vered sealed to their first clerk, Mr. John Miller, within one week from this date, for levelling, dressing and making in pucker, within the least possible time, the road forming the eastern boundary of the town, commonly called the Bystockunah Road, and commencing from the Russapugla Road at the corner of Chowringhee and terminating at Chitpur Bridge.

They also paid considerable attention to the conservancy of the town, for which they invited tenders in the Calcutta Gazette of 17th December, 1801, for providing "eighty-five pairs of strong serviceable bullocks, with the proportional number of drivers, for the use of the carts employed under the scavengers for cleaning the streets and drains within the town of Calcutta." 14

Hitherto "the Justices of the Peace" had continued to collect revenues and administer them for certain purposes specified in the Act of 1794, "principally repairing, watching and clearing the streets." But at this time the filthy condition of the town had been realised, and the necessity of very radical measures to improve it clearly appreciated. Several Committees were appointed to investigate the state of the place and devise remedial measures. The first Committee was nominated in 1803, by Lord Wellesley, whose famous Minute, in which the improvement of drains, roads, streets and buildings is strongly urged, and the need of public markets, slaughter-houses, and burial-grounds forcibly pointed out, stands out, as a beacon of light in the misty path of municipal reform. He remarks that the construction of the public drains and watercourses of the town is extremely defective, and that they neither answer the purpose of cleaning the town, nor of discharging the annual inundation occasioned by the rise of the river or by the excessive fall of rain; that no general regulations at present exist with respect to the situation of public markets, or the places appropriated to the slaughter of cattle, the exposure of meat or the burial of the dead; that the irregularity of buildings should be forbidden and that streets and lanes, which have hitherto been formed without attention to the health, convenience
or safety of the inhabitants, should thenceforth be constructed with order and system. Thirty members were selected to form a Town Improvement Committee to push his scheme into execution. But the improvements advocated by them on the result of extensive enquiries, though sanctioned by Government and intended to be executed from its funds, were not all carried out. Government having in 1805 extended its patronage to the Lottery Commissioners, the funds raised by the latter were spent for improving the town, and records of the Improvement Committee were in 1814, transferred to the Lottery Commissioners.

In 1793 the practice of raising money for public improvements by means of lotteries first came into fashion. The Commissioners for the Bengal Lottery for that year offered a large sum raised by them by means of lotteries, to the Committee of the Native Hospital, but the latter declined to receive the money which was therefore, given for the relief of insolvent debtors. The first issue of tickets was 10,000 at Rs. 32 each. The whole of this sum was, after a deduction of two per cent. for expenses, and ten per cent. to be defrayed for benevolent and charitable purposes, given away in prizes. In 1805, 5,000 tickets were issued at Rs. 1,000 each. Ten per cent. of the entire sum thus raised was taken for the Town Hall and two per cent. for expenses. In 1806, the lottery was for $7\frac{1}{2}$ lakhs and so on. The proceeds of the lotteries were made over to Lord Wellesley's Town Improvement Committee so long as that Committee existed. Between 1805 and 1817 many important works were executed from funds obtained by means of these lotteries, which were under the immediate patronage of the Governor-General himself. Large tanks were dug, the Town Hall was built, the Balliaghata canal constructed, and several roads including Elliot Road were made. No less than $7\frac{1}{2}$ lakhs appear to have been available for town improvements from lottery profits. In 1817 the Vice-President in Council appointed the famous 'Lottery Committee' which took over the balance of the previous 17 lotteries amounting
to \(4\frac{1}{2}\) lakhs of rupees. This Committee looked after the affairs of the town (except as to matters relating to conservancy which remained in charge of the Magistrates as before) for a period of 20 years, \(i.e.,\) down to the year 1836, when it ceased to draw. The effective measures adopted by it to make the settlement "sweet and wholesome," were greatly appreciated. It would appear that it was under the auspices of this Committee that street-watering was first introduced. The *Calcutta Gazette* of February 19th, 1818, says:—

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

It would be tedious to describe in minute detail all the works of improvement that were done by the Committee; we have space for mere mention of only the more important of them. It may be truly said that it was under the direction of the Lottery Committee that the work of reconstructing chaotic Calcutta into the decent shape of a modern town was not only inaugurated but pushed on with vigour. That handsome roadway which traverses Calcutta from north to south and includes Cornwallis Street, College Street, Wellington Street, Wellesley Street and Wood Street, was driven through the town, and the fine squares—Cornwalls Square, College Square, Wellington Square and Wellesley Square—with large tanks in their centre, were constructed at intervals along its course under the auspices of the Committee. Other streets, such as Free School Street, Kyd Street, Hastings Street, Creek Row, Mangoe Lane, and Bentinck Street, were also opened, straightened and widened by them. The maidan was improved by the construction of roads and paths, by the excavation of tanks, and the erection of balustrades; the Strand road was made*; Colootollah Street, Amherst Street, and Mirzapore Street were laid out, and the Mirzapore tank, Soortibagan tank and several tanks in Short's Bazar were dug by the same Committee. Several roads were metallled and arrangements for watering various streets were
also made by them, an engine being fixed for that purpose at Chandpal ghat.

On December 28th, 1820, the Committee invited through the Gazette, tenders to supply them with "shingles, gravel or stones to be employed in the construction of a quay and road, along the banks of the river Hooghly." Up to the year 1820 the streets themselves throughout the greater part of the town were simply kutch lanes; it was from this time that a systematic plan for metalling them year by year at a cost of Rs. 25,000 was adopted, and in 1820, among the many improvements in the town of Calcutta, the new walk on the west side of the course from which in was only separated by a balustrade, was particularly worthy of notice.

The Act of 1794 authorised an assessment on the gross annual value of houses, building and grounds, and empowered the Justices to grant licenses for the sale of spirits, and the fund thus accruing was expended on conservancy and police. In 1809, a new assessment was made by Mr. Laprimandye, and it resulted in a considerable increase of Municipal revenue. In 1918, the house rate yielded a little over 2½ lakhs of rupees. In 1821 four assessors were employed to revise the assessments for the house-rate, and in 1836, the yield of the house-tax was about 3 lakhs of rupees, and of the abkari about 1½ lakhs. The expenditure on conservancy and police was at this period 5½ lakhs, Government contributing the difference.

The total aggregate length of roads constructed up to this time was 170 miles, and the cost of their annual repairs was from Rs. 40,000 to Rs. 50,000. The watering of roads cost about Rs. 25,000 including the cost of working the engine at Chandpalghat. The lighting (consisting of 307 oil lamps for the whole city) cost sicca Rs. 6,253. The net profits of the Lottery Committee between 1825 and 1836, when it was abolished, came up to the very respectable sum of Rs. 10,19,349 exclusive of all expenses. And, but for this system of raising revenue for purposes of town improvements, it is doubtful if the improve-
ments would have been effected so early, as the public of Calcutta still demurred to the enhancement of taxation to meet municipal requirements.\textsuperscript{53}

After the Lottery Committee ceased to draw in 1836, public opinion in England having condemned this method of raising funds for municipal purposes, the Fever Hospital Committee was appointed by Lord Auckland. It was presided over by Sir John Peter Grant.\textsuperscript{54} The scope of the inquiries of this Committee was wide and their labours immense. Their first report included the results of extensive inquiries into the drainage, cleansing, ventilation and communications of the City of Calcutta, and the means of supplying it with water; the establishment of an hospital or hospitals and of additional dispensaries for the treatment of diseases among the native poor; the causes of disease and obstacles to convenience and improvements; the state of the suburbs; the system of collecting and appropriating the taxes of the town, and the state of the police, as well in the town, as in the river, which forms its harbour. A second report dealt with the Salt-water Lake, and a third with the Medical College Hospital. The information collected and suggestions offered by this Committee have had a most important influence on subsequent municipal action, but its researches and deliberations were followed by no immediate results of consequence. It must not, however, be forgotten that Calcutta with its thatched bungalows and straw hovels, was notorious from its early days for its huge fires which frequently destroyed properties worth thousands of rupees. In 1780 Subahbazar was frequented by sailors, and they often helped in "rescuing the natives’ property from the flames."\textsuperscript{55} In April of that year we have an account of 700 straw houses burnt down in Bowbazar. Another fire occurred in the same month in Kuli Bazar and in Dhurumtolah 20 natives were burnt to death, and a great number of cattle. Machooa Bazar about the same time was on fire, as also the neighbourhood of Harringbarry. "The alarm the fire occasioned was the means of rousing several foreigners from their lurking places in that neighbourhood, who did
not belong to the militia." In March 1780 a fire occurred in Calcutta, in which 15,000 straw-houses were consumed, 190 people were burned and suffocated; 16 perished in one house. In the same month it is stated: "A few days ago a Bengali was detected in the horrid attempt to set fire to some straw houses, and sent prisoner to the Harringberry, and on Thursday last he was whipped at the tail of a cart, through the streets of Calcutta—too mild a punishment for so horrid a villain." The plan of incendiary adopted was to fill a coconut shell with fire covered over with a brick, and tied over with a string, two holes being left in the brick that the wind may blow the fire out. A fellow was caught in the act in Dhurumtollah in 1780, but he slipped away, his body being oiled. It was recommended that those owning straw-houses should have along bamboo with three hooks at the end to catch the villains. The earliest enactment prescribing the adoption of preventive measures against fires was Act XII of 1837, passed by the Governor-General of India in Council. The object of this Act was merely to secure the provision of an outer roof of combustible materials on houses and out-houses, and thatched houses ceased to be a feature of the town or as a cause of fire from the effect of this law. At this time, there were five Magistrates with salaries of Rs. 3,000, Rs. 1,463, Rs. 1,254, Rs. 1,045 and Rs. 1,000 per month, and a Police Superintendent at Rs. 500 per month to look after the municipal affairs of the town.

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

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

1st.—Dwelling houses of every description, with the exception of shops, shall be assessed at the rate of 5 per cent. on the annual rent which they may yield to the proprietor, and when such houses may be occupied by the proprietors themselves, or on which no rent may be received for them from the occupant, the tax shall be adjusted from a consideration of the rent actually paid for other houses of the same size and description in the neighbourhood.

2nd.—Shops, or houses occupied as shops, shall be assessed at the rate of 10 per cent. on the annual rent, &c., as above.

3rd.—No tax whatever shall be levied on account of empty houses; the proprietors to entitle themselves to this exemption shall report the case as often as it may occur to the Collector, who, after ascertaining whether the house is actually vacant or not, will decide whether the proprietor is justly entitled to the exemption or not; houses so exempted shall be, of course, liable to be reassessed whenever they may again be occupied.

4th.—All religious edifices are exempt from the payment of tax.

5th.—Native assessors will be appointed, and notice given to each person of the amount at which his house is assessed.

6th.—Rate-payers may appeal to superior courts for exemption from exorbitant taxes.

7th.—The tax shall be collected quarterly by the native receiver who shall tender a printed receipt.
8th.—Complaints and suits against the Collector for acts done by him under the regulation shall be proceeded upon in the same manner as if the acts complained of had been done by him in his capacity of Collector of the land revenue."

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

In 1840 the Government of India passed Act XXIV of 1840 by which 'the town was divided into 4 divisions' and 'the Governor of Fort William was empowered on the application of two-thirds of the rate-payers of Calcutta to authorise them to undertake for themselves the assessment, collection and management of the rates up to a limit not exceeding five per cent., on the assessable value of property in Calcutta.' No application was made and the scheme fell through. Still, however, the Government and the Legislature persevered with their scheme of partially representative administration of municipal affairs; and the next Act—Act XVI of 1847—constituted a Board of seven Commissioners for the improvement of the Town of Calcutta. Three of such Commissioners were to be appointed by the Governor of Bengal, and four to be elected by the rate-payers, or in default of election, to be also appointed by the Governor of Bengal. Conservancy functions were by this Act withdrawn from the Justices from 1st
January 1848 and vested in the Board. A subsidiary, but somewhat important, Act was passed a few months later which authorised the Commissioners appointed under Act XVI to purchase and hold real and personal property for the improvement of Calcutta. It also enabled them to sue and be sued by the name of Commissioners, to have a common seal, etc. Act XVI of 1847 is the earliest enactment which dealt with the formation of streets in Calcutta. Section 15 of that Act directed that the Municipal funds should be applied, *inter alia*, to the opening of streets and squares in crowded parts of the town, and the removal of obstructions to the free circulation of air, but no detailed procedure was laid down for effecting such improvements. For the first time under this Act was a tax on horses and vehicles authorised.

An Act was passed in 1848, viz., Act II of 1848; it recognized that it was necessary to bring pure water into Calcutta; that the management and control of the streets should for the future be vested in the Commissioners; that lanes and gullies should be made straight; that there was pressing need for a proper system of sewerage and drainage; that means should be adopted to prevent effluvia of the drains from exhaling; that a survey of the town should be made for the express purpose of ascertaining its numerous defects. It is to this Act that we owe Simms’s survey map and report of the town in 1850. A short Act, XXXIX of 1850, followed; it had only two sections, the object of which was to continue in office the Commissioners appointed under Act XVI of 1847 pending the amendment of the constitution of the Commission. It admits that it had been discovered that previous Acts were ineffectual and inconvenient for the purposes for which they were intended. According to Colonel Thuillier, Calcutta was better cared for when Captain Abercrombie of the Engineers had sole charge of the Municipal arrangements and the Lottery Committee effected new improvements, than by the Board of seven members, four Europeans and three natives, who, in his opinion, talked a great deal and wrote more, but did little
good. In spite however, of such opinions, the partially representative character of the Board was maintained. For by the next Act X of 1852, which was mainly a repealing Act. Calcutta was divided into its present Northern and Southern Divisions. The police arrangements and divisions of the town into 31 sections as made in 1785 had remained intact till 1845, when the Supreme Government ordered a thorough reorganisation of the police force and its redistribution in the town on the lines of the English Police Force, with such modifications as the state of the country required. The task was entrusted to Mr. Patten, then Chief Magistrate, who abolished the 31 thanas (and also the 21 outposts under them), divided the town into three divisions—the first or northern division, the second or the middle division, and the third or the southern division—and established a police-station with six sections in each division. There were thus 18 sections in the three divisions. What Act X of 1852 did was to abolish the second or middle section and distribute its jurisdiction between the northern and southern sections. The 18 police-stations were, however, retained, and these formed the 18 wards of the old town, and still form the first 18 out of the 25 wards of the present town, exclusive of what we call the Fringe Area wards. Under this Act, the number of Commissioners was reduced to four—two only of whom were to be appointed by Government and two elected for the Northern and Southern sections of the town. They were to receive salaries of not more than Rs. 250 a month. The Commissioners in 1852, were S. Wauchope, Major (afterwards Colonel Thuillier, Tarini Charan Banerji and Dinabandhu De) Their Secretary was Mr. Clarke, to whom the Calcutta drainage scheme owes its birth. By Act XII of 1852, the Commissioners were empowered to fill up unwholesome tanks, register bazaars, etc., and in the same year the house-rate was raised from 5 to 6½ per cent. Th. year 1854 saw the birth of a short Act, XXVIII of 1854, which merits no special notice. But in 1856 a very elaborate Act, XIV of 1856, was passed. It ran to 142 sections and was an advance in
all respects on its predecessors. It was quickly followed by Acts XXV and XXVIII of the same year, by which the Commissioners were declared to be a Corporation, with the Municipal funds under their control, and with power to impose rates on carriages and for lighting the town. Act XXV consolidated the provisions regarding assessment and collection of rates and Act XXVIII also made provisions for the appointment and remuneration of Municipal Commissioners and the levying of rates and taxes. Section 25 of the Act provided that the Commissioners should construct with as little delay as possible, a complete system of sewerage and drainage within the town and should set apart, for that purpose, a sum of 1½ lakhs of rupees. Under this Act, there were three Commissioners to be appointed by the Lieutenat-Governor and to be removable at his pleasure. Their annual pay was fixed at Rs. 10,000 for a whole-time officer and at Rs 4,000, if also otherwise employed. Then came the Mutiny and the transfer of India from the Company to the Crown.

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

The house-tax in 1856 yielded 3½ lakhs, and the municipal expenditure amounted to about 4 lakhs. In this year the house-rate was raised to 7½ per cent., a tax was laid on carts, and a lighting rate of 2 per cent. was sanctioned. Halliday Street was constructed this year at a cost of Rs. 28,412, a sum of Rs. 18,263 was spent on street lighting and not less than Rs 3,24,861 were spent on roads and drains. This was indeed a great improvement on previous years. Section 54 of the Act XIV of 1856 provided that before beginning to build or rebuild a house, notice should be given to the Commissioners, and a plan submitted showing the levels. Section 56 empowered them "to alter or demolish a building within 14 days, if no notice had been sent." This Act further empowered the Commissio-
ners "to enforce the erection of huts in regular lines, with proper passages for ventilation and scavenging, and at such level as would admit of sufficient drainage." From 1852 to 1856, streets, whether made by the Commissioners or by private individuals, were required to be at least 50 feet wide, or if not intended for carriage traffic, then at least 20 feet wide (the drains at the side of the street being excluded from these measurements), but this provision was repealed in the latter year. The first footpath made in Calcutta was the one on the east of Chowringhee Road. It was constructed of brick-on-edge by filling up an open drain in 1858.

The great scheme of underground drainage, by which the town was freed of surplus water and of all the filth floatable, miscible or soluble in water, constituted the chief of the sanitary improvements that were inaugurated at this period. The original scheme was devised by Mr. Clark, Secretary to the Commissioners. It received the sanction of the Lieutenant-Governor in 1857, was experimented upon, on a small scale in 1858, and work actually commenced in 1859. Its object was the conveyance, by a series of five parallel conduits, of all the drainage and sewage of the town eastwards. These emptied into an intercepting sewer, which reached a large well at Tenga, in the eastern suburbs. There the sewage was raised by steam pumps into a high level sewer, which carried the material into the Salt Water Lakes, there to undergo oxidation and contribute to the raising of these swamps and the formation of a fertile alluvium. The works in connection with this scheme took sixteen years to complete, and before the original scheme was successfully executed, additional work in connection with it was started and has since continued, so that it may be said to be still incomplete as far as its full extension into the added (suburban) area is concerned. The execution of the original scheme proved a very expensive undertaking, cost the municipality, including the storm-water-cut completed in 1883-84, 95 lakhs of rupees, and the annual cost of maintenance amounted to Rs. 26,000. It made the town drier and cleaner, an immense gain alike to
comfort and health. Some 15 millions of gallons of sewage were daily removed from the town by this agency. With the extended system, the quantity removed at present is of course very much greater, as we shall presently see.

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

The Act of 1863 was amended by an Act of 1866, but the alterations deserve little notice. Act IX of 1867 provided that the Justices were debarred from borrowing a greater sum than 55 lakhs of rupees, exclusive of loans from the Secretary of State on account of the water-supply, and by the same Act the water-rate was limited to 4 per cent. upon the annual value of premises. Act XI of the same year provided for the levy of a police-rate at 3 per cent. Act I of 1870 raised the limit of the water-rate to 5 per cent. Act VIII of the same year gave the Justices power to borrow six lakhs for the erection of markets. By Act VI of 1871 some modification was effected in the constitution of the Corporation and only Justices of the Peace for Bengal, Bihar and Orissa, who were also Justices for the
town, were to be members of the Corporation, and they were further empowered to borrow six lakhs for the erection of markets. Act I of 1872 increased the general borrowing powers of the Municipality to the extent of 30 lakhs. Act II of 1874 authorised an additional market loan of 7 lakhs. But all the foregoing Acts were repealed and a new Act was passed in the year 1876 by which the number of Municipal Commissioners was fixed at 72, the Chairman and Vice-Chairman excepted, two-thirds of whom were to be elected by the rate-payers and the remainder nominated by the Local Government. By this Act provisions were made for the payment of interest on the municipal debt, for the formation of a reserve fund for the maintenance of a police force, and for the pushing on of the underground drainage system throughout the town area, for suitable arrangements for the proper removal of sewage from the town, and for the water-supply of the town.\textsuperscript{82}

The drainage scheme was, under these provisions of the law, pushed on with vigour; brick sewers were erected to run along under all the main streets, and pipe-sewers along lanes and alleys, so that by the year 1875, $37\frac{3}{4}$ miles of brick and 37 miles of pipe-sewers were completed.\textsuperscript{83}

The scheme for supplying the whole of the town and its suburbs with pure water for domestic purposes, was sanctioned by the Local Government in 1860 and was begun to be put into execution during the same year. To get a supply of the river water free from salt and all possible floating sewage of the metropolis, a pumping station was raised at Pulta, two miles north of Barrackpore, where water is raised to a large vat and purified by exposure, subsidence, and lastly by filtration. The pure water is then conveyed to the town through large and closed iron mains by gravitation, the water is then stored in a large closed reservoir, and by the agency of strong force pumps, it is distributed throughout the area by pipes. It was originally intended to give Calcutta a supply of six million gallons per diem or 15 gallons per head. In 1870, there were altogether 137 miles of pipe, of which $111\frac{3}{4}$ were connected.
with Pulta and 25½ with the pumping engine at Chandpal
ghat.84 They distributed water along 418 streets only, all of
which taken together contained 511 hydrants. In recent years,
however, the works have been greatly extended. They now give
the increased municipal area and its adjacent towns of Barrack-
pore, Dum Dum, Cossipur-Chitpore, and Maniktala, a daily
supply of over 20,356,573 gallons, being nine gallons per head
in excess of the original supply. The initial cost of the works
was 7 lakhs of rupees up to 1864, when they were in working
order. The total cost on this head was 65 lakhs, and over a
lakh and-a-half were annually expended on maintenance and
distribution up to 1876.

It was not until the year 1888 when, under the Municipal
Consolidation Act II of 1888, the size of the town was aug-
mented from 11.954 acres to 20,547 acres, by the addition to it
of a considerable part of the suburbs, under the designation, as
we have seen, of “added area” and “fringe area,” that the sta-
tute law was substantially improved for the control of build-
ings and the prevention of encroachment upon the public
streets, and it was not until that year that the Commissioners
were given power to make bye-laws to supplement the statute
law. By the Act, the extended municipal area was divided into
25 wards, 18 of which were the old city wards; the number of
Commissioners was raised to 75, of whom 50 were to be elec-
ted, 15 appointed by Government, 4 to be elected by the
Chamber of Commerce, 4 by the Calcutta Trades Association
and 2 by the Port Commissioners. This Act remained in force
from 1st April 1889 to 31st March 1900. It was under this Act
that personal voting was first enforced on 15th March, 1889.
Both the Act of 1888 and the bye-laws were, however, drawn
in such a manner that many of the improvements which they
were intended to introduce, proved impossible of achievement,
and a Building Commission sat in Calcutta to devise means
for giving the Commissioners the necessary power. Their report
was submitted in 1897 and their recommendations are incor-
porated in the new Calcutta Municipal Act of 1899. This Act
has reduced the number of Commissioners from 75 to 50 and has vested in a General Committee of 12 members, much of the powers in controlling financial and executive acts which were vested in the Corporation under the old Act. Half the number of Commissioners are elected by the rate-payers, four by the Chamber of Commerce, four by the Trades Association, and two by the Port Commissioners, while 15 are nominated by the Government. While Act XIV of 1856 ran only to 142 sections, Act VI of 1863 to 240 sections, Act IV of 1876 to 376 sections and Act II of 1888 to 461 sections, the present Act covers 652 sections, while of its 21 schedules, some are as big as the old Acts. The Building Regulations occupy no small space, nor are they the least difficult portion of the improved law.

Although much has been done under the powers conferred by law to reduce the state of overcrowding in the town, by including the old surface drains in the road area and by opening out new streets and by the clearance of bustees, and although a beginning has been made, thanks to the exertions of the present head of the Corporation, in providing model dwellings for the poor on approved sanitary principles, the action of the Corporation has been limited by the funds available, and many portions of the town are still greatly overcrowded. It must, however, be remembered what a vast amount of work the Corporation has to do to prevent existing 'convenience' from becoming less useful and efficient, irrespective of its new works. There are now 330 miles of roads, of which 103 miles are stone metalled and 165 miles brick-metalled, in the place of 82 miles and 50 miles respectively in 1876; there are 6,811 gas-lamps and 2,295 oil-lamps instead of 986 and 704 in 1863 and 2,720 and 717 in 1876 respectively. There are 10,669 carts and 8,796 carriages, of which 5,242 are private, in place of less than half the number in 1876, and there are, at the present time, 84,419 kutchas and 41,064 pucka houses for the Corporation to look after in the place of 22,860 kutchas and 16,816, pucka houses of 1876, and of these 26,304 are connected with
the filtered water-supply of the town and 31,295 with the public sewers. A glance at the figures in the two statements appended to this chapter will, it is hoped, give an idea of the nature and volume of the current duties of the Corporation in connection with its finances and with the various other works which it has to perform in order to prevent any portion of its existing machinery from falling into disuse.

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

Between 1867 and 1876, Beadon Street and Grey Street, in the north of the town, were opened, Beadon Square was constructed and ornamented, Moorghehatta Street was improved and widened and named after Lord Canning and continued to Jackson Ghat Street; Clive Street was extended by the opening out of Clive Road to meet Canning Street; Free School Street was continued to meet Dharamtala Street, Goaltooly Lane, Mott's Lane, Hareepara Lane, Ramhurry Mistrie's Lane, and Janbazar 2nd Lane were widened nearly the whole of the main thoroughfares of the town had footpaths made at their sides, and Chowringhee Road, Camac Street, Theatre Road, and South Circular Road had trees planted at their sides. Another most important work of this period was the construction in 1873 and 1874, at a cost of 18 lakhs of rupees, by the Port Commissioners, of the Hooghly Floating Bridge by which Howrah was connected with Calcutta. The Municipal Railway was constructed between 1865 and 1867 at a cost of nearly \( \frac{3}{4} \) lakhs. The New Market was built and established at a cost of over 6\( \frac{2}{8} \) lakhs between 1871 and 1874, and the Dharamtala Market, belonging to Babu Heralal Seal, which remained a great obstacle to the success of the former, was purchased for 7 lakhs. Public latrines and night-soil depots were made since 1866, costing no less a sum than 3\( \frac{1}{2} \) lakhs originally. Slaughter-houses were
built at a cost of over 2½ lakhs between 1866 and 1869. Besides these, the Municipal workshop at Entally, with its machinery and building, and the land and machinery, etc., at Kotrung cost the Municipality a sum of nearly 4 lakhs. Thus, inclusive of the drainage works, a sum of no less than two crores of rupees were expended by the Commissioners for the improvement of the town between 1858 and 1876.

The most noticeable improvements effected in the town between 1876 and 1881 was the widening of the Strand Bank for the location of jute and seed ware-houses, particularly in the northern sections, Kumartuli, Jorabagan and Burrabazar, of the town. The open drains in Burrabazar were filled up. A new Municipal materials depot was constructed at Shampukur by which half of the Nikaripara Bustee was cleared away; a new road was made between Rajah Rajbulluv Street and Ram Kanta Bose’s Lane: Schalch Street was constructed in the north of the town as well as another road, since named Barwaritala Lane, between Baniatola Street and Sobhabazar Street. The Tramway Company, which first started work in 1880 between Sealdah and Hare Street along Bowbazar and Lallbazar Street, Dalhousie Square and Hare Street, built large, spacious and clean stables where populous busties existed, and several jute warehouses were erected close to the Strand Road at the site of bastis. In the Northern Division, six new roads since named Rajpara Lane, Dalimtala Lane, Pearabagan Lane, Mullick’s Lane, Coondoo’s Lane, etc., were constructed, when big bustee was cleared in Beadon Street for the Free Church Orphanage and Zenana House. Two new roads were constructed in the Sukeas’ Street Section and several private pucca buildings were constructed at the sites of huts. The Mayo Hospital was constructed in the Jorabagan Section where large private residences and ware-houses or jute presses also displaced clusters of thatched huts A bustee was demolished in the Jornsanko Section of the town, and several streets, since named Chorebagan Street, Rajendra Mullick’s Lane, Sarcar’s Lane, Singhee’s Lane, etc., opened between Baranasee Ghose’s
Street and Muktaram Babu’s Street, and between Machua-bazar Street and elsewhere, such as Vidyasagara Street, Badoorbagan 2nd Lane, Kalitaia Lane, Bysack Dighi Lane, Baniapara Lane, etc. In Burrabazar several huts gave place to a few warehouses, and in Colootola, a large bustee was cleared for the Eden Hospital. In the Muchipara section, a bustee was cleared for Miss Fendal’s Home and St. Paul’s Mission chapel in Scott’s lane, and a road was made through Putwabagan. In Colinga, Duncan’s bustee in Wood Street was cleared for the Surveyor-General’s office. Some new roads were also opened in the Taltolla Section.

_Tollah mehtars_, in the pay of the house-owners and occupiers, over whom the Municipality had no control, were done away within 1876 and _Halacores_, over whom the authorities could have entire control, were imported by Mr C. T. Metcalfe, Chairman, at the advice of Dr. Payne, the Health Officer, in 1877. Large conservancy works were taken in hand; the drainage and filtered water-supply were extended year by year from that date, and more and more tanks began to be filled up, while a larger and larger number of bustees came to be improved by the construction of roads and drains through them as years rolled on. All these works were greatly owing to the strong advocacy of the measures by Dr. Payne, the Health Officer, whose earnestness and condemnation of the existing nuisances often brought him into conflict with his employers. The lighting of the town also grew apace. As tanks began to be filled up, bathing platforms began to be constructed to supply the water covered over. The construction of new roads was also not forgotten. The Commissioners in their review of the work done by them during the twelve years 1876–1888 claimed to have completed the whole of the original drainage scheme, and to have doubled the supply of water, filtered and unfiltered, by importing new machinery and engines and providing for two large settling tanks and 24 filters at Pulta, and laying a second iron-main from Pultah to Tulla, by setting up additional engines at Tulla for requisite Pressure to distribute the
water direct into the pipes in the day and into the reservoirs at night for which the Tulla reservoir was enlarged to a capacity of three million gallons, by providing additional engine-power to the Wellington Street engines and by the construction of new engines in a complete Pumping Station with requisite reservoir in Halliday Street, and finally by laying additional pipes throughout the town; to have increased the length and area of roads by ten per cent, and 33 per cent respectively and to have lighted and watered them better than before; to have filled up 240 foul tanks and made five new squares and begun one more square, to have erected many bathing platforms and cleared various bustees and filled up open drains (called elongated cesspools), so that, on the whole, the value of land had doubled. They spent in 1888 over 2½ lakhs annually on drainage works alone. In the place of 7,214 houses drain connected in 1876, they had no less than 23,849 houses thus connected in 1888; in the place of 47 miles of pipe sewers of the former year, they had more than thrice as many miles, or 144 miles of them in the latter, and these were periodically inspected, cleaned and flushed on an improved system. In the place of 6,541,154 gallons of filtered and 721,675 gallons of unfiltered water in 1876, they had, in 1888, 10,326,001 gallons of filtered and 2,501,830 gallons of unfiltered water-supply per diem and had proposed to extend the filtered supply to 20 million gallons per diem, 16 for the town and four for suburbs, at a total outlay of one million and 23 lakhs of rupees nearly. By increasing the length and width of roads and by leaving open spaces in the form of squares, lungs had been provided to the overcrowded areas and thus the mistake had been avoided of allowing the sites of all filled up tanks to be converted into overcrowded and insanitary bustees. One of the squares—the Marcus Square which was under construction in 1888, was situated at the site of one of the oldest tanks of the town called. Bysack's Dighi which had been a source of great unhealthiness to the locality. It was named after Mr. Marcus who made a bequest of Rs.
70,000 to the Corporation. In the place of 3,418 street lamps in 1876, there were 4,761 lamps in 1888. They also claimed to have initiated the cleaning and improvement of bastis, of which there were in 1888, 206 with an area of 2,222 bighas, for which they had a special establishment of about 300 coolies (dhanger), 2 sarkars, 2 Inspectors and 12 peons, during that year. And they had constructed 86 bathing platforms, of which there were none in 1872. The town had in fact been, as was said at the time, revolutionised within living memory and its improvements had been far more rapid and decisive during the twelve years than ever before. An indication of the activity of the Commissioners during these years may be obtained from a summary of their annual works. In 1880 they completed three new roads and constructed a fourth road; arranged to transfer the pumping engine from Chandpal Ghat to Mullick's Ghat; supplied Barrackpur for the first time with filtered water; laid 7.35 miles of drainage, thereby connecting 14,821 houses against 12,729 of the previous year; completed arrangements with the Tramway Company for the opening of their line and increased the vaccination staff entertained for the first time the year before. In 1881 the Commissioners widened the Chitpur Road; opened the Storm-water outfall sewer; constructed a new road west of the Medical College; filled up 26 tanks and opened 1$\frac{3}{8}$ miles of new streets by filling up and metalling several drains and completed the basti rules and regulations for huts. The revenue increased to Rs. 42,00,888 from Rs. 78,27,122 of the preceding year, although their income from Hackney carriages decreased owing to a diminution of 477 carriages as the result of the opening of the Tramways. This was compensated by an increase in the number of carts from 15,042 to 18,095. They had still 500, tanks to fill up, of which 177 only were basti tanks, the rest being within private enclosures. They examined and listed 486 bastis for improvement, of which they took nine in hand inclusive of Soorteebagan, Patwarbagan and Jorabagan, while 14.15 miles of drainage pipes were laid on during the year. In 1882 the widening of Chitpur Road was continued,
and new roads were constructed between Bartolla and Machua-bazar, Nintola Street and Darmahatta Street. Siddarpur Street was widened and converted into a carriage drive from a narrow footpath. Several paved hackney-carriage stands with drains at their side were made, and arrangements were made for supplying the suburbs with filtered water, while 20.67 miles of sewers were opened—thus bringing up the total mileage of sewers to 36.77 miles of brick and 113.14 of pipe sewers, total 149.91 miles, leaving only 15 miles of pipe-sewers to be constructed in the town area as per original drainage scheme. Sixty-four bighas of basti land in Soortibagan were cleared and the cleaning of Patwarbagan and Jorabagan was continued, while schemes were prepared for the improvement of Natherbagan, Jorapooker, Goalapara, Bamunbagan, Kalabagan and Colvin bastis. Thirty-three tanks were filled up during the year—20 by the Corporation and 13 by owners, 75 bathing platforms were budgetted for, of which only one was constructed at Komedenbagan during the year. In the following year four bathing platforms were constructed at a cost of Rs. 55,871; 44 tanks and 477 holes and pits were filled up, the work of clearing the bastis taken in hand in the preceding year was continued, and 46,672 feet of sewers were constructed. The water-supply had risen to 7,975,960 gallons of filtered and 2,035,808 gallons of unfiltered water from 7,260,320 gallons and 1,000,000 gallons respectively in 1878, which was the first year in which unfiltered water was supplied for flushing drains and watering streets. And the quantity of refuse taken to the Salt Water Lakes had grown from 7,163 waggon loads in 1877 and 7,284 waggon loads in 1878, to 14,189 waggon loads. Action was also taken on the report of the Sanitary Commission that sat under section 28 of the Act of 1876, and resolutions were come to for extension and widening of roads, for more commodious hackney carriages, for an additional establishment for Vaccination, and for the appointment of a Food and Drink Inspector.

In 1885-86, Dr. Simpson was appointed a whole-time
Health Officer, his predecessors, Drs. Payne and McLeod, having been only Consulting Health Officers of the Corporation with more responsible and onerous duties under the Government. This year saw the codification and remodelling of Rules and Regulations for house drainage. The Municipal latrines were thrown open to the public free of charge, the drainage works of Hastings and Bagbazar not contemplated in Mr. Clark's scheme were taken in hand, roads were made in the Karbulla tank locality, and Hindu slaughter-houses were prescribed. All 13 bastis taken in hand in 1883 were completed, and the improvement of Soorhatta and Keranibagan bastis was commenced, and several other projects of basti-cleaning were approved. The water-works of Pulta were extended and a new main to Chitpur was completed; 16 tanks were filled up and 12 emptied. The Jorapooker and Goalpara tanks were acquired for public recreation; 47 bathing platforms were made, nine more were begun and the sites for 28 more were selected. It was ascertained that 62,003 persons had resorted to these platforms during the year. The town was illuminated for the Queen's Jubilee at a cost of Rs. 15,000.

In 1886 16 bastis were completed, 4 were under construction, and 5 taken in hand at a cost of Rs. 2,17,554; 28 bathing platforms were constructed, 38 tanks were either filled up or in process of being filled up; and the drainage of Hastings, Bagbazar, and the sewerage of the Mahrratta Ditch was pushed on, but no more than Rs. 24,000 were available for expenditure on roads.

In the year 1888-89—the last year of the Commissioners under Act VI (B C.) of 1876—they agreed to stop the filling up of tanks by refuse and to substitute dry earth for it and to burn a portion of the town refuse in an Incinerator. They made 18 4 miles of road by constructing four new roads in the Putuatolla block, where a number of tanks had been filled up. They cleared the Raja Bagan basti and made a road through it 30 feet wide, and they removed no less than 16,073 waggon loads of refuse from the town.
With the accession of the new Commissioners under Act II (B. C.) of 1888, and the relinquishment, on promotion, of the late Sir Henry Harrison of the office of Chairman, ceased this zealous and rapid improvement of the town. The addition of such a large part of the suburbs to the town under the Act and the increased responsibility and work thrown thereby on the new régime appear to have had a marked effect in checking progress in the town area. One great cause for this was undoubtedly paucity of funds, caused by such a large outlay as Rs. 27,37,000 upon the construction of the central road, since called Harrison Road, which, owing to litigation and delay in land acquisition proceedings, some of which could perhaps have been avoided by the selection of a Land Acquisition Officer, with some knowledge of engineering and building, was not completed till 1892-93 though begun in 1889-90. But the chief cause of this arrest in the continuity of improvements in the old town area was the transference of attention to the newly added area which, in point of appearance and sanitation, was far worse than the old town of 1876. Beyond, therefore, an extension of drainage and of water-supply, and of the opening out of a few roads and the clearance of a few bastis and the erection of large buildings by the Public Works Department or private individuals, the old town area can show no record of improvements during the last decade which may be described as the period of extension of the improvements of the town into the added area. Thus, in 1889-90 the schemes taken in hand were (1) the continuation of the New Central Road, (2) the burning of town refuse by the erection of Harrington's Incinerator, (3) the survey of the added area for an extensive drainage scheme, (4) the extension of drainage and water-supply to the suburbs, (5) the acquisition of land for a municipal Dhobi-khana, and (6) the Legislation of Lepers. In 1890-91 the Incinerator was purchased and Mr. Baldwin Latham was consulted on the drainage scheme of the suburbs. In 1891-92 the Bhawanipur portion of the water-supply scheme of the suburbs was completed.
and 581 stand-posts and 36 miles of pipes were constructed, for which the waterworks at Pulta were further extended. The Corporation spent \( \frac{23}{4} \) lakhs in the construction of the Bhawanipur Pumping Station and \( \frac{1}{8} \)th of a lakh for the construction of the Lansdowne Road. The Central (Harrison) Road was all but completed, 8 bastis were cleared, 11 more were under consideration, the Goragatcha Incinerator was erected, and 200 miles of open sewers were drained. In 1892-93 the Harrison Road was lighted by electricity at a capital outlay of Rs. 91,885 and a yearly charge of Rs. 2,470, the Hooghly Bridge and the Eden Gardens having already been so lighted. Two more settling tanks were constructed at Pulta and 18 miles of pipes laid and the Municipality of Maniktala was supplied with filtered water at four annas per gallon. The total daily supply was raised to over 24 million gallons. The Bhawanipur Flushing Reservoir for its Drainage Scheme was built. The necessity of Building Bye-laws to regulate the construction of buildings was strongly pointed out by Dr. Simpson during each of the previous four years. In 1893-94 two new Pumping Engines were stationed at Tulla and the daily supply of filtered water was raised to 36 6\( \frac{1}{2} \) gallons for the town and 19 5\( \frac{1}{2} \) gallons for the suburbs, for the distribution of which there were 302 09 miles of pipes. There was, besides, a supply of 72 46 miles of pipes for a daily supply of 4 1\( \frac{1}{2} \) million gallons of unfiltered water. As for extension of the drainage scheme, 25 flushing chambers were made during the year, the length of sewers being 204 miles and the number of houses connected 27,997, of which 437 were new connections. The sewerage was extended to the Entally block. In 1894-95 the conversion of Bysack’s dighi into Marcus Square was a fait accompli.

The Worthington Engine imported in the previous year for the Tube water works—the largest engine in India—was set a-going during the year and 4 91 miles of new pipes were constructed, bringing up the total length to 307 miles. The Dum-Dum Cantonment and the Cassipur-Chitpur Municipality were connected with supply pipes of the town and 76 ca-
tle-troughs, several of which were presented by private individuals, were also connected with the filtered water-supply. The drains of the fringe area were connected with the town drains and 3,135 feet of new pipes were laid. In 1895-96 the revenue of the Commissioners had risen to Rs 46,70,000 from 32 lakhs in 1888 and 42 lakhs in 1890-91, but the expenditure had increased beyond receipts, being Rs. 48,27,000. Four lakhs were spent in extending the drainage scheme to the suburbs, but owing to the scheme approved by Mr. Baldwin Latham, an eminent authority in Europe on drainage matters, being different from the scheme of Messrs. Hughes and Kimber, the local Engineers, it was confined to the Entally block, Chitla sluice, Garden Reach and Chaulpati, etc. the main scheme being kept in abeyance. Building Regulations were framed during the year; the Council House Street and Dalhousie Square south were widened and several new roads were opened, a few tanks were filled up and a few bathing platforms were constructed. The only basti improved was that of Hastings. Improvement in water supply was of course continuous. In 1896-97 Messrs. Kilburn & Co., Contractors under the Corporation for electric lighting, replaced the electric under-ground cables by overhead wires in Harrison Road, experience having proved the unsuitability of under-ground cables in the wet-climate of Calcutta. A new road connecting Kumartuli Street with Schalch Street was opened, Lansdowne Road was extended and also Bedeapara Road. A high level sewer road, the Hazara Road and the Kali-ghat Road were also projected. Tank filling and basti improvement were also carried on to a small extent. The energies of the Commissioners were, for a time, wholly occupied with plague-preventive measures, one of which was the increase of the daily water-supply to 26,169,476 gallons and the connection of the Plague Hospital at Maniktalla by big pipes. Unfiltered mains were extended by 3 miles during the year, and steps were taken to supply filtered for unfiltered water in bathing platforms. The plague staff was placed under Dr. Banks, a Civil Medical Officer under the Government of Bengal, of high scientific attainments
whose services were lent to the Corporation

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

In 1897-98 2½ miles of filtered water-pipes and 15½ miles for unfiltered water were constructed, a new Worthington Engine was stationed at Mullick’s Ghat Pumping Station and two more were requisitioned for Tullah. Much attention was paid by the Commissioners to plague measures for which hospitals existed at Marcus Square, Budge-Budge road, Maniktalla, etc.

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

In their report for the year 1898-99 the Commissioners reviewed their work for the preceding ten years and pointed out that they had during this period extended the filtered water-supply at a cost of 18 lakhs, and that the underground drainage scheme had been started which was to cost 26 lakhs; that a Dhobikhana and an Incinerator had been constructed; that a number of insanitary tanks had been filled up and roads or squares made in their place; that Muhammadan burial-grounds had been improved, conservancy bettered, unfiltered water-supply extended at a cost of 8 lakhs of rupees, five fine new roads made, and that 167 lakhs of rupees had altogether been spent, including the construction of 27 miles of new minor roads, reclamation of bastis and disposal of refuse.

In 1898-99 the Municipal revenue had increased to Rs. 48, 25,660 and the expenditure to 48 lakhs. Vaccination and Plague Inoculation were, however, not very successful, although nothing was wanting on the part of the Corporation to render them as success. In 1899-1900 the Municipal revenue reached Rs. 52,42,000. Extension of water-supply and drainage work,
was, of course, continued through all these years, and plague also engaged the attention of the Corporation.

The Re-organisation Scheme which has been carried into effect this year, and by which the town has been divided into four primary districts, with a full staff of officers in each, is expected, if properly worked, to mark an era in the history of the Calcutta Municipal Corporation by developing effective control and thereby checking abuses, in each of its hitherto unwieldy and necessarily illmanaged departments. Decentralisation has, in most Government departments, resulted in increased efficiency, and there is no reason why the result should be different in the case of the Corporation. In spite of great efforts on the part of the Commissioners in the past to improve the town in point of health and outward appearance, its Establishments in the Sanitary, Conservancy, Drainage, Building and Roads Departments, were entertained on very low pay, and they had to be let severely alone for want of a proper supervising staff, while the heads of departments had too much work at their desk in the central office for effective out-door supervision. Thus many of the orders issued by the Central Executive used to be frustrated with impunity. Corruption and even false reports, so ably exposed by the late Mr. Jones before the Sanitation Committee of 1884, were scarcely detected, while the overlapping of the duties of the officers of different departments, and the deputation of different sets of men for the doing of kindred work, frequently enabled the subordinate outdoor staff to shirk responsibility. But the new scheme which has also sanctioned a more liberal scale of pay, will, it is expected, change all this. There are now District Engineers, District Health Officers, District Surveyors of Buildings and Roads, etc., each with a sufficient staff of Inspectors and Overseers under him, and if good and honest men are got in, instead of drones recommended by men of influence, and are kept under proper check, there is absolutely no reason why the affairs of the town should not be administered with thorough efficiency.
Electric Tramways, and Electric Lighting of the main thoroughfares of the Town, for which the requisite contracts have already been completed, and the requisite plant has already been imported and partly erected by the contractors, will, if carried out in conjunction with the large schemes of improvement that are in contemplation, and towards which preliminary action has already been taken, completely change the aspect of the town in the course of a few years and raise it from its present fifth position amongst the chief cities of the old world to the fourth, if not third in rank—a position to which it is entitled as the metropolis of the British Indian Empire.

REFERENCES

1. The "Bukshi" in a zamindar's serishta is a person of lower rank than the Naib who is agent and rent-collector, but is one of the chief ministerial officers next in rank. The English in their early days followed the practice of the zamindars in naming their officers. Their "Bukshi" was a junior factor and a covenanted servant and not a petty native clerk as the name would now signify. Their "zamindai" was similarly a higher official and was Mayor, Magistrate, Collector and Settlement Officer.

6. Ibid: Despatch to Court, January 27, 1750 and the same, August 10, 1750.
7. Ditto, ditto, August 10, 1750.
10. Ibid., proceedings of the Court, June 1755.
11. Ditto, ditto, August 1757
13. Ibid, page 42.
15. Long's *Selections from the Unpublished Records of Government;* proceedings of the Court, 1760.
16. *Ibid*; proceedings of the Court, July 12, 1762.
17. Long's *Selections from the Unpublished Records of Government;* proceedings of the Court, 1762.
18. *Ibid*; proceedings of the Court, 1764.
19. *Ibid*; proceedings of the Court, 1764.
20. *Ibid*; proceedings of the Court, 1766.
22. *Ibid*; proceedings of the Court, June, 20, 1766.
26. Ditto ditto
27. Editor of a scurrilous paper called Hickey's *Gazette.*
29. *Echoes from Old Calcutta,* pages 157-59 and foot-note
31. Ditto ditto.
36. Proceedings of the Court, June 9th, 1785, from Seton Carr's *Selections from the Calcutta Gazette.*
42. *Ibid,* page 42.
46. Ditto ditto, page 47.


52. Ibid.


54. Dr. McLeod's *Lecture on the Sanitation of Calcutta, Past and Present*, 1884.


70. Ibid, page 53.

71. *Lecture* by Mr. W. J. Simmons on Municipal Government.


73. Ibid.

74. Ibid.

75. Dr. McLeod's *Lecture on the Sanitation of Calcutta, Past and Present*, 1884.
80. *Lecture by Mr. W. J. Simmons on Municipal Government*.
83. *The Municipal Administration Reports for the years 1875-76 and 1900-1901*.
84. Dr. McLeod's *Lecture on the Sanitation of Calcutta, Past and Present, 1884*.
85. The succeeding paragraphs are based upon the *Annual Administration Reports of the Corporation and the Reports of the Sanitation Committee and Building Commission*. 
### APPENDIX I

**A Statement of Municipal Works and Properties upto 31st March, 1901**

<table>
<thead>
<tr>
<th><strong>31,295 Premises connected with the public sewers</strong></th>
<th><strong>68</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Free latrines</td>
<td>50</td>
</tr>
<tr>
<td>Jemadarli latrines</td>
<td>18</td>
</tr>
<tr>
<td>Urinals</td>
<td>72</td>
</tr>
<tr>
<td>Primary schools</td>
<td>63&lt;sup&gt;a&lt;/sup&gt;</td>
</tr>
<tr>
<td>Connected privies</td>
<td>6,148</td>
</tr>
<tr>
<td>Service privies</td>
<td>52,701</td>
</tr>
<tr>
<td>Markets and bazaars</td>
<td>50</td>
</tr>
<tr>
<td>Municipal Market</td>
<td>1</td>
</tr>
<tr>
<td>Bathing platforms</td>
<td>84</td>
</tr>
</tbody>
</table>

**Cattle-drinking troughs—**

<table>
<thead>
<tr>
<th><strong>in Town</strong></th>
<th><strong>96</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>in added Area</td>
<td>7</td>
</tr>
<tr>
<td>Public fountains</td>
<td>8</td>
</tr>
<tr>
<td>Night-soil depots</td>
<td>31</td>
</tr>
</tbody>
</table>

**Public squares and tanks—**

<table>
<thead>
<tr>
<th><strong>in Town area</strong></th>
<th><strong>26</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>in Added area</td>
<td>5</td>
</tr>
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</table>

**Gas lamps—**

<table>
<thead>
<tr>
<th><strong>in Streets</strong></th>
<th><strong>6,612</strong></th>
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</thead>
<tbody>
<tr>
<td>in New Market</td>
<td>40</td>
</tr>
<tr>
<td>in Public squares</td>
<td>10</td>
</tr>
<tr>
<td>in Port Commissioners' Jetties and Strand</td>
<td>6,811</td>
</tr>
<tr>
<td>in Bridges</td>
<td>33</td>
</tr>
<tr>
<td>in Street urinals</td>
<td>18</td>
</tr>
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</table>

**Oil lamps—**

<table>
<thead>
<tr>
<th><strong>in streets</strong></th>
<th><strong>2,220</strong></th>
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</thead>
<tbody>
<tr>
<td>in Municipal Office</td>
<td>3</td>
</tr>
<tr>
<td>in Port Commissioners' Dock Roads</td>
<td>72</td>
</tr>
</tbody>
</table>

**Filtered water connection to houses—**

<table>
<thead>
<tr>
<th><strong>in town area</strong></th>
<th><strong>21,582</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>in Hastings</td>
<td>78</td>
</tr>
<tr>
<td>in Added area</td>
<td>4,644</td>
</tr>
<tr>
<td>out of town</td>
<td>23</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Stand posts—</strong></th>
<th><strong>68</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>in town area</td>
<td>962</td>
</tr>
<tr>
<td>in added area</td>
<td>1,035</td>
</tr>
</tbody>
</table>

**Ground Hydrants (filtered water supply) in added area for fire service**

| **224** |

**Unfiltered Connection to houses—**

<table>
<thead>
<tr>
<th><strong>3,576</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>in town area</strong></td>
</tr>
<tr>
<td><strong>in added area</strong></td>
</tr>
</tbody>
</table>

**Municipal Buildings—**

- Town Hall.
- Municipal offices.
- Municipal Market.
- Dhurumtolla Market.
- Slaughter-house.
- Entally Workshops and Store godowns and sheds.
- North Gowkhana.
- South Gowkhana.
- Railway Barracks.
- Mether Barracks.
- Municipal latrines.
- Discharge depots.
- Drainage Pumping Station.

**Pumping Stations for supply of filtered water—**

<table>
<thead>
<tr>
<th><strong>3 at Pultah,</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 at Tallah,</strong></td>
</tr>
<tr>
<td><strong>1 at Wellington Square,</strong></td>
</tr>
<tr>
<td><strong>1 at Halliday Street,</strong></td>
</tr>
<tr>
<td><strong>1 at Bho vanipore.</strong></td>
</tr>
</tbody>
</table>

**Pumping Station for unfiltered water supply—**

<table>
<thead>
<tr>
<th><strong>1 at Mullick's Ghat,</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 at Watgunge.</strong></td>
</tr>
</tbody>
</table>

---

<sup>a</sup>Grant increased from Rs. 3,000 to Rs. 10,000
# APPENDIX II

List of Debenture Loans for the Corporation of Calcutta

<table>
<thead>
<tr>
<th>Year of Loan</th>
<th>Date of Loan</th>
<th>Amount</th>
<th>Rate of interest</th>
<th>Having currency of</th>
<th>Date of payment of interest</th>
<th>Date of repayment</th>
<th>Works for which loans were made</th>
</tr>
</thead>
<tbody>
<tr>
<td>1866</td>
<td>1st Sep, 1876</td>
<td>5,000</td>
<td>6 per cent.</td>
<td>20 years</td>
<td>...</td>
<td>Time expired in 1866</td>
<td>Balance of a loan of Rs. 10,00,000 lying unclaimed.</td>
</tr>
<tr>
<td>1878</td>
<td>1st July, 1878</td>
<td>4,00,000</td>
<td>5 per cent.</td>
<td>30 years</td>
<td>30th June and 31st Dec.</td>
<td>1st July, 1908</td>
<td>Drainage.</td>
</tr>
<tr>
<td>1878</td>
<td>1st Aug, 1879</td>
<td>2,50,000</td>
<td>&quot;</td>
<td>30 years</td>
<td>31st Jan. and 31st July</td>
<td>1st Aug. 1908</td>
<td>2 lacs for drainage, and Rs. 50,000 for water supply.</td>
</tr>
<tr>
<td>1879</td>
<td>1st May, 1879</td>
<td>6,00,000</td>
<td>&quot;</td>
<td>30 years</td>
<td>1st May and 1st Nov.</td>
<td>1st May, 1909</td>
<td>4 lacs for drainage, and 2 lacs for water supply.</td>
</tr>
<tr>
<td>1880</td>
<td>1st Oct, 1880</td>
<td>2,50,000</td>
<td>&quot;</td>
<td>30 years</td>
<td>1st April and 1st Oct.</td>
<td>1st Oct. 1910</td>
<td>Water-supply.</td>
</tr>
<tr>
<td>1882-83</td>
<td>1st Jan, 1883</td>
<td>6,50,500</td>
<td>4% per cent.</td>
<td>20 years</td>
<td>1st Jan and 1st July</td>
<td>1st Jan. 1903</td>
<td>4 lacs for drainage, and Rs. 2,50,500 for Jorabagan Bustee Improvement</td>
</tr>
<tr>
<td>1882-83</td>
<td>1st Apr, 1883</td>
<td>3,00,000</td>
<td>&quot;</td>
<td>20 years</td>
<td>1st April and 1st Oct.</td>
<td>1st April, 1903</td>
<td>Drainage.</td>
</tr>
<tr>
<td>1883-84</td>
<td>1st Aug, 1883</td>
<td>97,90</td>
<td>&quot;</td>
<td>20 years</td>
<td>1st Feb. and 1st Aug.</td>
<td>1st Aug. 1903</td>
<td>Water-supply.</td>
</tr>
<tr>
<td>1884-85</td>
<td>1st Feb, 1885</td>
<td>15,00,000</td>
<td>5 per cent.</td>
<td>30 years</td>
<td>Ditto</td>
<td>1st Feb. 1905</td>
<td>10 lacs for water supply, and 5 lacs for drainage.</td>
</tr>
<tr>
<td>1885-86</td>
<td>1st Sep, 1885</td>
<td>25,000</td>
<td>&quot;</td>
<td>30 years</td>
<td>1st March and 1st Sep.</td>
<td>1st Sept. 1915</td>
<td>17 lacs for water supply, and 8 lacs for drainage.</td>
</tr>
<tr>
<td>1886-87</td>
<td>1st Sep, 1886</td>
<td>24,51,900</td>
<td>&quot;</td>
<td>30 years</td>
<td>Ditto</td>
<td>1st Sept. 1916</td>
<td>13 lacs for water supply, 2 lacs for drainage 2½ lacs for Town and Bustee Improvements, and Rs. 7,01,900 for re-payment of loan of 1866.</td>
</tr>
</tbody>
</table>
### APPENDIX II (Contd)

<table>
<thead>
<tr>
<th>Year of Loan</th>
<th>Date of Loan</th>
<th>Amount</th>
<th>Rate of interest</th>
<th>Currency of interest</th>
<th>Date of payment of interest</th>
<th>Date of repayment</th>
<th>Works for which loans were made</th>
</tr>
</thead>
<tbody>
<tr>
<td>1887-88</td>
<td>1st Jan., 1888</td>
<td>15,50,000</td>
<td>5 per cent</td>
<td>30 years</td>
<td>1st Jan. and 1st July</td>
<td>1st Jun. 1918</td>
<td>Rs. 1,60,000 for drainage, Rs. 2,50,000 for Town and Bustee Improvements Rs. 7,01,000 for water-supply, and Rs. 4,39,000 for repayment of loan of 1867.</td>
</tr>
<tr>
<td></td>
<td>1889</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Water supply.</td>
</tr>
<tr>
<td>1889-90</td>
<td>1st July, 1889</td>
<td>5,00,000</td>
<td></td>
<td>30th June and 31st Dec 1919</td>
<td>1st July, 1st Jan. 1919</td>
<td>Ditto 1920</td>
<td>4 lacs for drainage, Rs. 7,15,000 for water-supply, and Rs.2,85,000 for repayment of loan of 1870, 1st January.</td>
</tr>
<tr>
<td>1889-90</td>
<td>1st Jan., 1890</td>
<td>14,00,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12 lacs for Harrison Road, Dhobi-khana and Suburban Improvements, and 8 lacs for water-supply.</td>
</tr>
<tr>
<td>1890-91</td>
<td>1st Oct., 1890</td>
<td>20,00,000</td>
<td></td>
<td></td>
<td>1st April and 1st Oct., 1920</td>
<td>Ditto 1921</td>
<td>6 lacs for Harrison Road, repayment of loan of 1870, 1st December etc., and 4 lacs for water-supply.</td>
</tr>
<tr>
<td>1890-91</td>
<td>1st Apr., 1891</td>
<td>10,00,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10 lacs for Harrison Road, 6 lacs for water-supply, and 4 lacs for drainage.</td>
</tr>
<tr>
<td>1891-92</td>
<td>1st Oct., 1891</td>
<td>20,00,000</td>
<td>4% per cent.</td>
<td></td>
<td></td>
<td>Ditto 1921</td>
<td>4 lacs for drainage, 9 lacs for water-supply and 4 lacs for Harrison Road, and 4 lacs for Town and Bustee Improvement.</td>
</tr>
<tr>
<td>1895-96</td>
<td>1st Dec., 1895</td>
<td>18,00,000</td>
<td></td>
<td>15 years</td>
<td>1st June and 1st Dec., 1910</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## APPENDIX II (Contd.)

<table>
<thead>
<tr>
<th>Year of Loan</th>
<th>Date of Loan</th>
<th>Amount (₹)</th>
<th>Rate of interest</th>
<th>Having currency of interest</th>
<th>Date of payment of interest</th>
<th>Date of repayment</th>
<th>Works for which loans were made</th>
</tr>
</thead>
<tbody>
<tr>
<td>1896-97</td>
<td>1st Dec. 1896</td>
<td>20,00,000</td>
<td>3½ per cent</td>
<td>15 years</td>
<td>1st June and 1st Dec.</td>
<td>1911</td>
<td>10 lacs for water-supply and 10 lacs for drainage and other works.</td>
</tr>
<tr>
<td></td>
<td>1897-98</td>
<td>1st Feb. 1898</td>
<td>15,54,000</td>
<td>4</td>
<td></td>
<td>1st Feb.</td>
<td>1st Dec. 1919</td>
</tr>
<tr>
<td></td>
<td>1898-99</td>
<td>1st Dec. 1898</td>
<td>30,00,000</td>
<td>4½</td>
<td>19</td>
<td>1st June and 1st Dec.</td>
<td>1911</td>
</tr>
<tr>
<td></td>
<td>1899-00</td>
<td>1st May 1899</td>
<td>4,00,000</td>
<td>4½</td>
<td>10</td>
<td>1st May and 1st Nov.</td>
<td>1909</td>
</tr>
<tr>
<td></td>
<td>1899-00</td>
<td>1st Nov. 1899</td>
<td>8,70,900</td>
<td>4</td>
<td></td>
<td>1st Nov.</td>
<td>1st Nov. 1924</td>
</tr>
<tr>
<td></td>
<td>1900-01</td>
<td>1st July 1900</td>
<td>2,25,000</td>
<td>4 per cent</td>
<td>10</td>
<td>1st July and 1st Jan.</td>
<td>1910</td>
</tr>
<tr>
<td></td>
<td>1901-02</td>
<td>1st July 1901</td>
<td>6,00,000</td>
<td></td>
<td>30</td>
<td>Ditto</td>
<td>1st July 1931</td>
</tr>
<tr>
<td></td>
<td>1901-02</td>
<td>1st Dec. 1901</td>
<td>5,00,000</td>
<td></td>
<td>10</td>
<td>Ditto</td>
<td>1st Dec. 1911</td>
</tr>
<tr>
<td></td>
<td>1901-02</td>
<td>1st Mar. 1902</td>
<td>10,00,000</td>
<td></td>
<td>30</td>
<td>1st March and 1st Sep.</td>
<td>1932</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>2,94,00,800</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER XI

LOCALITIES AND BUILDINGS

At the very first stage of growth, every locality derives its name from its prominent natural features. Calcutta was, therefore, in its primeval stage of development, included under the general nomenclature of “Buruniar desh,” meaning a tract of land liable to inundation or, more properly, a tidal swamp, and the very first name of a locality within it that we come across, is Balliaaghata, a name derived from the sandy deposit in the bed of the river Adiganga that flowed through it.¹ At the second stage of its growth, the incident of its becoming a field of contest between the Aryans and the aborigines and the eventual settlement of the quarrel by an assimilation of the aborigines with the Aryans, so aptly illustrated in the form of the black goddess Kali trampling under her feet her admitted white lord, Siva, changed its nomenclature. The aboriginal goddess becoming triumphant, gave her name to the locality and it came to be called Kalikshetra. But the Aryan triad could not be ignored. So with her as the central figure, there were Brahma, Vishnu and Maheswara at the corners of the triangle over which she ruled. These Hindu gods (and their successors) imparted names, either from their own various names or from the rites and ceremonies connected with their worship and feasts, to the localities around. Thus originated the names² of Chitpur, Sutanuti, Govindapur, Bhawanipur, Kalighat, Laldighi, Lalbazar, Birji and Birjitala (from Brajanath, which is another name for Govinda or Vishnu), Sastitala, Panchanantala, Sivatala, Kalitala, Siddheswaritala, Burabazar, (from Bura, old man, as Siva is often fondly called by devotees), Radhabazar, Chaurangi, Charakdanga (the site of the swinging festival in honour of Sīva), Rathtala (under the shade of the Rath or Jagannatha’s car).

With the removal of Kali to Kalighat, the spell under which each locality came to be known by a Hindu deity’s name, came

13
gradually to be broken. And for a time the localities of our present town came to be named, as at the very beginning, from the prominent natural objects. This was, of course, long before men or their achievements became important enough to contribute by their name to the designation of localities. Thus arose Bartala, Nimitala, Nebutala, Kadamtala, Beltala, Boinchitala, Banstala, Gabtala, Jhawtala, Amratala, Badamtala, Taltala, Champatala, Dalimtala etc., from the Bengali names of the particular trees (tala—shade, the trees being Bar, Nim, Nebu, etc) that were conspicuous in these localities. It is surprising that the Indian people should tenaciously hold to these ancient names down to the present day, although the localities have, with but few exceptions, been differently designated since a very long time. Bartala survives in Burtola Street and Burtola Thana, not far from which on the Chitpur road is still to be seen the banyan tree which, according to some people, gave the locality its original name. Nimitala, Nebutala, Banstala, Amratala, and Taltala also survive in the names of streets. Kadamtala survives still in the name of a ghat, while Boinchitala, Badamtala, Gabtala, and Jhawtala exist only in the memory of people. Puddapuker derived its name from a tank that was full of the padma, a term that is equally applied in Bengali, to the lotus and the water-lilies. The name of Entally, originally Hintally, recalls to our minds the earliest stage of the locality when the Hintal, a species of the date-palm that grows only on land subject to the influence of tides, used to be abundant in the locality and yielded to the poor, its leaves for thatch, its small trunks for sticks to scare snakes away with, and its longer trunks for rafters to their huts. Simlea (Simulea) got its name from the simul or cotton tree which used, it is believed, to be cultivated at one time for its cotton before the kapas (Gossypium) which gave its name to Kapasdanga, was imported. Hogulkuria was named from the large number of huts that were thatched with the Hogla leaves, the Hogla being a species of elephant-grass that grew in abundance in ponds and ditches of the locality, as they grow now in patches, by the
side of the railway line off Narikeldanga, which, again, gets its name from its preponderance of cocoanuts. Golpukur and Goltalao obtained their names, not because the tanks were round when originally excavated, as some have supposed, but because they were stagnant cesspools that grew in their marshy beds, before their conversion into tanks, the gol-pata with which huts and umbrellas are still thatched for the use of the native poor. Mirzapur is derived, not, as some have said, from a Muhammedan "Mirza Saheb," but from its having been reclaimed from a marshy condition. Its original name was Mritaja-pur—a 'pur' or hamlet begot from 'mrit' or mud, while its neighbouring mauza on the west, Thuntuneah, was, in the consistence of its soil, hard as brick (Thun-thun, an onomatopoeic term, representing to the Indian ear, the sound which two bricks emit when struck against each other). While the soil of Pataldanga, the mauza on the south of Mirzapur, was on the other hand, friable enough for the cultivation of the patal, a delicacy in the old Bengali's herbal diet, that of Jhamapooker, just north of Mirzapur, was found to have caked harder than that of Thuntuneah, when a tank was for the first time, dug within it. Kantapooker was full of spinous shrubs when it was cleared of jungle and had a tank made in it for supplying the drinking water of its primitive settlers. 'Hedua' north of Thuntuneah is a corruption of 'Hrad'=a lake, the locality and the tank being famous for its underground springs of water which caused considerable delay in the excavation and deepening of the tank in Cornwallis Square, just like the tank at Wellington Square. Dingabhangha, north of the Govindapur creek (Wellington Square and Creek Row), and Ooltadingi are both named from accidents to boats in the creeks that flowed through these localities in the old, old days, the one signifying "broken boats," the other "boats capsized," both, however, indicating the existence of a trade in fish at least, if not in any other article.

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

With the growth of a heterogenous population came the necessity of allotting particular areas to particular races. Thus, shortly after the English came, the Portuguese who were then the only people who kept fowls, the rest of the inhabitants being Hindus to whom fowls are forbidden, were allotted a quarter which came to be designated as Murghihatta, and the Armenians a tola or division which was named Armani-tola. With the unprecedented increase of the Calcutta population, due to the Mahratta invasions, the necessity of separating the classes and industries became still further apparent. It was accentuated when, after the battle of Plassey, the English became the rulers of Calcutta and its inhabitants increased by leaps and bounds. We then find the Court of Directors of the East India Company enjoining that the Company’s workmen should be allotted “separate districts” in the town. Pursuant to this policy, Holwell, then Zamindar (Magistrate Collector), distributed his tenants into groups according to their occupations and allotted each group a distinct quarter in the town. Thus originated tolas and tolis (diminutive of tola) meaning quarters, of the different trade guilds: — Kumartuli for the Kumars (potters) Colootala for the Kalus (oil pressers), Jeliatola for the Jelias (fish-catchers), Domtooly for the Doms or scavengers and basket-makers, Goaltoody for the Goalas (Holwell’s ‘palanquin-bearers,’ milkmen) Ahiritola for the ahirs (Behari goalas as distinguished from Bengali goalas) Cossaitola, for the Cossais (butchers), Puttuatola for the Puttuas (painters), Sankaritola for the Sankaris or Sankshabanias (conch-shell-workers), Bepari-
tola for the Beparis (petty traders), Kambulitola for the Kambulias (people dealing in country blankets); also Haripara (para or quarter of the Haris or sweepers who were located, as now, in different parts of the town at intervals from each other, and hence there are several Hariparas), Kansaripara (for the Kansaris or bell-metal workers, Kamarpapa and Kamar danga (quarters for the Kamars or blacksmiths), Musalmanpara (quarters for the Musalmans), Ooryapara (for the Ooryas) Darzipara (for the tailors), Khalasitola (for the Khalasis or lascars), Dhibapara (quarters of the washermen), Telipara (of the oil-mongers), Beniatola and Baniapara (for the Banias or traders), Badiapara and Badiadanga, the place of gypsies, Chootarpara (the para or quarter for the carpenters), Jugipara (of the jugis or weavers), Sakrapara (of the Sakras or goldsmiths), Sikdarpara (of the sikdars or vendors of articles carried on pack-bullocks), and so on.

With the increase of population increased the number of hats or temporary markets, and the more important or prominent articles sold in them gave their names to the locality. Thus originated Darmahatta and Darmagulley (the place for bamboo-mats called darmahs), Sabjihatta (for Subji or vegetables) Machhohatta (for fish), Amhati (for sale of mangoes), Dahihatta (for sour whey), Mayarahatta (for the Mayuras or sweetsellers), Sutahatta (for Suta or thread), etc., Chinipati (the pati or para—quarter, for the sale of Chini or sugar), Maidapati (for flour) Sinduriapati (for Sindur or vermillion), Kapuriapati (for Kapur or clothes), Chaulpati (for Chaul or rice), etc., etc.

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

With the growth of British trade in Calcutta grew the wealth of its native bankers and banians, brokers and gomastas, and as their wealth increased, and they imbibed ideas of western comforts, their desire for pucca-houses for residence and for gardens increased. The reclamation of waste and jungle was very rapid between 1757 and 1800, and hence we had a very large number of localities scattered all over the town, named after the gardens. These names are still enshrined in the minds of the Indian residents who, if questioned about any locality, would give its garden name in preference to its more modern appellation. The garden-houses were most abundant at the east end of the “road and avenue leading to the eastward” which end, therefore, came to be designated as Boitak-khana. Barretto, Peter Sukeas, Omi Chand, Govindaram Mitra, Huzuri Mall, Sobharam Bysack, and many Europeans had garden houses both on the east and on the west of the Mahratta Ditch, but more on the east than on the west of it. The circular Road therefore, which was built out of the earth dug for the ditch, came at first to be called the Boitakhana road. The Mahratta Ditch having put up a barrier to the better and more numerous garden-houses, the origin of the name of the street was apparently forgotten towards the end of the eighteenth century. When, therefore, people found petty traders sheltering themselves under the shade of a huge banian tree where the present Boitakkhana Road crosses Bowbazar street, and discussing the prices-current of the articles they brought to vend, it was imagined that these discussions had all along been held at a meeting or baitak of the traders, and that this had originated the name of the locality. As a matter of fact, however, mauza Boitakhkhana will be found in the Dibhi Panchannagram maps, far to the east of the Mahratta Ditch Bowbazar, a corruption
of Bahubazar, is the locality where a number of petty bazars were held. Under the umbrageous shade of the tree which was called and even mapped as the Boitakhana tree, was located for sometime a thana and close by, existed a Rath or car for the Hindu god Jagannath, said to have been seventy feet high, but neither the god nor his car imparted a name to any locality in the neighbourhood, although the ghat at the river-side up to which the car used to be pulled in the olden days, is still called after the god’s name.

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

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

Surman’s garden lay at the extreme south of the town. Surman apparently owned both Belvedere House and garden which were sold on his behalf by public auction and purchased
by Captain Tolly of nulla fame. It was afterwards purchased by Hastings for the Governor's garden-house. Hastings had another garden-house on the south of it which was afterwards sold by Sir Charles Imhoff to the Nawab Nazim. 10

Clive had a garden-house at Dum-Dum and Dr. Taylor at Garden Reach; Colonel Watson's garden-house was situated in Watgunge which is but a contraction of Watson's gunge or mart. Besides these there were many other garden-houses of Europeans in Boitakkhana, Balliaghata, Garden Reach and Russapagla, and also at Tannah and Sulkea on the opposite side of the river. Lord Auckland's famous garden-house was at Belgachia which afterwards passed to the Tagores. Debendra Nath Tagore sold it to the Paikpara Raja after failure of the Union Bank which impoverished him. 11

The gardens, however, owned by the native residents, were not named after them in the early years of British rule. But few of them had yet become prominent enough for that honour. Besides, their so-called gardens were, in many cases, mere holdings or tenures fenced in for demarcation of ownership. The more important of these only need be named. Chorebagan was so named from the fact of its dense jungle affording a place of hiding to thieves, Mehendibagan from its being encircled by a myrtle hedge, though some attribute its name to Mirza Mehendi's ownership. Badoorbagan came to be named from a preponderance of bats or flying foxes, Goabagan from gua or betel-nut trees. Jorabagan was named after the pair of gardens, those of Omichand and Govindaram Mitra at Ooltadingi, for reaching which the road was originally made from the river's edge, and called Jorabagan road (see Upjohn's map of 1793-94) Hatibagan was the garden where the Nawab's elephants were kept during the siege. Phoolbagan, the flower-garden, Panbagan, the betel-grove, Kalabagan the plantain orchard, Narikelbagan the cocoanut plantation, Chaldabagan, the enclosure of the chalda-trees (Dillenium speciosum), Kashiabagan, the garden, full of the couch grass, and Bakulbagan the garden full of the bakul tree (Mimuseps Elingii), require no
explanation of their origin. Surtibagan, famous in connection with the surti or lottery of the Lottery Committee, the lucky recipient of one whose prizes wisely invested the amount in its purchase and Hartukibagan named from the myrobalam trees it grew, are both well known. And last, though not the least, of the gardens, is Halsibagan which takes us such more back to the old days, when Calcutta was a tidal swamp and grew in this quarter the Halsi, *Ejiceras fragrans*—a plant that refuses to grow in any place but such as are overflowed at spring-tides. It is certainly most remarkable that in spite of this locality having, for years, been the site of the garden-houses of the most eminent of the Indians of their days, it has retained its nomenclature intact down to this day, although, in more modern times, people of much less consequence and sometimes of no consequence, have influenced the re-naming of ancient localities after them 12

Settbagan of which the Setts were the owners, was, however, a real garden, and has a history of its own. On September 11, 1707, the English Council abated its rent by "eight annas in a bigha" or Rs. 55 in all. Its area was, therefore, 110 bighas. The ground of the abatement was, that the Setts "were in possession of the ground which they made into gardens" before the English were in possession of the town, "being the Company's merchants and inhabitants of the place." The reduction was allowed on the condition that Janardan Sett, Jadu Sett, Gopal Sett, Baranasi Sett and Jaikrishna Sett should "keep in repair the highway between the Forts' land-mark to the nor'ward on the back side of the town." 13 Rutton Sarcar's garden, named form the owner, an illeterate man who under the protection of Nandarama Sen, the black zamindar and others, made a large fortune; Rambagan named after Ram Ray, who also owned and named a bazar after him; Rajabagan, named after Raja Rajballav who sought and obtained against the Nawab, the protection of the Company; Nandanbagan, the pleasure garden of the black zamindar, Nandarama, and Mohanbagan, named from Rajah Gopi Mohan Deb, father
of Rajah Sir Radhakant Deb Bahadur, besides the more recent ones, Roybagan, Singheebagan, Bysackbagan, Bamunbagan, Patwarbagan, Comedanbagan, Bibeebagan, Dokariabagan, Gul Mahammad’s bagan, Sikdarbagan, Tantibagan, Warisbagan, Wolfubagan, are the few instances in which gardens have derived the nomenclature from their native owners. But except in the case of the Setts, of Nandaram, and, of course of Rajah Rajballav, who were historically influential personages in the 18th century, they indicate a later stage in the development of localities, when a few native Indian gentlemen had, under the wings of British trade or protection, either amassed large fortunes, purchased large gardens and erected big buildings therein for their recreation and pleasure, or clustered together in convenient localities as a special caste or for a special calling Keranibagan, however, recalls to mind the early days of the Company, when native Indians had not qualified for clerk-ships which were the monopoly of the East Indians. They were then called keranis in Calcutta, as they are even now called in Orissa and elsewhere. Boitakhana was then, as it is now, their great centre, although Keranibagan itself on the south of it, has been abandoned by them since St. James’s Church was removed from the locality. Short’s bagan is quite as popular as was Short’s bazar both belonging to Mr. Short who, however, personally benefitted nothing by the large sums the Corporation spent in their improvements.

The next or last stage in the development of the localities in Calcutta was reached when men, both European and native, had become prominent persons in the service of the Government, and localities and streets, ghats, lanes, bye-lanes, tanks and squares came to be named after them. It will be seen from the map of 1794 that although several bazars, ghats, and tanks had already been named after persons, very few streets were so named even then. But the number of streets and lanes began to increase so very rapidly since the dawn of the nineteenth century, that the City Fathers found no way of designating them, except by calling them after the names of persons.
It was not merely living personages, or indeed, residential men of note, after whom they came to be named. A few were named after historical personages unconnected with India, as the examples noted in the next Chapter will show, but a great many came to be named after insignificant individuals. From the list of the streets and lanes of the town named after men, it would appear that Hindu names preponderate; next come European and Eurasian names, while although the Muhammadan population of Calcutta is, in point of number, only next below the Hindu, they have imparted their names, comparatively, to few streets and fewer localities.\textsuperscript{14}

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

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

In 1717 Chaurangi was a small village of isolated hovels, surrounded by puddles of water and separated from
Govindapur by dense jungle. It consisted chiefly of bamboo-groves and paddy-fields. There was a tank called the “Golatalao” on the site of the Nunnery Church. The Esplanade was a jungle not yet cleared, “interspersed with a few huts and small pieces of grazing and arable lands.” To the south of Chandpal ghat, which was then the southern boundary of “Dhee Calcutta,” extended a forest, which was afterwards removed by degrees. It was not till 1746 that Europeans began to move into Chaurungi. Chaurangi-road is mentioned by Holwell in 1752, as “the road leading to Collegot (Kalighat) and Dee Calcutta.” A bazar was held in it at that time as a check to the large expansion of the “Collegot market.” Even in Upjohn’s map of Calcutta (1794), we have found no more than one-hundred and forty-six houses in Chaurungi, between Dharamtala and Birijitalao, the Circular Road and the plain. Dharamtala is so called from a famous old mosque that existed on the site of the present smaller mosque on the west of the stables of Messrs, Cook & Co. The ground including all adjacent land belonged to Jafir, Jamadar of Warren Hastings.

In the year 1742 the earth excavated in forming the Mahra-tta Ditch was so disposed on the inner or townward side as to form a tolerably high road, along the margin of which was planted a row of trees, and this constituted the most frequented and fashionable part about the town. An old writer states: “Now (1802) on the Circular Road of Calcutta the young, the sprightly and the opulent during the fragrance of morning in the chariot of health, enjoy the gales of recreation.” The Muhammedans have five burial-grounds along this road in the neighbouring localities, namely, in Narikeldanga, Gobra, Kasia-bagan, Tangra and Karbela. Balliaghat, which is now the scene of busy and thriving trade, was a century and-a-half ago called the “Balliaghat passage through the wood.” Sealdah is mentioned in 1757 as a “narrow causeway, raised several feet above the level of the country, with a ditch on each side, leading from the east.”
In the accounts of old Calcutta left by Holwell and Orme, the Adiganga is sometimes confounded with and miscalled "Govindapur" creek, which was, as we have seen, the original name of the creek that issued from the river at the point where Hastings Street now meets it, and flowed into the Salt Water Lakes, north of Dharamtala, through Wellington Square and Creek Row. At present, as we all know, the Adiganga goes by the designation of Tolly's Nullah, from the fact that Colonel Tolly deepened its bed at his own expense in 1775, following the example of Surman of embassy fame, after whom it had before been named "Surman's Nullah." Surman's point which in early days, marked the site of the old pillar stone of the Company's boundary at Govindapur was the ground at the edge of the river at the south of which the nulla branched off. The channel, when excavated by Surman, was of very small dimensions, the Adiganga having been nearly silted up at its source from the diluviated debris of mauza Govindapur; but with the growing evidence of its increased usefulness, it was widened several times, until it now extends from Kidderpore to Tardah Colonel Tolly opened out the way into the Sunderbuns by connecting the Hooghly with the Bidyadhari. He also set up a bazar at Tollyganj, whence the name of the locality, and enjoyed its profits as well as the tolls on all craft using his canal. The nulla has again become a nuisance in many parts and an agitation has been set up for its improvement.

By the year 1756, just before its capture by Siraj-ud-daula, Calcutta was sharply demarcated into the "European and native towns" which were occasionally designated the "white and black towns" respectively. The English factory with its warehouses, workshops, offices and outlying houses, covered about a hundred and fifty acres on the bank of the Hooghly; the "native town rose about half-a-mile to the north of the old fort and consisted of three or four large villages more or less remote from each other and from the English factory. These villages extended principally along the river from Banstala to Baghbazar and inland to the east of the Chitpur Road, over
such places as Hogulkuria, Simla, and Kalutola. The villages in
the vicinity of the factory were fast developing into an unpre-
tentious city, under the stimulus of manufacture and trade. The
whole town extended in breadth and as not, as we have seen,
confined within the Mahratta Ditch. It comprised, as we know,
the manzars Baniapukur, Pagladanga, Tangra and Dallanda.
Beyond, lay the salt water or the Great Lake as it was than
called, then much larger and deeper than it is now, and over-
flowing every year during the rainy season. The town was
dotted with only a few houses of brick and mortar, but the
majority were mere "Shanties" of mud and straw. There were
bazars, tanks, gardens, and patches of jungle galore on all sides,
enlivened here and there by the presence of pagodas, mosques,
temples and two or three churches. The Armenians built a
church of their own in 1724, to the south of Burabazar in their
own quarter, which lay intermediate between the Hindu town
and the Christian town. The steeple of the church was comple-
ted in 1734 by Huzoori Mull, a Sikh millionaire, friend and
subsequently executor of Omichand, the wealthiest native resi-
dent of the town in his day.

The Portuguese, who also lived close to the Armenians,
raised a small brick church in 1700, and this was enlarged and
improved in 1720.

The Navaratna or the Nine Jewels' temple, towered loftiest
in the sky in the Hindu town. It was built by Govindaram
Mitra, the "black zamindar," and was crowned with a lofty
cupola.

In the early days of Calcutta, houses were generally of
thatch and mud and of one story. "Such houses were approp-
riated for the use of the junior servants of the Company and
the writers in the fort, which, having been on the groundfloor
and in damp situations," proved fatal to a good many of them"
and it is not therefore, surprising that garden houses should
be, as they were, the rage of the hour among the servants of
the Company. "The banks of Garden Reach, wrote Mrs. Fay
in 1750, "are studded with elegant mansions, called garden
houses, surrounded with groves and lawns which descend to
the water’s edge, and present a constant succession of whatever
can delight the eye, or bespeak wealth and elegance in the
owners.” The officers used frequently to get away to Barasat,
then comparatively healthier, for enjoying the freshness of
country life and indulging themselves in pig-sticking. It was the
training ground for young recruits in the army, for whom a
school was established there, although ten miles from Calcutta.
These frequent trips to the country were under the ban of the
Court, which ultimately led to the order, that no European
inhabitant of Calcutta was to go ten miles outside the city,
without the Governor’s special permission.

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

We have already seen from the maps, how with the solitary
fort as the first brick-and-mortar house for a nucleus, in 1696,
no less than 230 edifices had arisen on its north and its south
and its east in 1753, and no fewer than 1114 pucca houses all
over the town in 1793-94. It would be tedious to follow the
growth of houses in detail, but the more important ones may
be briefly noted.

The first and most important building was, as we have
already seen, the Fort (with the splendid house of the Gover-
nor within it), on the site of the present Custom House, “round
and close to which,” says Price in his Observations, “the Eng-
lish settlers by degrees built themselves very neat, useful, if not
elegant houses, laid out walks, planted trees, and made their
own little district neat, clean and convenient.” The European
town rose about the Fort, which extended from Fairlie Place
to Koila Ghat. "The town rising about this Old Fort, like one about a baronial castle in the mediaeval times, was built," says Captain Hamilton, "without order, as the builders thought most convenient for their own affairs, every one taking what ground best pleased them for gardening, so that in most houses you must pass through a garden into the house; the English building near the river's side and the natives within land."

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

The Post Office was originally located in Old Post Office Street in the premises just opposite to the house which is said to have been occupied by Sir James Colville in the last century. Hyde infers its probable existence in a corner of the burial ground as early as 1727 to 1737. The first Treasury included the building which was erected by Sir E. Coote for residential purposes in Council House Street. "We have heard," says Rev. Long, "that the Council was formerly held in the house which still stands, between Mackenzie's and Holling's offices, the scene of many a stormy discussion between Hastings and Francis."

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

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

About the year 1760 a school was founded for the education of East Indian and European girls, by one Mrs Hodges, who taught dancing and French exclusively. A charity school for Eurasian boys (the Free School) was first set up about 1727 by Mr. Bourchier, a merchant, who was afterwards appointed Governor of Bombay. In 1765 the school was enlarged to a great extent by private subscriptions, in consideration of which the Government agreed to subscribe Rs. 800 per mensem towards its maintenance. The present St. John's churchyard was then the European burial-ground. It contained at that time some 12,000 graves—the remains of all Europeans who had died in Calcutta since 1690. Another cemetery of proper dimensions was ordered to be erected in 1766 "without the boundaries of the town," inasmuch as the old burial-ground was much too confined within the environs of the city and proved quite detrimental to the health of the inhabitants, and the sanitation of the entire settlement. At the St. John's churchyard, even to this day, a mausoleum can be seen, at the north-east corner of the ground, which contains the last remains of Job Charnock. This, according to Hyde, is the oldest structure of brick and mortar made by the English in Calcutta. There lies buried, again, the famous Dr. Hamilton who cured Farrucksiyar of his illness and procured the Company their valuable privileges for free trade and 40 bighas of rent free land, around the site of all their factories in Bengal.

The fortifications at Bagbazar, which were represented to Siraj-ud-daula as an extension of the English fortifications throughout their settlement, and which formed, therefore, one of the main causes for the Nabob's attack in 1756, were not formidable. They cost altogether Rs. 29,000 only. The purchase of an octagonal building on the riverside, the repairs of the Redoubt and the mounting of a few pieces of cannon, were about all that was done in 1754, and the work of repairs did not cost more than Rs. 338-6-9.\textsuperscript{16}
In the year 1756 there were, as we have seen, only about 498 masonry houses in the town of Calcutta. These "lay scattered in spacious and separate enclosures" and had no "flues, venetians and glass windows," but "panelled doors and frames with a network of cane."

There is a tradition that the house occupied by Lord Clive stood on the site of the Royal Exchange. Some say that the building now occupied by Messrs. Graham & Co., was the residence of that soldier-statesman.

Warren Hastings' town-house was a very small one, on the site of the present Government House, but he also lived in another in Hastings which was formerly occupied by Messrs. Burn & Co.

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

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

General Clavering resided in the premises at the corner of Waterloo Street, occupied by Messrs. Winser & Co., in 1882. This house is at present occupied by Messrs. Cuthbertson and Harper. Adjacent to this house lived General Monson in the premises "belonging to Messrs. Frere, Smith and Co. near Mangoe Lane," now known as 1 Mission Row.

Richard Barwell's house was situated at Kidderpore. The premises were rented in the year 1798 by the "Managers of the
Orphan Society." We cannot vouch for the truth of the conjecture that "Kidderpore House" 4 Diamond Harbour Road, where the Military Orphan School is at present located, may, probably, have been the residence of Barwell. 26

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

Sir William Jones lived in the "New Court House," which was situated at 2, Esplanade, on the very site of the present High Court. He also had a "bungalow in Garden Reach, nearly opposite to the (old) Bishop's College." Writing in 1852, Long, however, confessed his inability to ascertain the exact site of this building. In that sequestered bungalow, amidst philosophic calmness and academic repose, Sir William Jones studied Sanskrit under Jagannath Tarkapanchanan, and Arabic under Sadar-ud-din, the greatest pundit and munshi of their day. There he translated the Manu-Samhita and Kali-dasa's greatest drama Sakuntala, and from there kept up correspondence with Johnson and Burke The Asiatic Society of Bengal was instituted by Sir William Jones on the 15th January 1784, during the administration of Warren Hastings, who became its first patron. The present building was erected about 1806, and subsequently enlarged in 1839. The Society established a private museum "for the reception of all articles that may tend to illustrate oriental manners and history, or to elucidate the peculiarities of nature or art in the East." Extensive collections of archaeological and natural objects were gradually brought together, which appeared so valuable, that it was decided to approach the State, with the prayer to preserve them in a national building. The Government readily consented to erect an Imperial Museum in which the treasures of the Asiatic Society might be arranged and exhibited, together with the palaeontological and mineralogical collections of the Geo-
logical Survey of India. In the year 1866, the Indian Museum Act was passed, and the Asiatic Society's Museum became the property of the Government of India. The building has since undergone extensive additions and alterations, and with its new wing for the art gallery, forms one of the largest, though, perhaps, not stateliest, of the Calcutta public edifices.

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

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

The Ochterlony Monument is situated at the north-east corner of the Maidan as a great memorial to General Sir David Ochterlony. The structure is 165 feet high, and commands from the top, a most magnificent view of the whole city. Even Barrackpore, Dum-Dum, Fort Gloucester, and the Salt Water Lakes are visible. The subscriptions for its erection, amounted to forty thousand rupees, and were realised from all sections of the community -- civil, military and mercantile.

The Town Hall stands at present on the northern side of the Maidan. When the Old Court House was pulled down in 1792, by the orders of Government, a meeting was held under the presidency of Sir William Jones, to raise subscriptions for the erection of another Town Hall. The present edifice, which is in the Doric style of architecture, was erected in 1804 at a cost of £70,000. It stands upon the site of a house where Mr. Justice Hyde resided and for which he paid a monthly rent of twelve hundred rupees. Sir Lawrence Peel, one of the Chief
Justices of the Old Supreme Court, lived in the house which was afterwards converted into the Sultan Khana of the late ex-King of Oudh, Nawab Wajjad Ali. and is still in existence at Matlabrooj.

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

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

The western part of Calcutta formed the most populous, important and architecturally adorned quarters of the native town. It included Kumartoli, Hatkhola, Jorabagan and Barabazar, all stretching by the bank of the river. Here dwelt those powerful contractors who supplied goods for the Company's investment, and amassed great wealth. Here lived the chief banians who drove a thriving business and made large fortunes "The Setts of Murshidabad, with the wealth of princes, had a gadi (commercial seat) here. Many of the chief officers of the native Government, Rai Doorub, Raja Manickchand and Futtiechand, had mansions in this part of the town." The "Black zamindar," Govindaram Mitra, to the detection of
whose frauds we owe the existence of Holwell’s Tracts, lived in Kumartoli Banamali Sarkar, who was next to him in wealth and influence amongst the residents of the town, was famous for his magnificent residence, which formed so conspicuous a feature in the topography of the town as to be marked down on the old maps. The ruins of this house, which are nothing but a few steps of the ghat that led to the building itself from the river, still exist near Bagbazar. The Sikh merchant, Omichand, who is more famous for his big heard which has passed into a proverb, than for his wealth amongst native Indians,26 lived in his own house, north of the Laldighi in the European quarter of the town, Vaishnab Das Sett, the accredited head of those Bysacks and Setts, of whom, as the pioneer traders of Calcutta, the late Babu Gurudas Bysack has told us so much, resided in Burra Bazar. His old Thakurbari behind the Mint Still Survives. Huzoori Mull, a wealthy Sikh merchant, lived at Burra Bazar in a very large house. He owned a garden house at Baitakhana, where he excavated a tank which still gives its name to a lane there, although it has long ceased to exist, and a small soorki mill now sends up its dirty smoke from its site. Raja Rajbally had his residence at Bagbazar. Maharaja Nabakissen’s residence is shown in the plan of Calcutta, by Lieutenant-Colonel Mark Wood, in 1784-85 as having been the identical house, which was in the occupation of the late Raja Rajendra Narain Deb.

A small room of the famous house of Churamani Datta, who almost rivalled Maharaja Nabakissen in wealth, and always fretted for want of his power, still exists intact, we are told, at its old site.

On the north of Calcutta beyond the Mahratta ditch and the creek, almost due opposite Sulkea, was the palace of the Nawab of Chitpur a favourite haunt of Europeans in the last century. The buildings and gardens were magnificent and sumptuously furnished in European style, and the Nawab Reza Khan lived on terms of intimacy with the “powers” of the day, inviting them often to his mansion. The foreign Governors, on
their visits to Calcutta from Serampore, Chandernagar and Chinsura, came down to Chitpur, where a deputation received them, and they then rode in state up to Government House, mounted on the Nawab's splendid elephant and attended by his guard-of-honour.

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

The most important modern buildings of the town are: (1) The High Court with its lofty spires, erected in 1872; (2) the Writers' Buildings with equally high spires, erected in 1879-84; (3) the Imperial Secretariat and Treasury Buildings 1877-82; (4) the new Customs House on the site of the old, 1899; (5) the General Post Office with its oval dome; (6) the Port Commissioners' Building, 1871; (7) St Paul's Cathedral; (8) St. James's Church; (9) the Bank of Bengal, 1809; (10) the Mint, 1832; (11) the various mercantile offices and commercial buildings in Clive Street, Clive Row, Strand Road, Old Court House Street and Chowringhee, amongst which Gillander House, belonging to the Maharajah of Burdwan, the Hongkong and Shanghai Bank, Hamilton House, Mathewson's, the Great Eastern Hotel, the Grand Hotel, and the Army and Navy Stores, besides the National Bank of India, are the most notable; (12) the Asiatic Museum including the Art Gallery; (13) the General Hospital, 1895-98; (14) the Medical College Hospital and its adjacent branches, inclusive of the Eden Hospital built in 1882, the Ezra Hospital, the Eye Infirmary, the Students' Boarding House; (15) the Lady Dufferin Hospital, 1897; (16) the Senate House; (17) the old Hindu School and the Sanskrit College and the Presidency College, 1854; (18) the Government Telegraph office; (19) the Royal Insurance Company's House; (20) the East Indian Railway Company's offices at Fairlie Place, and (21) the Calcutta Public Library.
5. *Phoenic paludosa.*


7. *Cucurbita dioica.*

8. See Beverley's *Census Report* 1876, page 48. The Wellington Square tank cost Rs. 2,76,000 and took two and a half years to excavate in consequence of numerous springs on the site, which caused the banks to give way. It gave trouble ever afterwards, and was eventually converted into a subterranean reservoir in connection with the water works.

9. We have failed to trace the Pan or daughter-in-law of the family of Biswanath Matilal to whose share the bazar is said to have fallen, and to whom its name is said to be due.

10. See Buckland's *Bengal under the Lieutenant-Governors* Vol. II, pp. 1012—1020. Belvedere House was, we are told, originally constructed by Prince Azim-us-Shan about 1700 A.D. The Governor of Hooghly is said to have occasionally resided in it, but no documentary evidence on the subject is traceable.


12. A Bengali writer attributes the name of the garden to one Mr. Halsey. We have come across this name in Pitt's correspondence (Wilson's *Early Annals* I. 370.) He was Pitt's kinsman, but there is no evidence that he ever resided in the locality.


14. See next Chapter.

15. See Chapter XIII.


17. Busteed's *Echoes from Old Calcutta.*


21. We have heard it stated that premises No. 8 Kidderpore, now in the possession of the I.G. S. N. Co., was occupied by Sir William Jones.

22. Rev. Long's article in the *Calcutta Review,* Vol. XVIII.


24. Marshman's "Note on the left or Calcutta Bank of the Hooghly."
25. The Bengali proverbs about this beard are:

(1) লম্ব রামের ছাইড়ি
উমিদাড়ের দাঁড়ি
ছুঁষুঁষি দলের কড়ি
অমালালী সরকারের খাড়ি

(2) গোবিন্দ রামের ছাই
উমিদাড়ের দাঁড়ি
নকু ধরের কড়ি
মাখুর নেনের খাড়ি

See the next Chapter for illustration of the meaning of these sentences. Nandarama and Govindarama, were both “Black Zamindars” and therefore famous for their magisterial whip. Omichand always remained famous for his beard, his wealth being above comparison. Huzuri Mull after Omichand was the wealthiest merchant in Native Calcutta. His successor in the title was Lakshmikanta Dhar, nick named Naku Dhar, while Banamali Sarkar and Mathur Sen built the grandest houses in their time.
CHAPTER XII

STREETS, SQUARES, TANKS, AND LANES

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

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

After the British settlement was strengthened by the Fort, its trade necessities compelled the construction of roads for the transport and storage of goods brought in by their brokers and agents. With the increase in the number of the factors, the demand for more roads and walks became inevitable; and the roads to the north and south of the Fort, first constructed as branches of the "road leading to the eastward," were extended to the bank of the river and to the Govindapur creek to form the Rope and Respondentia Walks. The "road to the court House," the "road to Prann's house," the "road to Surman's Garden," the "northern road to Perrin's Garden," the "road to Peter Sukeas' house," the "Jorabagan road," leading from the river to the twin garden-houses of Omichand and Govindaram Mitter, and a few others leading to the houses of well-to-do European, Portuguese and Armenian merchants, and
the road to the Burial-Ground were amongst the first that were constructed in the earlier years of the 18th century. The Circular Road, made of the earth dug out of the Mahratta Ditch, became the broadest road in the town and was much frequented by Europeans, while the kutch road to Baraset, as the Pilgrim Road in its northern part was called, served the same purpose for the native Indian populace. Excepting the roads in the immediate vicinity of the Fort and a small part of the road leading from the stone-paved ghat (Pathuriaghatā) which had been metallled with ballast-stone purchased from ship captains, all the roads in the town were kutcha. As late as 1789, the "roads were," says Grandpré "merely made of earth; the drains were ditches between the houses, and the sides of the road, the receptacles of all manner of abomination." Even in 1803, the streets in the "Blacktown" as the Indian portion of the town was called, were, according to Lord Valentia, narrow and dirty and the houses generally of mud and thatch. It was in that year that Lord Wellesley, in his famous minute insisted upon the improvement of the town, in drainage, sanitation, symmetry and magnificence of its streets, roads, ghats, and buildings. We have it, however, on the authority of Mr. H E Shakespear, that up to 1820, the improvements sanctioned by the Government had not been carried into effect, and the streets were, with four or five exceptions, kutcha, and the drains mere excavations by the roadside. Even in 1837, there were, we are told, no stones or gravel within fifty leagues of Calcutta to mend the roads with. Burnt and broken bricks were available but expensive; and a good many, therefore, remained kutchā.

We have, in a previous chapter, shown how the Lottery Committee opened out a great many streets, excavated a great many tanks, and improved the town, in various other ways; how, according to Colonel Thuiller, the town improvements ceased with the abolition of the Lotteries; and how, with the establishment of the Corporation of the Justices in 1871, under Act VI of that year, a fresh era of Town improvements
dawned, and streets, lanes, tanks, landing and bathing ghats, drains, markets, houses and all other matters connected with the sanitation and ornamentation of the metropolis obtained considerable attention. We have already noted the sequence in which the main improvements of the town came to be effected. Up to 1867 only two of the roads of the town were stone-metalled. In that year thirteen miles of Macadamised road were metalled with stone, and new layers of stone were laid on the two old stone-metalled thoroughfares. The stones used were partly obtained from the ballast of ships and partly brought down from Rajmahal. Steam rolling machines were first introduced in 1864 but they proved a failure. They were replaced by the Paris Rollers of 14 tons weight, which are still in use. Up to the time of the Lottery Committee, very few roads had been named after individuals. After 1871, their number became too large to be named otherwise than after the prominent citizens of the localities in which they were constructed. In many localities, there were no superior persons: tailors, rice-dealers, table-servants and cooks preponderated in others. Hence many streets and lanes in the town are named after unknown persons. It is impossible, in view of the space at our disposal, to give an exhaustive list of the public streets, lanes, tanks, and ghats of Calcutta, and to indicate their derivation. We must therefore, be content to deal only with the more important ones of each class and type.

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

The number of streets or squares called after Lieutenant-Governors of Bengal, are, however, fewer. They are—Halliday Street, Grant Street, Beadon Street, Beadon Square, Beadon Row Grey Street, and Eden Hospital Lane while those named after the Governors of Bengal in the eighteenth century are Charnock Place, Holwell’s Lane, Clive Street, Clive Row, Clive Ghat Street, and Vansittart Row.

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

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

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

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

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

Dacre’s Lane is named after John Dacre.

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

Fairlie Place. Mr. Fairlie was the senior partner of Messrs. Fairlie Fergusson & Co., an old and well-known mercantile firm.
Grant's Lane. Charles Grant came to this country very poor, almost penniless, and afterwards rose to be Chairman of the Court of Directors.

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

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

Larkin's Lane. William Larkins was the Church-Warden at St. John's Church.

Loudoun Street is called after the Countess of Loudoun.

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

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

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

Middleton Street, } perpetuate the memory of Thomas Fan-
Middleton Row, } shaw Middleton, who came out in 1814 as the Lord Bishop of Calcutta and Metropolitan of the Indian Episcopate.

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

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

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

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

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

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

_St. James's Square and St. James's Lane_ preserve the sacred memory of a canonized saint of the Anglican Church. The locality is called "Nera Girja" from the fact that the Church consecrated to the saint was devoid of a steeple.

_Sukeas' Street, Sukeas' Lane_, Peter Sukeas was a celebrated Armenian merchant of great wealth and owned a large garden-house at Boitakhana.

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

_Wellington Street_ _Wellington Square_ _Wellington Lane_ are named after the Great Duke of Wellington.

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

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

_Theatre Road_. Mr. Horace Hayman Wilson established in
that quarter, with a few of his European friends, an Amateur Dramatic Society and a play-house called the Sans Souci Theatre. The plays actual in this theatre were at one time the furore of the European population.

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

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

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

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

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

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

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

Boodhoo Ostagur’s Lane, Gooloo Ostagur’s Lane, Lal Ostagur’s Lane, and Nawabdee Ostagur’s Lane are all named after tailors, who plied their trade with such success in the localities, as to be reckoned the chief residents, while Nemoo Khansama’s Lane, Chukoo Khansama’s Lane, Koreem Bux Khansama’s Lane and Punchvo Khansama’s Lane remind us of the good old days
when butlers in the house-holds of European gentlemen were conspicuous persons among their fellow countrymen.

*Shureef Duftree's Lane, Ruffick Serang's Lane and Imambux Thanadar's Lane*, are denominated, respectively after a book-binder, a ship's serang, and a constable in charge of a police-station, who were, amongst the residents of the localities, most influential in the olden days, when Calcutta was peopled mostly by men of their stamp, at least in the particular quarters where they resided. With the development of the town, the better classes of Mussalmans began to settle down here, and clerks and writers gave their names for designating their own localities. As examples we have *Moonshee Alimuddin’s Lane, Moonshee Dedar Bux’s Lane, Moonshee Nakibullah’s Lane, Moonshee Sudderuddin’s Lane*, and *Moonshee Watiullah’s Lane*. *Nazir Najeeboolla’s Lane* is called after a subordinate ministerial officer who served as Nazir in a Judge's Court.

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

*Maulvie Buzlur Rahaman’s Lane, Maulvie Golam Sobhan’s Lane, and Maulvie Imdad Ali’s Lane* are lanes designated after persons who possessed considerable influence in society and were highly respected as, custodians of Moslem culture and professors of Arabic or Persian.

*Mirza Mendee’s Lane*. Mirza Mendee was a wealthy Shi'ah Merchant, whose *Muharrum* procession in the town is well-known for its brilliant display of richly-caparisoned horses, and ornamental flags and *tazias*.

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

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

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

Akhoj Kumar Bose's Lane. Akhoj Kumar Bose belonged to the Bose family of Kantapukar, Shambazar.

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

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

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

Vaishnav Charan Sett's Street. Vaishnav Charan Sett was the son of Janardan Sett, who was the Company's broker during the early years of the eighteenth century.
Bonomali Sircar’s Street. Banamali Sircar was a Sadgop (cultivator) by caste and the son of Atmaram Sircar, who settled in Kumartuli. Banamali was at first Dewan to the Resident at Patna and afterwards Deputy Trader to the East India Company in Calcutta. His magnificent residence built in Kumartuli during the years 1740-50, has passed into a Bengali proverb.

Brindabun Bose’s Lane. Brindabun Bose belonged to the Bose family of Bagbazar.

Brindabun Bysack’s Street. Brindaban Bysack was a wealthy member of the Bysack family who are said to have been brought to Govindaram by the Setts for purposes of intermarriage.

Brindabun Ghose’s Lane. Brindaban Ghosh earned his living as an humble clerk. He was book-keeper of the mercantile firm of Mackillup Stewart and Company.

Doorga Charan Mitter’s Street. Doorga Charan Mitter belonged to the Mitter family of Darjiparah.

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

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

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

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

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

_Falgoon Das Lane_. Falgoon Das was a native of Orissa. He earned considerable wealth by supplying ships with coolies for the delivery of goods and acting generally as Banian to the Captains.

_Gobinda Chunder Dhur's Lane_. Govinda Chundra Dhar is still enjoying life as a Government pensioner. He was Head Assistant to the Medical Board.

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

_Gaur Mohan Dhur’s Lane_. Gaur Mohan Dhar was the first Bengali plumber.

_Girish Vidyaratna's Lane_. Girish Vidyaratna was a leading Sanskrit scholar and a Professor in the Sanskrit College. He owned a large printing press.
Gungaram Palit's Lane. Gungaram Palit belonged to the Palit family of Dingabhangha.

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

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

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

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

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

Jodunath Dey's Lane. Jodu Nath De was the chief accum-
tant of the Calcutta Municipality.

Joy Mitter’s Ghat Lane. Joy Mitter, son of Ram Chandra Mitra, was Banian to the Captain of a merchant-vessel. He built the “dwadas mandir” (twelve temples) at Barnagore Ghat.

Jagadish Nath Roy’s Lane. Jagadish Nath Roy was a native of Kanchrapara in the district of 24-Parganas. He was an able officer in the Police Department and rose to be District Superintendent of Police.

Juggobandhu Bose’s Lane. Dr. Jagabandhu Bose was a medical practitioner of repute in Calcutta. He was an M.D. of the Calcutta University. He made quite a fortune in the healing art and founded the College of Physician and Surgeons.

Kali Prashad Dutt’s Street. Kali Prasad Datta, was the son of Churamani Datta, the great rival in wealth of Maharaja Nubkissen.

Kashee Ghose’s Lane. Kashee Ghose, son of Rama Deva Ghose, Dewan of the Nadia Raj, was Assistant Banian to Messrs. Fairlie, Fergusson and Company and made a large fortune.

Khelat Chandra Ghose’s Lane. Khelat Chandra Ghosh was the grandson of Dewan Ramlochan Ghose, who was sircar to Lady Hastings, but was familiarly known as Hastings’ Dewan. Khelat Chunder’s uncle, Anandanarayan was the owner of Dhurrumtollah Bazar, which was at one time named Ananda Bazar.

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

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

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

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

*Mohesh Chunder Chowdhry's Lane*. Mahesh Chandra Chowdhry was one of the foremost Vakeels of the High Court. He died in 1890. The late Sir Romesh Chunder Mitter used to say that he had known no better lawyer than Babu Mahesh Chandra.

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

*Monohar Dass' Street*. Monohar Dass was a well-known merchant of Burrabazar.

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

*Mutty Lal Seal's Street*. Mati Lal Sil, (1792–1854) the multi-millionaire of Colootollah, was not born with a silver spoon to his mouth. His father, Chaitan Charan Sil, kept the wolf from the door by selling clothes. Mutty Lal secured in 1815 an humble appointment in the Fort. While so employed as a supplier of military stores, he speculated in the business of bottles and corks, which brought him no little fortune. He then resigned his situation in the Fort and became Baniian to the Captains of merchant-vessels. He worked in that capacity for nine years, and "the fair goddess, Fortune, fell deep in love with him." He afterwards rose to be the Baniian of three European mercantile firms. He established the Seal's Free School for the education of the sons of the poor and the needy, and attached a free Boarding-house to this school. He built a guest-house at Belgharia, where five hundred men were
fed sumptuously every day. He made a free-gift of land for the Fever Hospital.

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

Nemoo Gossain's Lane. Nemoo Gossain (Nimai Charan Goswami) was pious Vaishnava.

Nemye Churn Bose's Lane Nemai Charan Bose is a prominent solicitor of the High Court.

Nilmadhab Sen's Lane Dr Nilmadhab Sen was a celebrated oculist.

Nilmoney Dutt's Lane. Nilmani Datta was a medical practitioner.

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

Nilmoney Mittra's Street. Nilmani Mitra belonged to the Mitra family of Darjipara. He flourished in the time of the English acquisition of India and was a contemporary of Omichand.

Nobin Sircar's Lane. Navin Krishna Sircar was a member of the Provincial Executive service.

Nobo Coomar Raha's Lane. Nava Kumar Raha was an actor in the Royal Bengal Theatre.

Norendro Nath Sen's Lane. Norendro Nath Sen, son of Hari Mohan Sen, Prime Minister of Jeypore, is a veteran journalist. He is the editor of the Indian Mirror, and is a solicitor of the High Court. He was a Municipal Commissioner of the city for several years, and represented it in the Bengal Legislative Council for two years (1898-1900). A recently-made square is named after him.

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

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

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

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

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

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

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

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

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

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

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

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

*Raja Rajballav's Street.* Raja Rajballav was Naib or Deputy Governor of the province of Dacca. Siraj-ud-dowlah desired to despoil him of the vast wealth which had been acquired in the long administration of a wealthy province. But the cunning of the old Raja got the better of the young Nawab's cupidity. He fled from Moorshedabad where he was kept under surveillance and took refuge at Calcutta. His son, Kissendas, embarked with his father's immense wealth, and under pretence of going on a pilgrimage of Juggernath, came down to Calcutta, and threw himself upon the protection of the English. Nawab Kassim Ali Khan is said to have killed Raja Rajballav and his son in 1761 in a general massacre.

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

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

_Ram Kanta Bose's Lane._ Ram Kanta Bose belonged to the wealthy Bose family of Bagbazar.

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

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

_Rutton Sircar's Lane._ Rutton Sircar was the favourite servant of a Nundaram Sen, the "Black Zamindar."

_Shama Charan Dey's Lane._ Shama Charan De was the Vice-Chairman of the Calcutta Corporation.

_Shib Kristo Daw's Lane._ Shib Kristo Daw was an iron-dealer and hardware merchant with an extensive business.

_Sir Maharaja Narendra Krishna's Street._ Maharaja Sir Narendra Krishna Bahadoor, K.C.I.E., is the son of Raja.