man, and told him to go and work at the mosque he was building. In proof of his supernatural powers, he lifted a block of stone of fifteen hundredweights up to the mosque, and miraculously prevented any bricks being laid on it. The mosque remained unfinished, and has furnished a proverb to the people, who call an incomplete undertaking a ‘Chând Khân’s mosque.’ After this, the stranger vanished. Again assuming the form of a boy, he called himself Dil Muhammad, and joined some cowherds. After working various miracles, he went to live with one Chhuti Miyân of Kâzipara and tended his cattle. Sometimes he would ill-treat the cattle, and when the owners came out to punish him he transformed them into tigers and bears. On one occasion his cattle ate up a standing crop of paddy belonging to one Kumâr Shâh, who complained to the headman of the village. An officer was accordingly sent to inquire into the matter, but he found the crops in this field better than any other in the neighbourhood. Upon his death a mosque was erected over his remains, and the fair is held at his tomb every year. About three hundred acres of rent-free land belong to the descendants of Chhuti Miyân for the service of the mosque.

Bhârâset Subdivision.—Subdivision in the north of the district with an area of 275 square miles and a population, according to the census of 1911, of 292,791 persons, the density being no less than 1,065 per square mile. The Musalmâns predominate in the population, numbering 170,476, while the Hindus number 121,473. The subdivision is bounded on the north by the Rânâghât subdivision of the Nadia district and the Bangâon subdivision of Jessore, on the east by the Basirâhat subdivision, on the south by thana Hâroa of the Basirâhat subdivision and thana Bhângar of the Sadar subdivision, and on the west by the Barrackpore subdivision. There is no continuous natural boundary on any side except the south, where the Bidyadâhri river forms the boundary line for a considerable distance. The subdivision is a little over 20 miles in length and 15 miles in breadth at the longest and broadest parts, and in shape resembles a square, except for a slight elongation in the south, which constitutes the Râjârâhat outpost. It forms an unbroken alluvial plain, studded closely with village sites enclosed by orchards or with scattered clumps of trees. The land slopes here and there into low swamps or bîs, some of which cover a fairly large area. Except in the extreme south these bîs are
mostly cultivated with winter rice, but some of them are so much waterlogged as to be uncultivable, and in years of early and heavy rainfall may have to remain altogether uncultivated. In the south the bılıs are flooded with salt water coming from the Bidyadhari, which is a tidal river, or overflowing from the Dhapa or Salt Water Lake, which is connected with them by several khas. Such bılıs, though of little or no use to agriculture, constitute valuable fisheries. The country is traversed from the south-west to the north-east by the central section of the Eastern Bengal State Railway (to which the Calcutta-Jessore road runs parallel) and from west to east through its centre by the Báraset-Babisrhat Light Railway (opened in 1904). The only navigable water routes are the Bidyadhari river, and a branch of it that runs north past Ballaghata, an important grain mart on the Báraset-Babisrhat Light Railway. There are several other rivers, such as the Jamuna (or Jabuna), Nawai, Sunthi, Padda and Gobindakhali, of which the Jamuna alone has a current throughout the year and the appearance of a river. The others have silted up and become dead channels. The beds of the Padda, which must once have been a large river, of the Gobindakhali and the northern portions of the Nawai and Sunthi have been ‘bunded’ up, i.e., blocked by dams or embankments, and transformed into tanks or brought under cultivation. The subdivision contains two towns, viz., Báraset, its headquarters, and Gobardanga.

Barnagore or Baranagar.—Town in the Barrackpore subdivision, situated on the Hooghly, 6 miles north of Calcutta, immediately north of Cossipur-Chitpur and south of Kāmārhātī. Its population in 1911 was 25,895, of whom 19,891 were Hindus and 5,704 were Musalmans. It originally formed part of the North Suburban municipality, which was partitioned in 1889, part being constituted the Cossipur-Chitpur municipality, while the remainder had its name changed to Barnagore. Ten years later the northern portion of Barnagore was detached and formed into the Kāmārhātī municipality. The area of the municipality as now constituted is about 3½ square miles, and it is divided into four wards, viz.—(1) South Barnagore, (2) North Barnagore, (3) Dakhineswar and Ban Hugli, and (4) Pálpara, Naopāra, Sainti and Nainān. The municipal income is raised by means of a rate on holdings at 6¼ per cent. on their annual value; latrine rates are also levied according to a prescribed scale. The water-supply is derived partly from the river Hooghly and partly from tanks and wells. There are over 1,000 tanks in the municipal area, of which only a fifth have wholesome water; one tank, in
Dakhineswar, is municipal property and is reserved for drinking water. The northern part of the town drains into the Dāntia Khāl, which forms part of the boundary between Barnagore and Kāmārāhāti, and so passes into the Salt Lakes. The southern part drains eastwards into the paddy fields about Naopāra; and the river bank naturally, drains into the Hooghly. There is no public dispensary in the town, which is served by the North Suburban Hospital at Cossipur and the Sāgar Dutt Hospital at Kāmārāhāti.

Barnagore is said to have been originally a Portuguese settlement, but it afterwards became the seat of a Dutch factory (the history of which is given in Chapter II), and during the greater part of the eighteenth century Dutch vessels anchored here on their way up to Chinsura. Old Dutch tiles of artistic design are still found in some of the buildings in the neighbourhood. Tieffenbacher states that Barnagore was famous for its bāfta cloths, and Price in his Observations says that the cloth manufactories there determined Charnock to choose Calcutta as the site of the English settlement. The town was ceded to the British by the Dutch Government in 1795, and the lands are comprised in the Barnagore Government estate, which is contiguous to the Panchānnagram estate. The place used to be a favourite pleasure resort for European residents of Calcutta, but it is now a busy industrial centre and contains two of the largest jute mills on the Hooghly, while large quantities of oil are manufactured for export to Europe. The two mills in question are the Barnagore North and South Jute Mills, which in 1911 employed a daily average of 2,798 and 3,350 hands respectively: the Barnagore Branch Jute Mill, with 1,422 operatives, is in Bāliaghāta. The town is the headquarters of a thana and has a bench of Honorary Magistrates and a high school (the Victoria High School). A mela, the Pānchu Charak mela, is held annually in April or May at Pālpāra. The name of the town is a corruption of Varāhanagar.

Barrackpore.—Headquarters of the subdivision of the same name, situated on the Hooghly, 14 miles north of Sealdah by the Eastern Bengal State Railway, and 16 miles from Government House, Calcutta, by road. The population in 1911 was 39,452. The town is comprised within two municipalities, viz., North Barrackpore, which has 11,847 inhabitants, and South Barrackpore with 27,605 inhabitants. The latter figure includes the population of the Barrackpore Cantonment, viz., 11,485. There is a considerable European community owing partly to the presence of British troops and partly to the fact that Barrackpore
is a favourite place of residence for Europeans; altogether, 1,204 Christians were enumerated in South Barrackpore in 1911, of whom 339 were resident in the Cantonment. The military force stationed here consists of a battery of the Royal Field Artillery, a detachment of a British Infantry regiment (at present 4 companies) and a regiment of Native Infantry.

To the south of the Cantonment is Barrackpore Park, a large park, in which a golf course of 18 holes has been laid out. Within it are the tomb of Lady Canning, the wife of the Viceroy, who died of a fever contracted in the Tarai when travelling down from Darjeeling, and Government House, the suburban residence of the Governor of Bengal and the country house of the Viceroy of India until the capital was removed to Delhi in 1912. The house appears to have been originally the residence of the Commander-in-Chief and was taken over by the Marquess Wellesley in virtue of his appointment as Captain-General and Commander-in-Chief of the forces in 1801. It is referred to as follows in Colonel Malleson's *Life of the Marquess Wellesley* (1889):—‘Lord Wellesley had taken over, on his appointment as Captain-General, the residence heretofore allotted to the Commander-in-Chief. That residence was neither large enough nor commodious enough for the lodgment of the Governor-General of India and his suite. Yet it was desirable that one engaged in the arduous duty of governing India should possess a place in the country to which he could occasionally retire for rest and recreation. No locality appeared to the Marquess to be so well suited for such a purpose as the park at Barrackpore. It is the only piece of enclosed ground in India that has any resemblance to an English park. No sound from the outer world reaches the palatial residence. The majestic Hooghly flows calmly on one side, its surface gay with craft of varied shapes. On the other were magnificent trees, undulating grounds and a fine garden. Successive Governors-General have found there a place of real solace after the cares of Calcutta. The wife of one of the noblest of them, the courageous and high-minded Lady Canning, loved it so much that, when she died in India, her remains were transferred to the spot on which, when living, she delighted to sit and gaze at the river flowing beneath her. In this park Lord Wellesley designed to build a residence worthy of the representative of England's power in the East. He had the plans made and the estimates prepared. The builders were about to commence their work, when the Court of Directors, delighted to thwart him, forbade him to proceed. The work, in the style in which it was intended, was therefore abandoned.’
The name of the town is due to the fact that troops have been stationed here since 1772. The Indian name for it is Chānak, which is sometimes said to be derived from the circumstance of Job Charnock having a country house here. There appears, however, to be no authority for this derivation, for the name dates back to a time anterior to Charnock. It may almost certainly be identified with the village of “Tejannock” entered in Van den Broucke’s map of 1660 and referred to by him as “the small town of Tejannock,” which his account shows was situated midway between “Cangnerro” and “Barrenger,” i.e., Kānkānāra and Barnagore. Historically the place is interesting as the scene of two mutinies of the Bengal Army (in 1824 and 1857), which have already been described in Chapter II.

The South Barrackpore Municipality was constituted in 1869, but its area has been curtailed by the separation of the Titagarh Municipality in 1896 and of the Pānīhāti Municipality in 1900. Much of what is generally called Barrackpore, including the railway station, Government House and the Park, is comprised in Ward No. II (Chānak or Barrackpore) of this municipality. The municipal income is raised by means of a rate on holdings in Musalmānpāra Ward (at 5 per cent. of their annual value) and a tax on persons in the other wards; the latter is assessed at 12 annas on every hundred rupees of income, Government and other public buildings being assessed at 7 per cent. of their annual value. Latrine fees are also levied at 6 per cent. on the annual value of holdings. The municipal office is at Khardah, where the municipality maintains a dispensary for out patients.

An account of this village, which forms a separate ward, will be given later in this chapter. There is also a fine hospital within municipal limits, the Bholā Nath Bose Hospital, which treats both in-patients and out-patients, and is maintained partly by endowments and partly by contributions from various public bodies. The chief educational institution is the Government High school; there is also a girls’ high school.

The North Barrackpore Municipality was also constituted in 1869 and formerly included Gārulia, which was formed into a separate municipality in 1896. It has an area of 5½ square miles and is divided into ten wards, viz., Noāpāra, Ichāpur (two wards), Nawābganj (three wards), Palta, Dhitāra, Manirānpur and Gānti. The municipal office is at Nawābganj, the residence of the Mandal family of zamindārs; The Calcutta water-works are in the Palta ward of this municipality, which, however, derive no immediate benefit from them. There is a Government rifle factory at Ichāpur. The municipality maintains two
dispensaries for out-patients, situated at Palta and Manirampur. At Nawabganj there is a high school, and two daily markets, one municipal and the other private. Two annual melas are held here, the Jhulan in August, which lasts 6 days, and the Gostastami in November, which lasts one day. Two main roads run through the municipality and are maintained by the District Board, viz., the Grand Trunk Road from Calcutta, which crosses the Hooghly at Palta, and the road to Kanchrapara, which takes off the Grand Trunk Road at Barrackpore.

The Cantonment is bounded on the south by the river Hooghly and the Barrackpore Park (in South Barrackpore), on the north and west by North Barrackpore and on the south by South Barrackpore. It derives its water-supply from the Palta water-works and is served by the Cantonment dispensary.

**Barrackpore Subdivision.**—Subdivision in the north-west of the district, with an area of 190 square miles and a population, according to the census of 1911, of 292,524 persons, the density being 1,540 per square mile. The population is increasing at a remarkably rapid rate owing to the development of the mill towns and the immigration of operatives, the growth since 1901 being no less than 42 per cent. The subdivision, which was formed in 1904 from portions of the Sadar and Bārāset subdivisions, is a narrow strip of land bounded on the west by the river Hooghly. The northern boundary is marked by the Bāgher Khal, a creek flowing into the Hooghly, which separates it from the Nadia district. On the east lies the Bārāset subdivision, the boundary being marked for some distance by the Nawai Nadi, viz., from the Barāti bil to the south-eastern extremity of the subdivision. On the south lie the municipalities of Cossipur-Chitpur and Māniktala, and the Salt Lakes, two square miles of the latter being included in the subdivision. There are no rivers of importance in the subdivision, but there are numerous khāls connecting the Hooghly with the low-lying country to the east. The land along the Hooghly is higher than that to the east, and the tendency is for the depressed inland basins to become more and more waterlogged as the khāls get silted up. The same tendency is noticeable in the case of the low-lying land to the south, which is connected by khāls with the Salt Lakes. The bank of the Hooghly is lined with mills, which provide employment for a large industrial population. There are twelve towns, all lying in the riverside strip of land, viz., proceeding from north to south, Halishahar, Naihati, Bhātpara, Garulia, North Barrackpore,
The name of the town is due to the fact that troops have been stationed here since 1772. The Indian name for it is Chănak, which is sometimes said to be derived from the circumstance of Job Charnock having a country house here. There appears, however, to be no authority for this derivation, for the name dates back to a time anterior to Charnock. It may almost certainly be identified with the village of “Tsjannock” entered in Van den Broucke’s map of 1660 and referred to by him as “the small town of Tsjannock,” which his account shows was situated midway between “Cangnerre” and “Barrenger,” i.e., Kăknără and Barnagore. Historically the place is interesting as the scene of two mutinies of the Bengal Army (in 1824 and 1857), which have already been described in Chapter II.

The South Barrackpore Municipality was constituted in 1869, but its area has been curtailed by the separation of the Titāgarh Municipality in 1896 and of the Pānihattā Municipality in 1900. Much of what is generally called Barrackpore, including the railway station, Government House and the Park, is comprised in Ward No. II (Chănak or Barrackpore) of this municipality. The municipal income is raised by means of a rate on holdings in Musalmānpāra Ward (at 5 per cent. of their annual value) and a tax on persons in the other wards; the latter is assessed at 12 annas on every hundred rupees of income, Government and other public buildings being assessed at 7 per cent. of their annual value. Latrine fees are also levied at 6 per cent. on the annual value of holdings. The municipal office is at Khardah, where the municipality maintains a dispensary for out patients. An account of this village, which forms a separate ward, will be given later in this chapter. There is also a fine hospital within municipal limits, the Bholā Nath Bose Hospital, which treats both in-patients and out-patients, and is maintained partly by endowments and partly by contributions from various public bodies. The chief educational institution is the Government High school; there is also a girls’ high school.

The North Barrackpore Municipality was also constituted in 1869 and formerly included Gărulia, which was formed into a separate municipality in 1896. It has an area of 5½ square miles and is divided into ten wards, viz., Noāpāra, Ichāpur (two wards), Nawābganj (three wards), Palta, Dhitāra, Manirāmpur and Gānti. The municipal office is at Nawābganj, the residence of the Mandal family of zamīndārs; The Calcutta water-works are in the Palta ward of this municipality, which, however, derives no immediate benefit from them. There is a Government rifle factory at Ichāpur. The municipality maintains two
of the same name from 1858 to 1883, when it was amalgamated with the Sadar subdivision.

Basirhat.—Headquarters of the subdivision of the same name, situated on the right bank of the Ichamati or Jamuna river in the north-east of the district. It is 27 miles from Barasat, with which it is connected by the Barasat-Basirhat Light Railway, 66 miles from Kidderpore via the Chitpur and Bhangaar Canals and 84 miles from Calcutta via Canning. Its population in 1911 was 18,331, of whom 11,202 are Hindus and 7,129 are Musalmans. It contains the usual public offices found at a subdivisional headquarters, two Munsif’s Courts, a sub-registry office, dispensary and high school. The municipality covers an area of 10½ square miles, divided into 10 wards, viz., Dalchita, Nalkora, Dandirhat, Samipala, Basirhat, Harishpur, Mirzapur, Jaraipur, Tantra and Bhabla. All obtain their water-supply partly from tanks and partly from the Jamuna or Ichamati river, which becomes brackish in the hot weather. The greater part of the town drains into bils lying to the south, and the riverside into the river. There is an annual melâ, the Baruni melâ, held in March or April, which lasts a week. Some gur and sugar are manufactured, but otherwise it has no industries of any importance.

There is one building of archeological interest in the town—the mosque known as the Salik mosque. It consists of a hall measuring 36 feet by 24 feet, with two carved stone pillars, 8 feet high, supporting the roof; the latter has six domes arranged in two rows. The mosque is popularly reputed to have been built by one Ala-ud-din in the year 1305 A.D., but an inscription over the central minâr shows that it was erected by one Ulugh Majlis-i-Azam in 1466-67 A.D. The inscription is in Arabic, written in Tughra characters, and its translation is as follows:—‘‘No God is there but He, and Muhammad is His Prophet. This mosque was built by the great and liberal Majlis, Ulugh Majlis-i-Azam—may his greatness be perpetuated—in the year 871.’’ An inscription on a mosque at Pandal in the Hooghly district shows that it was built by the same person in 1477 A.D. during the reign of Yusuf Shâh.

Basirhat Subdivision.—Subdivision in the north-east of the district, with an area of 1,922 square miles and a population, according to the census of 1911, of 429,476 persons, the density being 223 per square mile. The smallness of the latter figure is

† Hooghly District Gazetteer, p. 399.
due to the large area included in the Sundarbans, for the average is 1,267 in the Hāroa thana, 1,085 in the Basirhāt thana and 904 in the Bāduria thana; it falls, however, to 74 per square mile in the Hāsānābād thana, which is mainly Sundarbans country and, with an area of 1,620 square miles, accounts for more than four-fifths of the subdivision. There are ten Musalmāns to every eleven Hindus, the actual figures being 203,102 and 221,231 respectively.

The subdivision is bounded on the north by the district of Jessor, on the east by the district of Khulna, on the south by the Bay of Bengal and on the west by the Sadar and Bārāset subdivisions. The north and west consist of alluvial land, which is fairly well raised; on the south and east, where the delta is in a less advanced stage of growth, there is a network of tidal creeks winding their way to the sea through numerous islands and morasses. Altogether 1,584 square miles are included in the Sundarbans, the northern fringe of which has been reclaimed, or partially reclaimed, and is sparsely inhabited by cultivators whose huts may be seen dotted about the ḍābāds, as the reclaimed lands are called. The principal river is the Ichāmati or Jamūna. There are three towns, viz., Basirhāt (the headquarters), Bāduria and Tāki.

Bhātpāra.—Town in the Baraekpore subdivision, situated on the bank of the Hooghly, 22 miles north of Calcutta by the Eastern Bengal State Railway, the station being at Kānkīnāra. The population of the town in 1911 was 50,414. It has grown extremely rapidly owing to the labour attracted by the mills, the figures for previous censuses being 21,540 in 1901, 14,135 in 1891 and 10,239 in 1881; in other words, the number of inhabitants has more than doubled in the last ten years and has increased nearly four-fold in 20, and five-fold in 30 years. Four towns only in Bengal, viz., Calcutta, Howrah, Dacca and Māniktāla, have a larger population.

The town was formerly included in the Naihatī municipality, but in 1899 the portion lying south of Mukhtiāpur Khāl, which constituted two wards of Naihatī, were detached and formed, with the addition of Kānkīnāra, into the Bhātpāra municipality. The area within municipal limits (3 square miles) is about five miles long and half a mile broad, and is divided into three wards, viz., (1) Bhātpāra, (2) Mulājor, Athpur and Jagadal, and (3) Kānkīnāra. The municipal income is raised by means of a rate on holdings assessed at 6 per cent. on their annual value; latrine fees are also levied at the rate of 5 per cent. on the annual value of holdings.
Bhātpāra was formerly a seat of Sanskrit learning renowned for its tols. The tols, at which pupils are educated and fed free of cost, still exist, though in diminished numbers, and the pandits of Bhātpāra have a high repute as gurus and authorities on the Vedas. It is no longer, however, a quiet place in which a recluse can find a congenial home, but a busy industrial centre with several mills, situated chiefly in Kānkīnāra and Jagatdal. The marginal statement shows the mills at work and the average daily number of operatives employed in each in 1911, the aggregate being 27,160.

In Jagatdal the lines of two moats and two large tanks are reputed to be the remains of a fort erected by Pratāpaditya in the sixteenth century.

**Budge-Budge.—Town in the Sadar subdivision, situated on the bank of the Hooghly.** It is the terminus of a branch line of the Eastern Bengal State Railway, 16 miles long (from Sealdah), and is 10 miles from Alipore by road; the steamers of Messrs. Hoare, Miller & Co., plying between Armenian Ghat and Uluberia, call here, the distance from Calcutta by river being about 15 miles. The population of the town in 1911 was 17,982.

Budge-Budge formerly contained a fort, which was captured by Clive in his advance on Calcutta in December 1756: an account of its capture will be found in Chapter II. The fort ceased to exist in 1793, as appears from the *Gazette* of 7th March in that year, which notified its abandonment and dismantling. Orders were issued that all the guns and stores were to be removed to Fort William, that the buildings and lands belonging to the East India Company were to be handed over to the Board of Revenue, and that all military expenditure on account of Budge-Budge was to cease. An advertisement also appears in the *Gazette* of the 23rd May, stating that these lands would be sold on 10th June. The only remains of the fort now visible are two moats, called the inner and outer moats. The former is still quite

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</tr>
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<tr>
<td>Athpur</td>
<td>Auckland jute mill</td>
<td>2,494</td>
</tr>
<tr>
<td>Bhātpāra</td>
<td>Reliance ditto</td>
<td>3,117</td>
</tr>
<tr>
<td></td>
<td>Titagarh paper mill</td>
<td>1,256</td>
</tr>
<tr>
<td></td>
<td>No. 2</td>
<td></td>
</tr>
<tr>
<td>Kānkīnāra</td>
<td>Kānkīnāra jute mill</td>
<td>3,888</td>
</tr>
<tr>
<td></td>
<td>No. 1</td>
<td>1,175</td>
</tr>
<tr>
<td></td>
<td>Ditto ditto</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No. 2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upper Anglo-India jute</td>
<td>2,337</td>
</tr>
<tr>
<td></td>
<td>mill</td>
<td></td>
</tr>
<tr>
<td>Jagatdal...</td>
<td>Middle ditto do.</td>
<td>4,620</td>
</tr>
<tr>
<td></td>
<td>Lower ditto do.</td>
<td>2,685</td>
</tr>
<tr>
<td></td>
<td>Fort Glover jute mill</td>
<td>312</td>
</tr>
<tr>
<td></td>
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<td>3,003</td>
</tr>
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Bhāṭpāra.—Town in the Baraekpore subdivision, situated on the bank of the Hooghly, 22 miles north of Calcutta by the Eastern Bengal State Railway, the station being at Kānkīnāra. The population of the town in 1911 was 59,414. It has grown extremely rapidly owing to the labour attracted by the mills, the figures for previous censuses being 21,540 in 1901, 14,135 in 1891 and 10,239 in 1881; in other words, the number of inhabitants has more than doubled in the last ten years and has increased nearly four-fold in 20, and five-fold in 30 years. Four towns only in Bengal, viz., Calcutta, Howrah, Dacca and Māniktala, have a larger population.

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and undertook the conservancy of the river bank. In return for these concessions the Municipal Commissioners obtained an immediate subscription of 2½ lakhs to the municipal loan, and had the prospect of sharing in the profits accruing from the works when the returns exceeded 10 per cent. on the capital invested. In spite of this addition to the funds, it was soon found that the sums raised from the public and the Port Canning Company were not sufficient for the works in hand. The municipality thereupon applied for a loan of 4½ lakhs, which Government granted in 1866, on certain securities, on the ground of the public and mercantile community having subscribed over 60 lakhs of rupees to the company for similar purposes.

The company started operations vigorously, laying down lightships, moorings, buoys, etc. Its shares, which were issued in 1863, rose to a high figure, but they fell as rapidly as they rose, for it was soon realized that the sanguine expectations of the promoters were not likely to be fulfilled. In 1865-6 the port was visited by 26 ships, but five years later not a single ship put in there, and in the previous two years it was visited by only two ships, of which one was driven in by stress of weather. The failure of the scheme was patent. The Hooghly channels had not deteriorated as was apprehended, and trade showed no tendency to go to Canning. The company and municipality had come to loggerheads and were engaged in litigation, and the finances of the municipality were exhausted. No funds were available to meet the debentures that had fallen due, and Government refused to make any further advances. Finally, in 1871, the port was officially closed and the moorings taken up, while Government attached the property of the municipality under a Civil Court decree and placed it under the Collector of the 24-Parganas as a Government estate, which it still is. A few years later, the India General Steam Navigation Company had their vessels on the eastern river route loaded and discharged at Canning for about a year, and it was at one time proposed that the bulk oil depot of Calcutta should be established there, but eventually Budge-Budge was selected for the purpose. The Port Canning Land Investment, Reclamation and Dock Company went into liquidation in 1870, and was reconstructed as the Port Canning Land Company, which is still in existence. It is under Parsi management, the offices being at Bombay, and is chiefly engaged in zamindāri, leasing out reclaimed land in the Sundarbans.

During its brief existence the municipality received and expanded upwards of ten lakhs, of which 8½ lakhs were obtained from loans. Government also disbursed either directly or
through the municipality nearly 20 lakhs, besides making a railway for the benefit of the port, at a cost of over 60 lakhs, which failed to cover its working expenses. At Canning itself five jetties were built on the Mátha opposite what was called “Canning Strand,” and two more on the Bidyádhari. A tramway was also laid down, and a wet dock, a rice mill capable of husking 90,000 tons of rice a year, a graving dock, goods sheds and landing wharves were constructed. Practically all that now remains is the railway, which has a certain amount of traffic in timber and other produce from the Sundarbans, some ruined jetties and the remains of a tramway line.

**Cossipur-Chitpur.**—Town in the Sadar subdivision situated on the bank of the Hooghly immediately north of Calcutta. It is bounded on the west by the Hooghly, on the south by the Chitpur Canal, which separates it from Calcutta and Mániktāla, on the east by the Eastern Bengal State Railway line and on the north by Barnagore. The population in 1911 was 48,178, of whom 34,432 were Hindus and 13,037 were Musalmāns. The increase in the number of inhabitants since 1901 is 7,428, or 18 per cent., and is nearly entirely due to immigration, for the number of immigrants, *i.e.*, persons born outside the 24-Parganas, is 5,916 more than it was in that year and now accounts for two-thirds of the population. The growth of population would have been even greater if the census had been taken early in February instead of on 10th March. The majority of the operatives and labourers employed in the jute presses and factories come from up-country and reside in the town for about eight months in the year, three-fourths of them returning to their homes as soon as the jute season is over; their exodus generally commences in the end of February and terminates in March. The jute season in 1910-11 was dull and short, so that fewer labourers came, and those that did come left earlier than usual. Besides this, the Eastern Bengal State Railway has acquired within recent years extensive areas, containing thickly peopled *bastis*, which have been demolished; during the three years preceding the census some large jute presses were also erected on land that was formerly occupied by *bastis*. The inhabitant of these *bastis* could not all find accommodation within the town and had to move outside its limits. The average density of population is 23 per acre, but varies considerably in different wards, being 12 in ward No. 3, 23 in ward No. 4, 29 in ward No. 2 and 39 in ward No. 1. The latter ward, which lies along the Hooghly in the south-west of the town, contains a number of jute presses and factories, and is practically a part of Calcutta.
The population being largely composed of immigrant male labourers, who leave their families at home, there is a great disparity of the sexes, there being only 565 females to every 1,000 males.

The town was formerly part of the South Suburban municipality, but was constituted a separate municipality in 1889. The area within municipal limits is a little under 3½ square miles and is divided into four wards, viz., (1) Chitpur, (2) Cossipur, (3) Sainthi and (4) Belgachia (including Tala and Paikpara). The municipal income is raised by means of a rate on holdings assessed at 7½ per cent. on their annual value. A water rate and lighting rate are also levied at the rate of 3 per cent. on the annual value of holdings, and latrine fees are assessed according to a prescribed scale. The town is supplied with filtered drinking water, which is obtained from the water-works of the Calcutta Corporation and distributed through the streets and to the houses by hydrants and pipes. The drainage of a small portion of the town along the river bank passes into the Hooghly, and the greater part drains eastwards into the cuttings of the railway embankments and thence through culverts into the Salt Lakes. There are two dispensaries, viz., the North Suburban hospital in Cossipur, a large institution which treats both in-patients and out-patients, and the Chitpur municipal dispensary, which treats out-patients only. There are two large private markets, called the Bhoritala and Bibibazar markets, and two annual melas are held, viz., (1) the Mohan mela held at Phulbagan on the Barrackpore Grand Trunk Road, which takes place at the end of December and beginning of January, and lasts five days, and (2) the Ram Lila mela, held in the grounds of a private garden house on the Grand Trunk Road, which lasts three days.

<table>
<thead>
<tr>
<th>Place</th>
<th>Factory</th>
<th>No. of operatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chitpur.</td>
<td>Strand Bank Jute Press</td>
<td>500</td>
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<tr>
<td></td>
<td>Union Jute Press</td>
<td>425</td>
</tr>
<tr>
<td></td>
<td>Chitpur Hydraulic Jute Press</td>
<td>410</td>
</tr>
<tr>
<td></td>
<td>Victoria do. do.</td>
<td>325</td>
</tr>
<tr>
<td></td>
<td>Calcutta do. do.</td>
<td>320</td>
</tr>
<tr>
<td></td>
<td>Ascherof Jute Press</td>
<td>320</td>
</tr>
<tr>
<td></td>
<td>Hooghly Hydraulic Jute Press</td>
<td>270</td>
</tr>
<tr>
<td></td>
<td>Ocean Jute Press</td>
<td>218</td>
</tr>
<tr>
<td>Cossipur.</td>
<td>Gun and Shell Factory</td>
<td>1,271</td>
</tr>
<tr>
<td></td>
<td>Cossipur Jute Warehouse</td>
<td>2,900</td>
</tr>
<tr>
<td></td>
<td>Cossipur Sugar Works</td>
<td>730</td>
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<tr>
<td></td>
<td>Bengal Hydraulic Jute Press</td>
<td>471</td>
</tr>
<tr>
<td></td>
<td>Camenbown Jute Press</td>
<td>450</td>
</tr>
<tr>
<td></td>
<td>Shellec Factory</td>
<td>430</td>
</tr>
<tr>
<td></td>
<td>Jheel Jute Press</td>
<td>390</td>
</tr>
</tbody>
</table>

Government Gun Foundry and Shell Factory, there are a number of jute presses, sugar and other factories, which make the town a busy industrial place. The marginal statement show...
the principal factories and the average daily number of persons employed in each during 1911.

Dakshin Bārāset.—A village in the Jeynagar thana of the Sadar subdivision, situated on the bank of the Adi Ganga, an old channel of the Ganges. It is 27 miles south of Calcutta, with which it is connected by a metalled road, and 5 miles from the Magrā Hāt station on the Eastern Bengal State Railway. Including the subordinate villages or hamlets of Makunda pur, Khātsara, Pārrāmāi, Birītī, Māstikuri, Kālikāpur, Balīdānag, Nurullāpur, Ramakantabāri, Abdulkarimpur and Bāneswarpur, it has an area of about 4 square miles and a population, according to the census of 1911, of 6,507 persons. The name Bārāset is a British corruption of Bārāsat, which is said to be derived from the fact that the merchant Srimanta, while journeying through ārya Māgra, i.e., the impassable Māgra, worshipped Sata Bārās, or a hundred deities, to ensure his deliverance from danger. The tradition recalls the days when the Adi Ganga was a navigable river leading to the uninhabited Sundarans and the perils of the Bay of BengaL The prefix Dakshin was added to distinguish it from the town of the same name, which is the headquarters of the Bārāset subdivision.

The village contains a temple of Kāli and a shrine dedicated to the god Adyamahēsh, regarding the foundation of which the following legend is related. One day, over 100 years ago, the cows of a Brāhmaṇ which were grazing in the fields were found to be yielding milk without their udders being touched. Next night the god Adyamahēsh appeared to the head of the Chaudhuri family, who were the zamindars of the place, informed him that his image lay below the spot where this miraculous event had occurred, and directed him to build a temple there, of which the priests should be drawn from the family of Brāhmaṇas to whom the cows belonged.

The village contains a post office, a Middle English School and a girls’ school. Two bazaars are held daily, one in the morning in front of the temple of Adyamahēsh, and the other in the evening in front of the temple of Kāli. There are three annual melās:—
(1) on the last day of Chaitra in the bazar near Kāli’s temple,
(2) on the first day of Baisakh in the Adyamahēsh bazar, and
(3) in April in honour of a sanyāsī named Achāluāmuda Tīrtha Svāmī, who was the guru or spiritual preceptor of Rājā Surendra Nārāyana Deb Bahādur, of the Sovābazar family of Calcutta. The tomb, or samādhi, of the Svāmī is in the village.

Diamond Harbour.—Headquarters of the subdivision of the same name, situated on the east bank of the Houghly, which is
here joined by the Diamond Harbour Khal. The local name of the place is Hajipur, and the creek is also known as Hajipur Khal. It is 49 miles south of Calcutta by river, 32 miles by road and 38 miles by rail, and is connected with that city by a pucca road and also by a branch line of the Eastern Bengal State Railway, of which it is the terminus. Steamers also run across the Hooghly to Geokhal and Tamluk in the Midnapore district, and it is a stopping place of the Assam-Sundarbans steamers. The village, for it is nothing more, is about a mile in length and lies on both sides of the khal. It contains the usual public buildings found in a subdivisional headquarters, four Munsifs' Courts, a sub-registry office, a post and telegraph office, a charitable dispensary, and a high school. In addition to the Subdivisional Officer, another Deputy Magistrate, a Sub-Deputy Magistrate, an Assistant Engineer of the Public Works Department and an Assistant Surgeon are stationed here. A harbour master and customs establishment are also maintained here to board vessels proceeding up the Hooghly, and the movements of shipping up and down the river are telegraphed to Calcutta and published, at intervals throughout the day, in the Calcutta Telegraph Gazette. It is further the local headquarters of the Salt Revenue Department, and a quarantine station has been opened for the accommodation of pilgrims returning from Mecca. The water-supply is obtained chiefly from a tank, the property of Government, which is reserved for the purpose.

About half a mile to the south is Chingri Khali Fort, where heavy guns are mounted and the Artillery encamp annually for gun practice; the cantonment commences immediately to the south of the Subdivisional Officer's house.

Diamond Harbour was a favourite anchorage for ships a century and more ago. According to Hamilton's East India Gazetteer of 1815, "At Diamond Harbour the Company's ships usually unload their outward, and receive the greater part of their homeward bound cargoes, from whence they proceed to Sangor roads, where the remainder is taken in. There are mooring chains laid down here, and on shore the Company have warehouses for ships' stores, rigging, etc., and at an adjacent village provisions and refreshments are purchased." Graves dating back to this period may be seen in an old European cemetery situated beyond the telegraph station. Here "the clump of lofty casuarina trees, through whose foliage the summer wind whispers the music of the ocean, will indicate to those who pass by in ships the place where lie so many of our race, whose expectations of reaching their native land were at Diamond
Harbour thwarted by the call to a far longer journey."* The inscriptions on the graves date back a century, the earliest being of the latter part of the eighteenth century. One epitaph records the death in 1832 at "Hidgelli Contai" (Hijili in the Midnapore district) of two young girls named Donnithorne within two days of one another; it also mentions the death of their mother but the last lines of the epitaph are missing. From the Bengal Obituary, in which the whole epitaph is given, we learn that she was the wife of a member of the Bengal Civil Service and died at Calcutta of a broken heart less than three months after her daughters.

In the compound of the house of the Assistant Engineer (which a mark in the floor of the verandah shows was erected in 1882 for the Trigonometrical Survey), there are two graves, of which one has an inscription to the memory of John Aitken, Inspector of Police, who, with his wife and child, was killed in the cyclone of 1864; the other has a slab but no inscription. Diamond Harbour suffered severely from this cyclone, which swept away the majority of its inhabitants; the loss of life within a mile of the river bank was estimated at four-fifths of the population. A mark on the wall of the Subdivisional Officer's cutcherry, which is fully 12 feet above the ground, marks the highest flood level.

Diamond Harbour Subdivision.—Subdivision in the southwest of the district, with an area of 1,283 square miles, of which 907 square miles are in the Sundarbans. The population in 1911 was 515,725, and the mean density 402 per square mile. The average is largely reduced by the Mathurapur thana, which stretches into the Sundarbans and extends over no less than 966 square miles. In this thana the density is only 91 per square mile, but in all the other thanas the figure rises to over 1,100, reaching the maximum of 1,593 in Kulpi.

The subdivision is bounded on the west by the Hooghly, which separates it from the Midnapore district, on the north and east by the Sadar subdivision, and on the south by the Bay of Bengal. Along the sea face there are several islands, including Sagar Island and Fraserganj. Two others are called the Tongra Char (one old and the other new), and a third has formed in the bed of the Muriganga (also called the Bāratāla or Channel Creek) to the east of Sagar Island; an attempt has been made to bring the old Tongra Char under cultivation, but the other two are still to a large extent below high water level during spring tides. The land consists almost entirely of a series of low-lying basins.

sloping inwards from the river banks, which are apt to be
inundated whenever there is excessive rainfall, such as occurred
in September 1900, when the country resembled an inland sea
with the villages rising, like islands, above the waste of water.
The country north of the Sundarbans is enclosed, on the west,
south and east, by the Hooghly embankment, in which there are
sluices for purposes of drainage, such as the Sātpukur sluice in
the Mathurāpur thana, the Tengra and Kulpi sluices in the
Kulpi thana, and the Bendasal sluice in the Diamond Harbour
thana. In the Sundarbans area private proprietors, or lotdars, as
they are called locally, have erected embankments round their
lots, which protect the tracts under cultivation from the ingress
of salt water. Lots Nos. 1-27 and 110-116 lie within the sub-
division, and are now almost entirely under cultivation. Cultiva-
tion, in fact, extends to the south-west of the Sundarbans with
the exception of an area of protected forest towards the southern
extremity. To the south of the cultivated area the land is still
covered with a dense low scrubwood, above which isolated forest
trees raise their heads here and there. The chief navigable
river is the Hooghly, which is joined by several feeder creeks or
khāls, viz., (1) the Kāthakhāli, a stream that is now nearly silted
up, which debouches 3 miles north of Falta, (2) the Balarāmpur,
which also joins the Hooghly near the Falta Fort, (3) the Nila
Khāl, Kholākhāli, Harā and Diamond Harbour Creek, all in the
Diamond Harbour thana, of which the Harā is silted up in all
but a few places, and (4) the Kulpi Khāl and Tengra Khāl in the
Kulpi thana. The principal channels in the interior of the sub-
division are the Magrā Hāt Khāl, Kāorāpukur, Lakshmi-kāntapur
Sangrāmpur, Sātpukhur, Bānstala, Ghughudānga, Gundākāta and
Andārmanik, of which the two first mentioned are the principal
trade routes. The Magrā Hāt Khāl connects Magrā Hāt,
Jaynagar and Surjapur; the Kāorāpukur affords communication
between Magrā Hāt, Nainān and Jhinkī, and all rice-laden dōngās
proceed by it to Chetla.

Dum-Dum.—Town in the Barrackpore subdivision, situated
7 miles north-east of Calcutta by rail and 8 miles by the Jessore
road. The railway station forms the junction of the eastern and
central sections of the Eastern Bengal State Railway. At
Dum-Dum Cantonment there is another station on the latter
section. The town is divided between the two municipalities
of North Dum-Dum and South Dum-Dum, which have a
population; according to the census of 1911, of 8,865 and 12,874,
respectively; the figure for North Dum-Dum includes the
population of the cantonment, viz., 3,818.
The name Dum-Dum is a corruption of Damdama, meaning a raised mound or battery. It appears to have been first applied to an old house standing on a raised mound, of which the following account is given by Mr. R. C. Sterndale in the Annual Report of the Presidency Volunteer Reserve Battalion for 1891, in which year it was used as the Volunteer headquarters—"Dum-Dum House, or, as it is sometimes called by the natives, the Kila (the fort), is a building of some historic interest." It is probably one of the oldest existing buildings in Bengal, as it was in existence, though not in its present form, before the sack of Calcutta by the Nawab Siraj-ud-daula in 1756. The first mention of it occurs in Orme's History of the War in Bengal. He states that when Clive marched through the Nawab's camp at Sealdah, on the morning of the 8th February 1757, in a dense fog, he crossed the Dum-Dum Road. "This road," says the historian, "leads to Dum-Dum, an old building stationed on a mound." The cantonment and station of Dum-Dum were not established until nearly fifty years later, but the Bengal Artillery used to come out to Dum-Dum to practise on the plain, when the officers used to occupy the old building, while the men were camped in the grounds.

"The building appears to have been originally a one-storeyed blockhouse, so constructed as to secure a flank fire along each face, with underground chambers or cellars. The walls were of great thickness, from 4 to 8 feet thick, while they were further strengthened by massive buttresses, between which the walls were apparently loopholed for musketry. No authentic account of the origin of this building can be found, but it was probably either a Dutch or Portuguese factory. The native tradition is that the mound on which it stands was thrown up by a spirit in a single night, and to this day the house and grounds have the reputation of being haunted. Some time after the battle of Plassey, Lord Clive made the old building his country-house, altering the lower storey, so as to destroy its character as a defensive position, and building a fine upper storey; the grounds were also laid out with great expense and taste in the then prevailing formal Dutch style. Bishop Heber, nearly seventy years ago, speaks of this house as then presenting a venerable appearance and being surrounded by very pretty walks and shrubberies. No remains of those now exist, though the lines of the old walks and garden paths may be traced through the thin turf in the dry summer. From its elevated position and the massiveness of its

* An old house standing on a hillock in the Fort at Monghyr (demolished a few years ago), which dated back to Mughal times, was also called Damdama Kothi, i.e., the Dum-Dum House.
structure, the old house would be still capable of a stout defence against anything but artillery."

At Dum-Dum, on the 6th February 1757, was concluded the treaty by which the Nawâb of Bengal ratified all privileges previously enjoyed by the English, made restitution of Calcutta, Cossimbâzâr and Daeeâ, permitted Calcutta to be fortified and granted freedom of trade and liberty to establish a mint. A cantonment was established in 1783, previous to which the place had been the practice ground of the artillery,* and it was the headquarters of the Bengal Artillery until 1853, when they were removed to Meerut. In the latter part of the eighteenth century Dum-Dum was a fashionable place of resort for the European residents of Calcutta. "As Dum-Dum grew," writes Miss Blechynden in Calcutta, Past and Present, "it became the fashionable resort for Calcutta society, and many a gay cavalcade of fine ladies and gentlemen passed along the raised Dum-Dum road to be present at a grand review. The gay dames and gallants have long slept in their scattered tombs, but the memory of their passing to and fro still lingers in the countryside, where the simple village folk, as they gazed after them across the level expanse of their rice fields, threaded their own exclamations of pleasure at the sight on the melody of a song, which may yet be heard when, in the quiet evening hour, mothers croon their babies to rest—

Dekho meri jân!
Kampâni nishân!
Bibi gia Dum-dunma,
Oori hai nishân.
Burra sâhib, chota sahib,
Bauka Kapîtan,
Dekho meri jân,
Lia hai nishân."

* Which may be freely translated—
"See, oh! life of mine!
The Company's ensign.
The lady to Dum-Dum hath gone,
Flieth the ensign.
Great men, little men,
Officers so fine,
So, oh! life of mine!
Goeth the ensign."

* Colonel Pease in a letter, dated 23rd February 1775, says that his corps was encamped at tents in Dum-Dum to carry on practice, which usually lasted two months.
From 1861 to 1893 Dum-Dum was the headquarters of a separate subdivision, which was amalgamated with the Barrackpore subdivision in the latter year. Since then the civil and criminal administration of the cantonment has been vested in a Cantonment Magistrate, who is also Cantonment Magistrate of Barrackpore.

The Dum-Dum cantonment has an area of 1½ square miles, and is bounded on the north, west and south by the South Dum-Dum municipality; to the east lie rural tracts forming part of the Dum-Dum thana. There is a fine range of barracks, built round a square, which are occupied by a detachment of a British infantry regiment. It also contains a Protestant church (St. Stephen's), capable of containing seven to eight hundred people, a Roman Catholic church and Wesleyan chapel, a European and Native hospital, a large bazar, and several large clear-water tanks. Within the baulustrade, which surrounds the Protestant church, is a handsome pillar of the Corinthian order raised, by his brother officers, to the memory of Colonel Pearse, the first commandant of the Artillery regiment, who died in Calcutta, 15th June 1790. In front of the mess-house there was another monumental column raised to the memory of the officers and men who fell during the insurrection and retreat from Kabul in 1841, but more especially to Captain Nisholl and the officers and men of the 1st Troop, 1st Brigade, Horse Artillery, who were cut down to the last man in defence of their guns. This was blown down by a gale in 1852, and the pediment, with the marble slab containing the names of the officers and men, is all that now remains. The cantonment also contains the ammunition factory of the Ordnance Department, which manufactures arms, shells, etc., and has given its name to the "Dum-Dum bullet"; it employed a daily average of 2,681 operatives in 1911. Filtered water is supplied from the Calcutta water-works by pipes and hydrants.

The North Dum-Dum municipality has an area of about 5½ square miles, including the cantonment, and stretches for about 4 miles from east to west. In shape it resembles a dumb-bell, having two broad ends joined by a narrow neck. There are two wards, viz., Kadihatí and Nimta; a considerable portion is rural in character. The municipal income is raised by means of a tax on persons at the rate of 12 annas per hundred rupees of income; latrine fees are levied at 3 per cent. on the annual value of holdings. The water-supply is derived mainly from tanks, one of which, the Nimta Dighi in the north of Nimta, is of very
large size. There is no efficient system of drainage. The rainfall of Ward No. I (Kādīhāti) finds its way by kutchā drains to some extent into the Nawai Nadi, which finally flows into the Bidyādhāri. Parts of Nimta and Bīrāti drain into the Nīkaurī Khāl, which leads into the fields to the south and there ends, for it is dammed up and its bed cultivated. Two small melās are held: one, called Chaukudhānī’s melā is held in Nimta in February; the other, called Fakir Sāhib’s melā, is held in Gauripur in honour of a Muhammadan saint named Šāh Farīd. There is a municipal dispensary in Bīrāti.

The South Dum-Dum municipality has an area of about 5 square miles and is divided into three wards. The municipal income is raised by means of a rate on holdings in Ward No. 3, at 5 per cent. of their annual value, and a tax on persons in the other two wards, assessed at 1 per cent. on the annual income of the assesses. Latrine fees are levied according to a prescribed scale, and a water-rate at 2 to 4 per cent. on the annual value of holdings. Filtered water is obtained from the Calcutta water-supply system and distributed by hydrants. The greater part of the municipality drains into the Bāgjola Khāl, which enters it at the north, and passes away at the south-east, discharging into the Salt Water Lakes. An annual melā called the Sākuri melā is held in Bāgjola in February, and lasts seven days. Two daily markets are held at Garbhānga and Nagār Bazar for the sale of fish and vegetables, respectively. The municipality maintains a dispensary, which treats out-patients only. There is a large jute mill, within municipal limits, at Dakhindwāri. Three miles south of Dum-Dum is Pātipukur, a station on the Eastern Bengal State Railway, which is rising into importance as a terminus of the jute traffic.

Falta.—A village in the Diamond Harbour subdivision, situated on the bank of the Hoooghly nearly opposite to the spot where it is joined by the Dāmodar. It is the headquarters of a thana and the site of a fort, mounting heavy guns, which forms one of the defences of the river Hoooghly. In the eighteenth century the Dutch maintained a station here, to which the English retired after the capture of Calcutta by Širāj-ud-daula in 1756, and at which they remained until a sufficient force had been collected for its recapture. Further details of their stay at Faltā will be found in Chapter II.

The pages of the Gazette in the latter part of the eighteenth century and the beginning of the nineteenth century contain some advertisements relating to the place. The Gazette of the 16th April 1790 gave notice of the sale of the factory
and grounds at "Pulta" and Fort Glover with the powderworks at Manicolly; and on 8th July the result of the sale was announced as follows:—Pulta factory Rs. 5,800, Pulta bleaching ground Rs. 5,800, Old powder works Rs. 3,000; and Fort Glover Rs. 2,450. The situation of the places mentioned makes it practically certain that Pulta is a misspelling of Pulta or Falta.

In the early part of the nineteenth century there was a large farm here under European management, as appears from three other advertisements. The first, which is dated 22nd July 1802, states that John Francis Galmigde admits John Saunders, late victualler to the East India Company, to partnership in the farm; in the second, which appeared in 1806, Galmigde and Saunders advertise lime juice, put up in kegs, for sale as an antiscorbutic. A third advertisement gave notice of the sale in 1815 of the Falta Farm and Tavern conducted by Messers. Higginson and Baldwin.

Fraserganj.—Island in the extreme south of the Diamond Harbour subdivision. It is bounded on the north and west by the Pattibunia Khal, on the east by the Sattarmukhi river and Pukuriaber Khal and on the south by the Bay of Bengal. It has an area of about 15 square miles, and is 9 miles long from north to south, its average breadth being 3 miles. It has a sandy beach facing the Bay, north of which are sand dunes, which a line of trees separates from the land to the north. There is one large fresh-water jhol, about a mile in length, lying between two of the dunes. The island is called locally Narayantala, and in the Admiralty charts bears the name of Meckenberg Island. It was called Fraserganj after Sir Andrew Fraser, Lieutenant-Governor of Bengal from 1903 to 1908, during whose tenure of office a scheme of reclamation and colonization was undertaken and steps taken to develop the place as a health resort for the inhabitants of Calcutta and its neighbourhood. With this object about two-thirds of the island was cleared of jungle and roads and embankments were constructed. A dispensary and school were started, a post office opened, a golf course laid out and a dak bungalow built on the highest dune. The work of reclamation, however, proved unexpectedly costly, and cultivators could not be induced to settle on the island on remunerative terms, so that the work was given up by Government. While it was in progress, a number of house sites were discovered with large tamarind trees and manna trees (Euphorbia nivula), growing near them, and in the south-east of the island four old kilns and scattered bricks were found—all proofs that the island was formerly inhabited.
Garden Reach.—Town in the Sadar subdivision, situated on the Hooghly, south-west of Calcutta, from which it is separated by the Nimakmahal Ghat road. Its population in 1911 was 45,295, of whom 21,286 were Hindus and 23,706 were Musalmans. The mean density is 21 per acre, the average for each of the circles into which the municipality is divided being 22 in Circle No. 1, 19 in Circle No. 2, 13 in Circle No. 3 and 10 in Circle No. 4; the highest density is found in the circle next to Calcutta, and it diminishes the further one proceeds from the city. The increase of population since 1901 amounts to 17,084, which is partly the result of an extension of the municipal limits, the added area having a population of 6,114 or one-third of the net gain. It is also partly due to the immigration of mechanics and artisans attracted by the high wages obtainable in industrial works: at the time of the census 10,644 males, or nearly two-fifths of the male population, were employed in the jute and cotton mills and in the dockyards. These immigrants are, for the most part, unaccompanied by their families, and there is consequently a marked disparity of the sexes in the town, there being three males to every two females.

Garden Reach is a town of modern growth. In the eighteenth century it was the site of the small Mughal fort of Aligarh, opposite to which, on the other bank of the Hooghly, stood the fort of Tanna, both of which were taken by Clive in his operations for the recapture of Calcutta in 1756. In the latter half of that century the place became a fashionable suburb of Calcutta, and there are many fine houses along the river bank, mostly built between 1768 and 1780, which were the palaces of the Calcutta merchants. Its popularity declined when the King of Oudh settled at Matiaburuz with a large entourage (after his deposition in 1856), and the better class of European residents, finding its amenities diminished, gradually deserted it in favour of Alipore and Ballygunge; some of the ex-king's descendants still reside in the locality. Most of the large houses are now used as the offices and residential quarters of the large factories and mills that have been established here.

Garden Reach was formerly part of the South Suburban municipality, and was formed into a separate municipality in 1897. The municipal income is raised by a rate on holdings, which is assessed at 7½ per cent. on their annual value; latrine fees are also levied according to a prescribed scale, and a water-rate is assessed at 3½ per cent. on the annual value of holdings.

The town is a busy industrial place, the principal concerns being (1) the Clive Jute Mills, of which mill No. 1 employed a
daily average of 2,917 hands in 1911, and mill No. 2 of 2,775; (2) the Bengal Cotton Mills, with 2,000 hands; (3) the dockyards of the India General Steam Navigation Company and the Rivers Steam Navigation Company with an average of 1,331 and 1,271 respectively; (4) the Victoria Engineering Works of Messrs. John King and Company 167; and (5) the factory of the North-West Soap Company 183. The Lower Hooghly Jute Mill is situated at Bedertala, but remained closed in 1911. Other buildings of interest are the King of Oudh’s palace at Māṭīāburuz (now dismantled), the Army Remount Depot, the Emigration Agency for Trinidad, Fiji and Jamaica, the Emigration Agency for Demerara and Natal, the coal depôt and wharf of the British India Steam Navigation Company at Bracebridge Hall, and the Government (Public Works Department) brick-fields at Akra. A large trade in straw is carried on, the straw being brought in large country boats and landed at Bichāli Ghát.

Gārūlia.—Town in the Barrackpore subdivision, situated on the bank of the Hooghly, 1 mile from Shāmnagar station on the Eastern Bengal State Railway (19 miles north of Sealdah) and 5 miles by a pucca road from Barrackpore. Its population in 1911 was 11,580. The town was constituted a municipality in 1896, Wards Nos. 2 and 3 of North Barrackpore being separated to form it. It has an area of 2½ square miles and is divided into three wards, viz., (1) Naopaara, (2) Mills and Bazar and (3) Gārūlia; the most populous ward is No. 2. The village of Shāmnagar, which forms the subject of a separate article in this chapter, is within municipal limits; this village contains the Shāmnagar Jute Mills and the Dunbar Cotton Mill. The income of the municipality is derived from a rate on holdings, which is assessed at 6 per cent. on their annual value; latrine fees are also assessed at 1 anna 3 pies a month per head (adult) of the population in the case of residential houses and at 2 annas a month per compartment in the case of cooly lines. The municipality maintains an out-patient dispensary, and the two mills keep up well-equipped private dispensaries for their employés, who form a large proportion of the population. Filtered water is supplied to the town by the mills. The town contains an unaided high school.

Gobardāṅga.—Town in the Bārāset subdivision, situated on the east bank of the Jamuna or Ichāmati river, 36 miles northeast of Calcutta, with which it is connected by the central section of the Eastern Bengal State Railway. Its population in 1911 was 5,070. It constitutes a municipality, the area within municipal limits being 3 square miles. There are six wards, viz.,
1) Gobardānga, Bābupāra and Gaipur, (2) Gobardānga, (3) Jobardānga, Kāntākhāl and Sarkārpāra, (4) Khantura, (5) Haidādpur and Raghunāthpur and (6) Gaipur. The municipal income is raised by means of a tax on persons assessed at 12 annas per hundred rupees of income. There are an out-door dispensary maintained by the Mukherji family of zamindārs, which was removed from Government supervision in 1889, a high school and a Bench of Honourable Magistrates. Trade is carried on in jute and molasses, and there are several sugar factories. Tradition points to this place as the spot where Krishna tended his flocks. Gaipur is said to have been the home of the gopinis, or milkmaids, with whom he sported; an embankment across the river is called Gopinipota, and an adjoining village bears the name of Kānhainātsāl, meaning "Krishna's pleasure-seat."

Hālishahar.—Town in the Barrackpore subdivision, situated on the bank of the Hooghly, 26 miles north of Calcutta, with which it is connected by the Eastern Bengal State Railway. Its population in 1911 was 13,423. It was formerly part of Naibāti, but was constituted a separate municipality in 1903. The municipal income is raised by a tax on persons, which is assessed at 10 annas per hundred rupees of income; latrine fees are also levied at the rate of 5 per cent. on the annual value of holdings. The municipality maintains a dispensary for out-door patients; there is also a high school and a Bench of Honourable Magistrates. Kānchārpāra, a village containing the Locomotive and Carriage Works of the Eastern Bengal State Railway, is within municipal limits.

The place was formerly called Kumārhāta, and was a noted home of Pandits. Rām Prasād Sen, "that great saint and poet of the eighteenth century, whose name is known and revered throughout Bengal,"* was born here about 1720 A.D., and here composed many of his poems. When a young man, he was employed as a sarkār or accountant by a Calcutta merchant, but filled his ledgers with poems instead of with figures. When the head accountant reported his negligence to his master, the latter, admiring his talent, sent him back to Kumārhāta with a pension, and here, free from financial cares, he gave full vent to his poetical genius. His home is visited every year by a number of Hindus, and an annual mela is held in his honour.

Hāroa.—A village in the Baistrāt subdivision, situated 6½ miles south of Deulīa, with which it is connected by a pucca

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road. The village is said to derive its name from the fact that the bones (hâr) of a Muhammadan saint, named Pir Gorâchând, were buried here; an annual fair is held in Phâlgun (February) in honour of the saint, who is said to have lived six hundred years ago. Tradition states that this holy man came to Bâlinda, the pargana within which Hârâa is situated, and settled on the banks of the Padma, close to the house of one Chandraketu, a rich landlord and staunch Hindu. Gorâchând at once set to work to induce Chandraketu to embrace the faith of Islam. He performed several miracles before him, such as changing a piece of iron into a plantain, and causing a common fence to produce chamâpa flowers. He also restored to life a Brâhman, who had been slain by the female monster Biroja. These miracles, however, did not shake Chandraketu’s faith.

Unsuccessful in his attempt to convert Chandraketu, Gorâchând next proceeded to Hâthiâgarâ pargana, which was ruled over by Akhiânaund and Bakânund, the sons of Râja Mohidânanând, who practised human sacrifice, offering up one of his tenants every year. On the occasion of Gorâchând’s visit, the lot for the next victim had fallen upon one Mûmin, the only Muhammadan tenant of the Râja. Gorâchând offered to become the proxy of his co-religionist, but when taken before Bakânund he refused to fulfil his promise. A fight ensued, in which Bakânund was slain. Akhiânaund, on hearing of his brother’s death, invoked the aid of his guardian deity, Siva, who supplied him with a weapon, with which he took the field against Gorâchând and severely wounded him. Gorâchând asked his servant to procure some betel-leaves to apply to the wound, but he could not obtain any. Hence it is said that betel-leaf can never grow in Hâthiâgarh, and it is so far true that none is cultivated there. Gorâchând returned wounded to Kultí Behârî, about 4 miles from Hârâa, where he was abandoned by his servant, who gave him up for dead. It is said that a cow belonging to two brothers, named Kinu and Kalû Ghosh, daily came to Gorâchând and gave him milk, and that his life would have been saved if he could have sucked unobserved for six days successively. It happened, however, that the milkmen, having failed to get any milk from the cow for four days, watched her, and discovered her in the act of giving suck to Gorâchând. Thereupon the latter, feeling his end approaching, requested the milkmen to inter his body after his death. He soon afterwards expired, and was buried at Hârâa.

The burial of Gorâchând by the milkmen was observed by another man, who taunted them with the act, and
threatened to expose them, so as to put them out of caste. One day the brothers, being unable to bear these taunts any longer, killed the man in a passion, and were taken for trial before Alâ-ud-din, the Governor of Gaur. The wives of the milkmen went to Gorâchand's grave and related their misfortunes, when the holy man suddenly rose from the tomb. He immediately repaired to Gaur, arrived before the governor in time to have the brothers released, and returned home with them. Gorâchand had not forgotten Chandraketu, and in order to bring him into trouble, proceeded a second time to Gaur, and got one Pir Shâh appointed as Governor of Bâlinda. The new governor, soon after his arrival, sent for Chandraketu. The latter obeyed the summons; but having considerable misgivings as to the result, he took the precaution of taking a pair of carrier-pigeons with him, and told his family that, in the event of fortune turning against him, he would let the pigeons fly, and their reappearance at home would be the signal for the female members of his family to destroy themselves. Pir Shâh harassed Chandraketu so much, that he lost heart and let loose the birds. As soon as his family perceived the return of the pigeons, they drowned themselves. Chandraketu was ultimately released, but on his return he followed the example of his relatives and committed suicide. For a long time the descendants of the brothers Kiu and Kâhil Ghosh enjoyed the proceeds of the fair, but the family eventually became extinct, and the tomb is now in the charge of Muhammadans. The Governor Alâ-ud-din is said to have allotted an estate of five hundred acres of land for the maintenance of the tomb, and certain lands are held nominally for this purpose to the present day.

Hasanâbâd.—Village in the extreme west of the Basirhât subdivision, situated on the west bank of the Ichâmati river. It is the headquarters of a thana and a considerable centre of trade on the Sundarbans boat route. It was for some time the residence of Dr. Carey, the great Baptist missionary. He and John Thomas, who had been a ship's surgeon, landed in Calcutta in November 1793, but after being a month there were reduced to such straits that they had to seek a cheaper locality. Bandel was fixed upon, but it was ill-suited for Carey's plan of missionary labour, for it afforded him no opportunity of accommodating his habits of life to those of the Indian community, which he considered the most effectual mode of obtaining access to the people. They, therefore, left the place and returned to Calcutta, where they were lent a house in Mâniktala by a Bengali money-lender to whom Thomas was in debt. Great was the
relief, for Carey's wife had become insane, and her sister and two of his four children were down with desentery. Carey's munshi now suggested that the destitute family should move to the waste jungles of the Sundarbans, and there cultivate a grant of land. "With a sum of £16 borrowed from a native at 12 per cent. by Mr. Thomas, a boat was hired, and on the fourth day, when only one more meal remained, the miserable family and their stout-hearted father saw an English-built house. As they walked up to it, the owner met them, and with Anglo-Indian hospitality invited them all to become his guests. He proved to be Mr. Charles Short, in charge of the company's salt manufacture there. Here, at the place named Hasanabadd, Carey took a few acres on the Jamuna arm of the united Ganges and Brahmaputra, and built him a bamboo house, 40 miles east of Calcutta. Knowing that the sāhib's gun would keep off the tigers, natives squatted around to the number of three or four thousand."* After a few months Carey left the place for Mālda, where he arrived in June 1794.

Henckellganj.—Village in the Basirhat subdivision, situated on the right or west bank of the Kālīndi river opposite to Basantpur in the Khulna district. It is one of the chief markets for the abads, or cultivated clearings, in the Sundarbans, where the inhabitants bring their produce, such as rice, wood and fish, for sale and lay in a stock of tobacco, salt, kerosine oil, etc. The boat route through the Sundarbans leaves the Kālīndi here to pass eastwards through the Khulna district. The place is called after Mr. Henekell, Magistrate of Jessore, who was appointed "Superintendent for cultivating the Sundarbans" in 1784. In pursuance of his scheme of colonization, he established three markets for the development of the Sundarbans. Two of these were Kachua and Chāndkhali in the Khulna district, and the third was Henckellganj. When Henekell's overseer was clearing the place, which was under jungle when first occupied, the work of reclamation was interrupted by tigers, which made constant attacks on the workmen. The overseer, therefore, called the place Henckellganj in the belief that the tigers would be oversawed by the name and cease to molest his men. The name adhered to the village until the survey authorities, in mapping out the district, took the native pronunciation and entered it in the maps as Hingulgunge, so blotting out its history.

Ichāpur.—A village on the bank of the Hooghly in the Barrackpore subdivision, which forms part of the North Barrackpore

* The Life of William Carey, by G. Smith, C.I.E., LL.D.
municipality. It is the site of a large Government rifle factory, which employed a daily average of 2,050 hands in 1911. The rifle factory was erected on the site of an old gunpowder factory; on the main gate there is an inscription on a marble slab recording the names of past Superintendents of the gunpowder factory, beginning with Assistant Surgeon Farquhar. The original owners of the site were the Dutch, some of whose buildings still remain. The present buildings were begun in 1903, and electric power was installed in 1905. The first rifle was manufactured, to test the machinery, in 1906, and the regular outturn of rifles began next year. Electrical power is supplied from a large power-house, with seven sets of dynamos and boilers, which also supplies the gun and shell factory: close by are the gas works. The following account of the processes of manufacture is taken from an article called "The Enfield of India," which appeared in the Statesman of 27th September 1908.

"A lifetime’s use of a rifle, and even an intimate knowledge of its 132 component parts, can give no idea of the immense labour expended in its manufacture, and the hundreds of operations and tests through which it passes, before it is placed in the hands of the soldier or volunteer for service. Every part, down to the smallest screw, passes through many hands and over many machines between the stages of raw material and completion, and each part is disposed of with scrupulous care. To take the case of the rifle body—the steel piece between the fore end and the butt—this component, between the smithy and the final inspection, passes through no less than 208 distinct operations on as many machines, and at the various stages is tested on 102 separate occasions. It is seen first in the smithy as a shapeless glowing lump of steel, and then from hand to hand and machine to machine it passes until it appears in its final shape, but without the polish and browning. These come later, and are of course of no importance whatever in comparison with the work of seeing that it is made on standard lines, and capable of being instantly and perfectly fitted to the other component parts. The bolt, breech, trigger-guard, bolt-head, etc., all pass through many operations and severe tests, before being finally taken to the ‘Assembly’ section where the rifle is put together. From thence it is forwarded to the ‘Inspection’; and, if it passes the practised and vigilant eye of the non-commissioned officer in charge of that important department, to the range for the final test. Perhaps one of the most interesting operations or, more strictly, long series of operations, is the making of the barrel.
The steel rod is bored and then milled, and after a number of other minor operations, the necessity of which can only be adequately gauged by the expert, the rifling is undertaken. That is in itself a work of much delicacy and occupies some time in its completion. Preliminary tests follow, and if the inner surface is what it should be, it is put into the finisher's hand after which it is handed over to the Sergeant in charge of the 'Inspection.' It is possible that at this stage defects that passed at the preliminary inspection are discovered, and the part is promptly rejected as waste.

"In the wood-work section there is also much of interest to be observed. One sees the butt, hewed by a machine with curious looking teeth out of a block of walnut in something under three minutes: and at another machine the fore end is also cut into shape with similar expedition. Smoothing and polishing are effected with marvellous rapidity, and before it is possible quite to realize that the work has begun, there are the two wooden portions of the rifle ready for the 'Assembly,' but in the meantime they have passed through half a hundred hands. The work has to be done to an absolutely correct point, no allowance being permitted for even a thousandth part of an inch of difference.

"But after all the assembling has been completed, and the gauging and testing carried out, there remains the supreme trial on the range, and here the rifle is subjected to a test, from which it emerges a perfect service weapon, or is sent back to the factory for rectification. The men on the range are picked shots, winners at the principal rifle meeting in India, and the distances at which rifles are tested extend from 100 feet to 600 yards. An ingenious machine is provided at each distance, and on this the rifle is placed: telescopic sights are used, so that the error that might be present, even when a crack shot is firing, is eliminated. The ranges are all under cover; therefore no allowance is necessary for force or direction of the wind, or climatic conditions. In short, the rifle is placed in position under perfect conditions that can never be secured in the open on ordinary occasions. The target if shown to a volunteer or regular shot would be his despair, for it is only two or three inches square, and all the shots fired must strike inside the marked space, or the weapon is put aside as defective. If adjustments are possible, well and good: they are made, and the test begins once more from the beginning; if not, the rifle is finally rejected. But it may be taken for granted that once a rifle has passed this supreme test and is issued for service, it is a perfect article: not less so than if it were made in an old established English or Continental factory."
Indeed, it is claimed at Ichapur that the gauge or test standard is far higher than that to be found in some European factories. In many of its part the limits of difference between the absolutely accurate and the actual are nil; in others a thousandth part of an inch.

"Much also has been accomplished outside the factory proper. The Park was extremely unhealthy in the first year or two through foundation digging and the absence of proper drainage. The latter, together with an excellent filtered water-supply, was provided in 1905; the many small tanks have mostly been drained, and kerosine oil is used regularly on the others. Septic tank latrines are used in the factories, and lines for workmen have been provided between the Factories Park and the railway lines. This used to be the unhealthiest part of Ichapur: cholera was practically endemic; but since the land has been cleared and drained, and a filtered water-supply introduced, cholera has disappeared."

Jaynagar.—Town in the south of the Sadar subdivision, situated on the Adi Ganga, an old channel of the Ganges, 31 miles south of Calcutta. The Kulpi road runs through the town, and it is 6½ miles, by water, from the Magra Hat station on the Eastern Bengal State railway. Its population in 1911 was 9,245. It is the headquarters of a thana and a station of the London Missionary Society. It contains an out-patient dispensary (opened in 1899), a high school, a sub-registry office and a Bench of Honorary Magistrates. It has been constituted a municipality, the area in municipal limits being 2 square miles. There are four wards, viz., North and South Jaynagar, and North and South Mozipur. The municipal income is raised by means of a tax on persons; latrine fees are also levied at the rate of 1½ per cent. on the annual value of holdings. Three mela days are held, viz., (1) the Doljatra in March, which lasts ten days, (2) the Goshtastami in November, which lasts one day, and (3) the CAshtajatra in the middle of April, which also lasts one day. About 4 miles south-west of Jaynagar is Mathurapur, the headquarters of the thana of the same name.

Kamarpit.—Town in the Bakkarpore subdivision, situated on the Hooghly river. It is bounded on the north by the South Barrackpore municipality, on the west by the Hooghly and on the south by Burnagore, while the eastern boundary lies a little to the east of the main line of the Eastern Bengal State Railway. Its population in 1911 was 18,015. It was formerly part of the Burnagore municipality, but was formed into a separate municipality in 1899. The area within municipal limits
is about 3½ square miles, and there are two wards, viz., (1) Ariadaha and Kamrhati and (2) Belgharia and Basudebpur. The municipal income is obtained from a rate on holdings assessed at 6½ per cent. on their annual value; latrine fees are also levied. The town contains a high school and a large hospital, the Sagardutt Hospital, which treats both in-patients and out-patients. There are three factories, viz., the Kamrhati Jute Mill, of which mill No. 1 employed a daily average of 3,682 hands and mill No. 2 3,351 hands, in 1911, and the Venesta Factory, for rolling tin, etc., which employed 147 hands.

Within this municipality is the greater part of the village of Dakhineswar, where there is a group of temples called Rani Rasmani's Navaratna, after the founder, Rasmani Dasi of Janbazar in Calcutta. These consist of two beautiful central temples, dedicated to Kali and Krishna, faced by 12 minor shrines in honour of Siva. There is a popular burning ghata at Ariadaha, to which Hindu corpses are brought from long distances.

Kanchrapara.—Village in the Barrackpore subdivision, situated 28 miles north of Calcutta. This village, which forms part of the Halishahar municipality, contains a station on the Eastern Bengal State Railway, and the workshops of the Locomotive and Carriage Department of the railway, which employed a daily average of 2,158 hands in 1911.

Kanchrapara is also called Bijpur. Here there was a shrine of Kali, called Dakaiti Kali, i.e., the Kali of dacoits, at which, it is said, dacoits used to offer human sacrifices, to propitiate the goddess, before starting on their raids. Part of the tree under which her image stood still remains: it is worshipped by the people and besmeared with vermilion by barren women, who visit it in the hope of obtaining offspring.

Kankinara.—Village in the Barrackpore subdivision, situated 22 miles north of Calcutta. It forms part of the Bhatpara municipality and contains a paper mill and jute mills. See the article on Bhatpara.

Kanthalpura.—A village in the Barrackpore subdivision, situated about a mile from the Naihati railway station. It is said to be a noted place of Sanskrit learning and was the birthplace of the great Bengali novelist Bankim Chandra Chatterji. A fair is held here during the Rasjatra of Madan Mohan, which was established half a century ago by the Maharajah of Nadia, Sris Chandra Ray.

Khardah.—Village in the Barrackpore subdivision, situated on the bank of the Hooghly, 12 miles north of Calcutta. It forms part of the South Barrackpore municipality and contains
the municipal offices and municipal dispensary. There is a station here on the Eastern Bengal State Railway, and bricks and brushes are manufactured on an extensive scale. The place is of interest from having been for some time the home of Nityānanda, one of the greatest of Chaitanya’s disciples. To him is ascribed the foundation of the village, the legend being as follows:

Nityānanda came here to live the life of an ascetic on the bank of the Hooghly. One day he heard the lamentations of a woman and went to her, when she told him that her only daughter had just died. Upon looking at the body, Nityānanda said that the girl was only sleeping. The mother thereupon made a vow that if he would restore her daughter, he should have her for his wife. The saint immediately revived the girl, and wedded her. Being now a married man, he required a house to live in, and asked the landlord of the place for a plot of land for a site. The latter, to mock him, took a piece of straw (khar) and threw it into an eddy (daha) of the river, telling him to take up his residence there. Nityānanda’s sanctity was such that the eddy immediately dried up, and left a convenient site for a dwelling. Hence the village took the name of Khardah.

From Nityānanda’s son Bīrbhadra are descended the Goswāmis or Gosains of Khardah, who are regarded as gurus, or spiritual guides, by the Vaishnāvas. Khardah has become a great place of pilgrimage for the sect, and large numbers flock thither on the occasion of the fairs held at the Dol and Rās festivals. There is a fine temple containing an image of Shyāmsundar or Krishna, which is the subject of the following legend.

Three centuries ago a Hindu devotee, named Rudra, who lived at Ballabhpur, near Serampore, had a vision, in which the god Rādhāballabh appeared to him and ordered him to go to Gaur and there obtain a stone which was above the doorway of the palace, which he was to make into an image of the god. Rudra went to Gaur and announced to the minister of the Muhammadan Governor the divine orders he had received. Soon after his arrival the stone began sweating, and the minister, who was a pious Hindu, pointed out to his master that the drops oozing out of it were tears and that so inauspicious a stone should be removed. This was done, but the stone was so heavy that it was difficult to get it into a boat. It fell into the water, and then miraculously floated to Ballabhpur. Rudra made three images out of it, called Rādhāballabh, Shyāmsundar and Nanda Vījāl. Bīrbhadra longed to obtain one of them, but Rudra could not be induced to part with any. One day, however, when Rudra was
is about 3½ square miles, and there are two wards, viz., (1) Ariadaha and Kamarpati and (2) Belgharia and Basudebpur. The municipal income is obtained from a rate on holdings assessed at 6½ per cent. on their annual value; latrine fees are also levied. The town contains a high school and a large hospital, the Sagar Dutt Hospital, which treats both in-patients and out-patients. There are three factories, viz., the Kamarpati Jute Mill, of which mill No. 1 employed a daily average of 3,682 hands and mill No. 2 3,351 hands, in 1911, and the Venesta Factory, for rolling tin, etc., which employed 147 hands.

Within this municipality is the greater part of the village of Dakhineswar, where there is a group of temples called Râni Rasmani’s Navaratna, after the founder, Rasmani Dasi of Janbasar in Calcutta. These consist of two beautiful central temples, dedicated to Kali and Krishna, faced by 12 minor shrines in honour of Siva. There is a popular burning ghât at Ariadaha, to which Hindu corpses are brought from long distances.

Kânchrâpâra.— Village in the Barrackpore subdivision, situated 28 miles north of Calcutta. This village, which forms part of the Hâlîshahar municipality, contains a station on the Eastern Bengal State Railway, and the workshops of the Locomotive and Carriage Department of the railway, which employed a daily average of 2,158 hands in 1911.

Kâncchrâpâra is also called Bijnur. Here there was a shrine of Kali, called Dákaiti Kâli, i.e., the Kali of dacoits, at which, it is said, dacoits used to offer human sacrifices, to propitiate the goddess, before starting on their raids. Part of the tree under which her image stood still remains: it is worshipped by the people and besmeared with vermilion by barren women, who visit it in the hope of obtaining offspring.

Kânkinâra.— Village in the Barrackpore subdivision, situated 22 miles north of Calcutta. It forms part of the Bhâtpura municipality and contains a paper mill and jute mills. See the article on Bhâtpura.

Kânthâlpâra.— A village in the Barrackpore subdivision, situated about a mile from the Naibat railway station. It is said to be a noted place of Sanskrit learning and was the birthplace of the great Bengali novelist Dinkim Chandra Chatterji. A fair is held here during the Râsjâtra of Madan Mohan, which was established half a century ago by the Mâharâjâ of Nadia, Sris Chandra Ray.

Khardah.— Village in the Barrackpore subdivision, situated on the bank of the Hooghly, 12 miles north of Calcutta. It forms part of the South Barrackpore municipality and contains
which is accounted for by immigration, for the number of immigrants, i.e., persons born outside the 24-Parganas and enumerated in the town, rose by 19,296. Apart from the attraction of labour to industrial concerns, there have been two subsidiary causes of this increased influx. In the first place, the dismantling of bastis in the fringe area of Calcutta, the opening out of new roads and the construction of new sewer lines caused a shifting of population, the people who had been unhoused crossing the canal into Māniktala. In the second place, the comparatively low price of land and the convenient situation of the town induced a certain number of the residents of Calcutta to make their homes in Māniktala, including some who desired to forestall the rise in the price of land which was anticipated from the Calcutta Improvement scheme. The immigrants now represent three-quarters of the population, and as they are nearly all males, there is a striking disproportion of the sexes, there being only 7 females to every 10 males. The density of population is 25 persons per acre, the average being 20 in Ward I, 24 in Ward II, and 26 in Ward III.

The town is an industrial suburb of Calcutta, wedged in between the Circular Canal on the west, the New Cut Canal on the east, and the Bāḷīghātā Canal on the south. Bāḷīghātā in the south of the town is the seat of an extensive trade in rice imported from the eastern districts of Bengal, while along the frontage of Circular Canal a brisk business is done in firewood, loose jute and rice. Ultadāngā and Nārikeldāngā are two other quarters in which there are a number of manufacturing works, of which the largest is the Soora (Sura) Jute Mill; this employed a daily average of 1,176 hands in 1911. The nursery gardens of two Calcutta florists are also situated in the town.

Māniktala was included in the Suburban municipality until 1889, when it was made a separate municipality. The area within municipal limits is 3½ square miles, and there are three wards. The municipal income is obtained chiefly from a rate on holdings assessed at 7½ per cent. on their annual value. There is a lighting-rate assessed at 3 per cent. on the annual value of holdings, and a water-rate assessed at 5 per cent. in the case of those that have no filtered water connection, and at 7 per cent. in the case of those having connection. Latrine fees are also levied.

Just beyond the western boundary is a Jain temple, which is described as follows in Bengal Past and Present of April 1908:

"Branching off from Upper Circular Road, in an easterly direction, runs a street which takes its name from the temple and
conducted the visitor to a fine gateway. The shrine itself, in the Jain style of architecture, is dedicated to Sital Nathji, the tenth of the Tirthankaras or Jain prophets. A flight of marble steps leads up to the temple, the most beautiful in Calcutta, round three sides of which runs a verandah. The interior of the building is profusely ornamented, the mosaic decoration, as well as the glass and stone work, being specially noticeable. A chandelier with a hundred and eight branches embellishes the sanctuary. There is also an elegantly furnished parlour, as well as reception rooms, guest-houses, and other accommodation. No description of the place would, however, be complete without some mention of the delightful grounds. In addition to the usual features of well-kept gardens, there stands in the centre an artistic fountain, while around are interspersed garden benches and statuary. Apart from testifying to the wealth of the Jain community, which would surely have abundant reason to feel proud of these palaces of glittering sunshine, the building, with its surroundings, is a standing monument to the good taste of the venerable and charitable founder who built it forty-one years ago.

The neighbourhood of Maniktala was the scene of a battle, on 5th February 1757, between Clive and the forces of Siraj-ud-Daula, of which an account will be found in Chapter II.

Naihati.—Town in the Barrackpore subdivision, situated 24 miles north of Calcutta on the bank of the Hooghly river. Its population in 1911 was 18,219. It contains a station on the Eastern Bengal State Railway, and is the junction of a branch line across the Hooghly, which connects with the East Indian Railway. The bridge across the Hooghly is called the Jubilee bridge, because it was opened in 1887, the year of Queen Victoria's Jubilee. It is a fine structure built on the cantilever principle with a length, between abutments, of 1,200 feet divided between three spans. The central span, which is 360 feet long, rests on two piers in the middle of the river: the other two (each 420 feet long) project from either bank. The piers are sunk to a depth of 73 feet below the bed of the river on iron caissons. The height of the bridge above the highest water mark is 30½ feet, so that there is ample space for the passage of river steamers and native cargo boats. All heavy goods traffic from the west of the Hooghly intended for export from Calcutta, such as coal, wheat, etc., passes over this bridge to Naihati and thence, by the Kankurgachi loop, to the Kidderpore docks.

Naihati was constituted a municipality in 1869, but the area within its limits has been much curtailed by the separation of the
which is accounted for by immigration, for the number of immigrants, i.e., persons born outside the 24-Parganas and enumerated in the town, rose by 19,296. Apart from the attraction of labour to industrial concerns, there have been two subsidiary causes of this increased influx. In the first place, the dismantling of bastis in the fringe area of Calcutta, the opening out of new roads and the construction of new sewer lines caused a shifting of population, the people who had been unhoused crossing the canal into Mániktala. In the second place, the comparatively low price of land and the convenient situation of the town induced a certain number of the residents of Calcutta to make their homes in Mániktala, including some who desired to forestall the rise in the price of land which was anticipated from the Calcutta Improvement scheme. The immigrants now represent three-quarters of the population, and as they are nearly all males, there is a striking disproportion of the sexes, there being only 7 females to every 10 males. The density of population is 25 persons per acre, the average being 20 in Ward I, 24 in Ward II, and 26 in Ward III.

The town is an industrial suburb of Calcutta, wedged in between the Circular Canal on the west, the New Cut Canal on the east, and the Bāliāghāta Canal on the south. Bāliāghāta in the south of the town is the seat of an extensive trade in rice imported from the eastern districts of Bengal, while along the frontage of Circular Canal a brisk business is done in firewood, loose jute and rice. Ultadānga and Nārikeldānga are two other quarters in which there are a number of manufacturing works, of which the largest is the Soora (Sura) Jute Mill; this employed a daily average of 1,176 hands in 1911. The nursery gardens of two Calcutta florists are also situated in the town.

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Just beyond the western boundary is a Jain temple, which is described as follows in Bengali Past and Present of April 1908:—

“Branching off from Upper Circular Road, in an easterly direction, runs a street which takes its name from the temple and
until the silt and other heavy matter settles to the bottom. A
day, or a day and a half, is sufficient for this process, and the
surprising thing is that nature itself does the work, except in the
rains. In this period the river water is simply laden with silt,
and allumino-ferrio is put into the settling-tanks to help it to
settle, but throughout the rest of the year nothing is put in, and
the foreign matter in the water settles naturally. Some idea of
the quantity of silt which the water contains can be gained from
the fact that last year one tank was cleaned, and over four
hundred thousand cubic feet of silt was taken out. The tank had
been in use then for two years. The partly-purified water then
passes by gravitation on to the filter beds, of which there are 42
constantly in work. These filters cover an area of 850 square
feet, and have to filter the whole of the water-supply for Calcutta.
They are exceedingly simple in construction, and it is little short
of marvellous that they do the work so well, and so effectively
remove all the impurities from the water. The filter is composed
of a layer of pebbles, with 4 inches of coarse Magra sand on
top, and 2 feet 6 inches of river sand above that. The water
goes on to the filter beds still yellow and dirty, although the silt
has been removed; it comes out, after having filtered through the
sand and the pebbles, absolutely clear and pure. It goes through
the filters at the rate of 4 inches per hour. The simplicity of
the process, considering the work that has to be done and the
uniformly successful result, is surprising, but constant care is
necessary to see that the filters do their work properly. The
sand, which is the all-important factor in the filter—for it is
it that does all the cleansing of the water—has in its turn to be
cleaned by a supply of the very water which it has purified.
The method of washing the sand is very primitive. It is thrown
into a square brick chamber, with a false bottom pierced with
very small holes. Water is introduced under pressure, and
coolies, standing up to their middles, agitate the sand with
shovels until it is clean. Those in charge of the works have long
objected to this system, and have introduced a more up-to-date
method on a small scale, which will doubtless soon replace the
older method altogether. In the new method the sand is
revolved by machinery. The water from each filter bed is tested
once a week. When the water comes from the filter-beds it is
collected in one central well, and then pumped into the two big
mains which run, one on each side of the Barrackpore road, to
Tallah, where it is stored in underground reservoirs, which have
a capacity of eight million gallons, until required in the town
mains.
The pumping machinery at Falta is very powerful. The engine which pumps the water from the river into the settling tanks is capable of lifting two million gallons an hour, and it does more work than three engines used to do; while the engine which pumps the water from the filter-beds to Falta deals with the whole supply to the city—which is now between 35 and 37 million gallons daily.

An article on the water-supply would not be complete without a reference to the overhead tank at Tallah. This tank was designed by Mr. W. B. MacCabe to act as a balancer. The pumping engine at Falta is not capable of sending down sufficient water to meet the demand in the middle of the day, when the consumption is very heavy, and it is then that the overhead reservoir comes into operation. When sufficient water is not coming down to fill the town mains, water from the tank automatically flows into the mains and so keeps the supply equal to the demand. The tank is refilled again during the night hours when less water is being used.

Panibāti.—Town in the Barrackpore subdivision, situated on the bank of the Hooghly, 9 miles north of Calcutta. Its population in 1911 was 11,118. It was formerly part of South Barrackpore, but was constituted a separate municipality in 1906. The municipal income is derived from a tax on persons assessed at 12 annas per hundred rupees of income; latrine fees are also levied at the rate of 7 per cent. on the annual value of holdings. There are two annual fairs, viz., the Rāṣjātra melā in November, which lasts four or five days, and the Daishatabī melā in May, which lasts one day.

The village of Agarpāra, which lies within municipal limits, contains a church capable of holding 500 people, with a tower 74 feet high, which was built in 1837 by Mrs. Wilson; there are also a female orphanage and school under the management of the Church Missionary Society. A fair, called the Tārāpukur melā, is held here at the end of January, and lasts one day.

Near the railway station at Sodepur (1 mile north of the Agarpāra railway station) there is a Pinjrapol, or home for aged and diseased animals, which is maintained by subscriptions, chiefly from the Mārwāri community of Calcutta. Here a fair, called the Pinjrapol Gopāstonmi melā, is held in November every year; it was started about 1890, and lasts one day. There were formerly glass works at Sodepur, which were worked by the Bengal Glass Co. from 1891 to 1902, when the undertaking was abandoned. There is a high school in Sodepur and another in Panibāti.
Rājpur.—Town in the Sadar subdivision, situated on the road from Calcutta to Kulpi, 11 miles south of Calcutta. Its population in 1911 was 11,607. The town constitutes a municipality with an area of 3 square miles and five wards, viz., (1) Rājpur, (2) Harināi, (3) Kodālia and Chāngripota, (4) Mālancha and Māhinagar, and (5) Klāchī and Jagadal. The municipal income is derived from a tax on persons assessed at 10 annas to Re. 1 per hundred rupees of income according to the circumstances of the assesses; latrine fees are also levied at the rate of 6½ per cent. on the annual value of holdings. The water-supply is obtained almost entirely from tanks. The portion of the town north and west of the Kulpi road drains into the Adi Ganga, and that lying east and south of the road into the Arabapanch Khāl. There are a high school and a municipal dispensary at Harināi. Three melās, each lasting a day, are held, viz., the Rājājātra in April, the Gostābhār in March or April, and the Snānjātra in May or June.

Sāgar Island.—Island in the Diamond Harbouy subdivision, situated at the mouth of the Hooghly river. It is bounded by the Hooghly on the west, and by the Bārātāla or Channel Creek on the east, while the Bay of Bengal washes its southern face. The northern extremity of the island, which is about 25 miles long, is called Mud Point and is the site of a telegraph station. Here the Sundarbans steamers leave the Hooghly and pass down Channel Creek on their eastward route through the Sundarbans. At the south-western angle of the island stands the Sāgar light-house, which was built in 1808, and the southern sea face is the site of the great bathing festival of Gangā Sāgar.

Situated as it is, at the point where the holy Gangas once mingled its waters with the sea, it is regarded as a peculiarly sacred spot. The legend accounting for its sanctity is as follows:—

Sagar, King of Oudh, the thirteenth ancestor of Rāma, had performed the Asvamedha yajna, or horse-sacrifice, ninety-nine times. This ceremony consisted in sending a horse round the Indian world, with a defiance to all the earth to arrest its progress. If the horse returned unopposed, it was understood to be an acquiescence in the supremacy of the challenger, and the animal was then solemnly sacrificed to the gods. When King Sagar made preparations for the hundredth sacrifice, Indra, King of Heaven, who had himself performed the ceremony a hundred times, jealous of being displaced by this new rival, stole the horse, and concealed it in a subterranean cell, where the sage Kapila, or Kapilmuni, was absorbed in meditation, dead to all
occurrences of the external world. The sixty thousand sons of Sagar traced the horse to his hiding-place, and, believing the sage to be the author of the theft, assaulted him. The holy man being thus roused, opened his eyes and cursed his assailants, who were immediately burnt to ashes and sentenced to hell. A grandson of Sagar, in search of his father and uncles, at last came to Kapilmuni, and begged him to redeem the souls of the dead. The holy man replied that this could only be effected if the waters of Ganga could be brought to the spot to touch the ashes.

Now Ganga was residing in Heaven, in the custody of Brahma the Creator, and the grandson of Sagar prayed him to send the goddess to the earth. He died, however, without his supplication having been granted. He left no issue; but a son, Bhagirath, was miraculously born of his widow, and through his prayers Brahma allowed Ganga to visit the earth. Bhagirath let the way as far as Hathiagarh, in the 24-Parganas, near the sea, and then declared that he could not show the rest of the way. Whereupon Ganga, in order to make sure of reaching the spot, divided herself into a hundred mouths, thus forming the delta of the Ganges. One of these mouths reached the cell, and, by washing the ashes, completed the atonement for the offence of the sons of King Sagar, whose souls were thereupon admitted into heaven. Ganga thus became the sacred stream of the hundred mouths. The people say that the sea took its name of Sagar from this legend; and the point of junction of the river and sea at Sagar Island is a celebrated seat of Hindu pilgrimage, to which thousands of devout pilgrims repair every year during the great bathing festival.

The festival is held at the time of the Makara Sankranti, when the sun enters Capricorn, which is identified with the 1st Magh (in the middle of January), and is the occasion of a large fair. The fair takes place on the bank of a small creek leading to the sea, on a piece of sandy ground, where mat booths are run up for the sale of the hawkers' wares. The fair lasts several days, but three days are the limit of the religious festival. The first ceremony is the propitiation of the ocean, by casting into it various offerings with short ejaculatory prayers; the oblations are commonly coconuts, fruits, or flowers. The most appropriate gift is that of the five gems (panch ratna), consisting of a pearl or diamond, an emerald, a topaz, and a piece of coral, along with a coconut, an areca-nut, and the sacred thread worn by Brahmans. These are wrapped up in a cloth, and cast into the creek which communicates with the sea, and also at the confluence. The
Rājpur.—Town in the Sadar subdivision, situated on the road from Calcutta to Kulpi, 11 miles south of Calcutta. Its population in 1911 was 11,607. The town constitutes a municipality with an area of 2 square miles and five wards, viz., (1) Rājpur, (2) Harināvi, (3) Kodālia and Chāngripota, (4) Mālancha and Māhinagar, and (5) Elāchi and Jagadal. The municipal income is derived from a tax on persons assessed at 10 annas to Re. 1 per hundred rupees of income according to the circumstances of the assessesees; latrine fees are also levied at the rate of 6½ per cent. on the annual value of holdings. The water-supply is obtained almost entirely from tanks. The portion of the town north and west of the Kulpi road drains into the Adi Ganga, and that lying east and south of the road into the Araphanek Khāl. There are a high school and a municipal dispensary at Harināvi. Three melās, each lasting a day, are held, viz., the Rāsājātra in April, the Gostābīhār in March or April, and the Snānājātra in May or June.

Śāgar Island.—Island in the Diamond Harbour subdivision, situated at the mouth of the Hooghly river. It is bounded by the Hooghly on the west, and by the Bāratala or Channel Creek on the east, while the Bay of Bengal washes its southern face. The northern extremity of the island, which is about 25 miles long, is called Mud Point and is the site of a telegraph station. Here the Sundarban steamers leave the Hooghly and pass down the Channel Creek on their eastward route through the Sundarban. At the south-western angle of the island stands the Śāgar lighthouse, which was built in 1808, and the southern sea face is the site of the great bathing festival of Gangā Śāgar.

Situated as it is, at the point where the holy Ganges once mingled its waters with the sea, it is regarded as a peculiarly sacred spot. The legend accounting for its sanctity is as follows:—

Śāgar, King of Oudh, the thirteenth ancestor of Rāma, had performed the Asvamedha yajña, or horse-sacrifice, ninety-nine times. This ceremony consisted in sending a horse round the Indian world, with a defiance to all the earth to arrest its progress. If the horse returned unopposed, it was understood to be an acquiescence in the supremacy of the challenger, and the animal was then solemnly sacrificed to the gods. When King Śāgar made preparations for the hundredth sacrifice, Indra, King of Heaven, who had himself performed the ceremony a hundred times, jealous of being displaced by this new rival, stole the horse, and concealed it in a subterranean cell, where the sage Kapila, or Kapilmuni, was absorbed in meditation, dead to all
Sundarbans, in an article on the Sundarbans published in the Calcutta Review for October 1889, wrote:—"The festival is decaying, unless excursion steamers should resuscitate it as a pleasure trip; and the numbers who attend it are far below the estimates often made. I doubt if the number exceeds 5,000, though it is popularly stated to be something like ten times as many." The festival appears to have gained greater popularity since Mr. Pargiter wrote, and the number attending it is now estimated at 30,000 to 50,000.

Formerly suicides and the destruction of children were features of the festival, many of the pilgrims making voluntary sacrifices of themselves or throwing their children to the sharks and alligators. "On shore," it was said, "the jungles swarm with tigers of the largest and most ferocious sort, so that both elements are equally dangerous."* It is said that, in 1801, 23 persons were exposed or drowned in one month, but next year this horrible practice was suppressed by the Marquess Wellesley. It was not, like the oblation of fruits or jewels, intended to obtain the favour of the deified ocean, but in satisfaction of a vow. For instance, a childless woman would make a vow to offer her first born at Ganga Sagar, in the hope that such an offering would secure for her additional progeny.

The reclamation of the island from jungle was started early in the nineteenth century. In 1811, a Mr. Beaumont applied for permission to hold a hundred acres of land in the island for the purpose of establishing a manufactory of buff leatzer, and asked that all tiger-skins brought to the Collector's office might be made over to him for this purpose. His application for land was granted by the Board of Revenue in November 1811; and in the following year, in consequence of a Government resolution offering favourable terms for the cultivation of Sagar Island, Mr. Beaumont applied for a grant of land on a cultivating tenure. This application was rejected on the ground that Government had decided not to grant leases to Europeans for cultivation. Leases of the island were offered to Indians only, and many proposals were received from them, but this scheme of colonization was a complete failure. The island was subsequently leased to an association composed of Europeans as well as Indians, free of rent, for thirty years, and to pay only four annas per bigha ever after. The undertaking was begun with vigour, but so many unforeseen difficulties occurred that up to the 1st September 1820 not more than four square miles had been

* Hamilton's East India Gazetteer, 1815.
effectually cleared. Amongst other obstacles it was found that as
the woods were cut down, the sea encroached, the sandy beach not
having sufficient tenacity to resist its invasion. Twenty-five
families of Maghs from Arakan were settled at the confluence of
two creeks, and a road constructed for the accommodation of
pilgrims to the temple of Kapila.*

In 1819, Mr. Trower, Collector of the 24-Parganas, originated
a company, called the Saugor Island Society, for the systematic
reclamation and development of the island; he himself was a
considerable shareholder, and the central part of the island was
called Trowerland after him. The company obtained a grant of
the whole island, subject to certain conditions (the breach of
which entailed forfeiture of the grant) and carried on operations
vigorously until 1833, when their work was destroyed by a
cyclone and they abandoned the project. Their interest in the
northern part of the island was then taken over by four European
gentlemen, who combined the manufacture of salt with the
cultivation of rice. The progress of the island was again inter-
rupted by the cyclone of 1864, when 4,137 persons or three-
fourths of the population perished, only 1,488 being left. Since
then considerable progress has been made in reclaiming the waste,
and the north of the island is under cultivation, but the south
is still dense jungle.

Salt Water Lake.—Swamp in the Sadar subdivision, situated
about five miles east of Calcutta, with an area of about 39 square
miles. This is a low depression, which is being gradually filled
by the silt deposits of the tidal channels that intersect it; a
portion, at Dhapa, is also being reclaimed by the deposit of the
street refuse of Calcutta, which is conveyed there daily by a
municipal railway. The lake formerly extended much further
west, and in 1737 came within a mile of the Maratha Ditch
(Lower Circular Road).

Shamnagar.—Village in the Barrakpore subdivision, situated
on the bank of the Hooehly, 19 miles north of Calcutta.
It forms part of the Garulia municipality and contains a station
on the Eastern Bengal State Railway. A short distance east of
the station are the ruins of a mud fort, surrounded by a moat, four
miles in circumference, which is said to have been built in the
eighteenth century by the then Raja of Burdwan as a refuge
from the Marathas. It now belongs to the Tagore family of
Calcutta, and its ramparts are studded with thick date plantations.
A Sanskrit college and a charitable dispensary are maintained by

* Hamilton's East India Gazetteer, 1828.
the Tagore estate. The village contains several large industrial works, viz., the Shāmnagar Jute Mills, of which one employed 4,547 hands and the other 1,759 hands in 1911, the South Alliance Jute Mill with 2,040 hands, the Dānbar Cotton Mill with 910 hands, and the Bhajoram Jute Press, which did not work in 1911.

South Suburbs.—Municipality in the Sadar subdivision, which, as the name indicates, lies in the suburban area of Calcutta. It extends round the "Added Area" from near Scaldah on the north-east to the Tollygunge municipality on the south. Its population in 1911 was 31,533. The area of the municipality has been much reduced in recent years by the separation of Garden Reach in 1897 and of Tollygunge in 1901. A great portion is rural in character, for it consists of a number of scattered suburban villages interspersed with paddy fields and other arable land. The villages are usually built on more or less elevated ground, and the drainage finds its way into the fields below them. The municipal income is derived chiefly from a rate on holdings assessed at 7½ per cent. on their annual value; latrine fees are also levied according to a prescribed scale, and there is a water rate assessed at 3 per cent. on the annual value of holdings. The most important of the villages making up the municipality are Barisa and Bohala. In the former there is a municipal dispensary. In the latter, Mānik Chānd, the Diwān or Minister of Sirāj-ud-daula, who was appointed Governor of Calcutta after its capture by Sirāj-ud-daula in 1756, had a country seat surrounded by a large garden. In this garden, which may still be seen on the Diamond Harbour Road, 4½ miles from Calcutta, Mānik Chānd encamped during the siege of the city.

Tāki.—Town in the Basirhat subdivision, situated on the Jamuna or Ichāmati river on the eastern boundary of the district. Its population in 1911 was 5,202. It forms a municipality with an area of two square miles divided into four wards, viz., (1) South Tāki, (2) North Tāki, (3) Saiyadpur and (4) Beokāti and Jalālpur. The municipality is practically nothing more than a collection of villages interspersed with rice fields. It contains a Government high school and a charitable dispensary called the Tārā Sankar Chaudhri's dispensary. The municipal income is raised by a tax on persons assessed at 1 per cent. of annual income.

The town is situated on the Bārāset-Basirhat Light Railway, 41 miles from Calcutta. It is 72 miles from Alipore via Tolly's Nullah and Canning (being 40 miles from Canning), 51 miles
from Takta Ghát at Hastings *via* the Chitpur and Bhāngar canals, and 7 miles from Basirhát by a kucha road.

Titāgarh.—Town in the Barrackpore subdivision, situated on the bank of the Hooghly, 13 miles north of Calcutta, with a station on the Eastern Bengal State Railway. It was constituted a municipality in 1895, being detached from South Barrackpore, which adjoins it on the north, south and east. It had a population of 45,171 persons in 1911. The area within municipal limits is about 1 ½ square miles, and there are four wards, viz. (1) Dās Bāgān, (2) Mill Bazar, (3) Old Barrackpore and (4) Khardah. The municipal income is obtained from a rate on holdings assessed at 7 per cent. on their annual value; latrine fees are also assessed at 5½ per cent. on the annual value of holdings and at 9 pies a month per head in ooloo lines.

At the beginning of the nineteenth century Titāgarh was a favourite place of residence for Europeans, several of whom had country houses in it. It contained a dockyard, from which was launched a vessel of 1,445 tons, the Countess of Sutherland, said to have been the largest merchant vessel ever built along the Hooghly. At present Titāgarh is a busy industrial centre with several jute mills and a paper mill as shown in the margin.

Tollygunge.—Municipality in the Sadar subdivision, situated immediately south of and adjoining Calcutta. Its population in 1911 was 18,433. It contains a police-station, the barracks of the 24-Parganas police reserve, the golf links of the Royal Calcutta Golf Club, the grounds of the Tollygunge Club (containing another golf course) and a steeplechase course. Several of the descendants of Tipu Sultān’s family have their residence here.

Tollygunge was included in the South Suburban municipality until 1901, when it was constituted a separate municipality. The municipal income is raised by means of a rate on holdings assessed at 7½ per cent. on their annual value. Latrine fees are levied according to a prescribed scale, and there is also a water rate assessed at 5½ per cent. on the annual value of holdings within 400 feet of the nearest hydrant and at 4½ per cent. in
the case of holdings situated beyond 400 feet, but within 1,000 feet from the nearest hydrant.

The place is so called after Colonel William Tolly, who, as related in Chapter X, canalized an old channel of the Ganges, which was, and is, consequently known as Tolly's Nallah. The first we hear of this officer is that in 1766 Captain Tolly was busy with a factory on the border of the Sundarbans. In 1776 he began excavating Tolly's Nallah, which appears under that name in a list of the boundaries of Calcutta in 1794, and in 1780 he purchased Belvedere from Warren Hastings. The last mention of him occurs in the Calcutta Gazette of 23rd September 1784, where it is stated that Colonel Tolly died on the voyage to St. Helena.