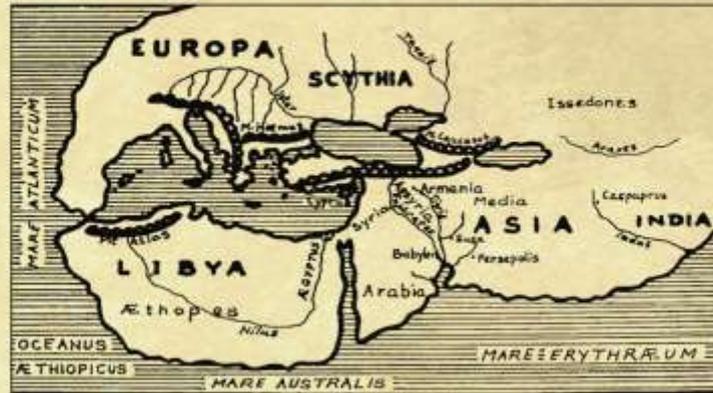


Maritime Archives and Heritage Centre

Maintained by
Kolkata Port Trust

INDIA THROUGH THE EYES OF THE FOREIGNERS



Strabo, c.400 BC, Map of the World



Carte de l'Inde par Henri Adriaens Chardin (1690)



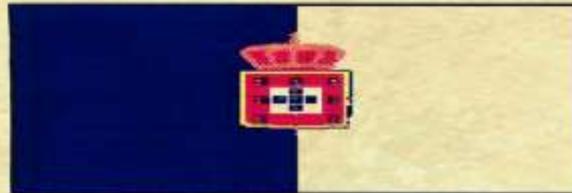
No date is given on this chart. On a story in the Port Commissioners Office Books suggests 1698. The fact that the James and Mary found it shows suggests a later date, or this location according to the diary of William Dudgeon 1692-1701 derives its name from the loss of the "Royal James & Mary" on the 24th September 1694. The third edition of the "English Pilot" was published in 1705 by John Thomson Hydrographer London.



THE RISE & FALL OF SAPTAGRAM & HOOGHLY

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

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



Portuguese Flag

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

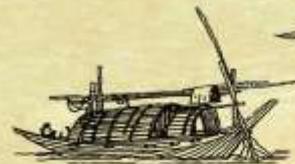
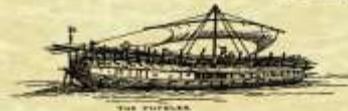
In 1686, the British retreated due to skirmishes with the Mughals and Job Charnock shifted to Suranati. With the passage of time, the resourceful Hooghly port was eclipsed by Calcutta, the new trading center of the British.



Dutch factory at Golghat

BALLAD OF THE BOATS

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



(Source: ww Hunter Annals of Rural Bengal)

KHEJURI

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

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



Milestones in the evolution of the Port of Khejuri

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

Map of KHEJURI and HIJILI by R. E. Smith, Assistant River Surveyor

The following notes are taken from the description of the Map of Khejuri and Hiji, by R. E. Smith, Assistant River Surveyor.

The map shows the river system of Khejuri and Hiji, and the surrounding country. The river system is shown in red, and the surrounding country is shown in yellow. The map includes a scale bar and a legend. The legend indicates: 'Hiji, Khejuri and Kaukhali' (solid line), 'Hiji, Khejuri and Kaukhali' (dashed line), 'Hiji, Khejuri and Kaukhali' (dotted line), and 'Hiji, Khejuri and Kaukhali' (dash-dot line). The map shows the confluence of the Hooghly and Hiji rivers, with various branches and islands labeled.

The map is a detailed representation of the river system and surrounding areas. It includes a scale bar and a legend. The legend indicates: 'Hiji, Khejuri and Kaukhali' (solid line), 'Hiji, Khejuri and Kaukhali' (dashed line), 'Hiji, Khejuri and Kaukhali' (dotted line), and 'Hiji, Khejuri and Kaukhali' (dash-dot line). The map shows the confluence of the Hooghly and Hiji rivers, with various branches and islands labeled.

Source: Extracts from the *Notes on Khejuri and Hiji* by R. E. Smith, Assistant River Surveyor (File No. Marine 750)



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

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

PORT AND FORT

Profile of Early Port System

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

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

Major Landmarks in the Early Development of a Port System (1700 - 1850)	
From the closing years of the Eighteenth Century attempts were made to give shape to Port Construction. It was in 1780 that Colonel Watson founded a marine yard at Kidderpore. Next year he obtained a grant of land from the East India Company for constructing dry docks at the place but the project was abandoned following a legal suit. The first dry dock was built in 1790 at the present site of Bankshil Ghat which was removed later in 1808. The other landmarks are given below -	
1807:	Two sons of Col. Kyd, Chief Engineer of the Company, took over the docks built by Watson. After their tenure, the area of the present day Calcutta Port came to be known as Kidderpore.
1801-28:	Mitchelling identified and named Calcutta. Under his got a big shipbuilding yard. There was another big yard further north named Vinapuri. A big ship "Thunderbolt" of 1,445 tons was built here. The ships built at Vinapuri yard were the envy of the shipbuilders in England.
1824:	Various schemes were formulated to improve the port in Calcutta. Major Scotch submitted a plan for building a dockyard on the riverbank in west Calcutta.
1824-36:	The plan of port development was abandoned due to the Bazaar War.
	Thereafter F.W. Baines, Consulting Engineer of the Company, submitted a plan for docks at Diamond Harbour with railway connection to Calcutta. But it was rejected. At that time manufacturing and regular harbour establishments were maintained at Diamond Harbour.
1835:	Lord Amherst appointed a Committee to look into anomalies in the functions of the Marine Department and improvement of pilot services. The Committee among other things pointed out the high rates of charges of Calcutta Port.
1844:	A Committee, appointed to suggest precautionary measures, recommended construction of a wet dock either at Mira or Kidderpore.

First Proposal For Wet Docks

The following document is dated 24th March, 1780 and deals with a proposal to construct one dock at Kidderpore, Calcutta and in the first of a series of such documents with the view of the construction of Kidderpore Docks in 1780. The construction of this document was the first of a series of such documents. The first of these documents was the first of a series of such documents.

President and Council,

Calcutta

Dear Sirs,

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

It is with the view of providing facilities particularly useful to the British Company in this regard that we have humbly presented the present state of the navigation in this part of the world and that we should propose to be given in our charge that we will be the greatest and best of our generation will have the benefit of your favour in a most extensive and useful manner.



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

We have the honour to remain with all due respect

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

6th March, 1780
 Courteen N.A.I. New Delhi



Old



New



Historical Map of Calcutta, 1780

INDIAN ENTERPRISE

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

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

THE LEGEND OF RAMDOOLAL SARKAR A Pioneer Bengali Merchant

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



Ramdoool Sarkar

DWARAKANATH TAGORE (1794-1846) Dawn of Indian Enterprise

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

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



Dwarakanath Tagore

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



Jansachi Thakurani

THE CYCLONE OF 1864 - A nightmare and a catalyst

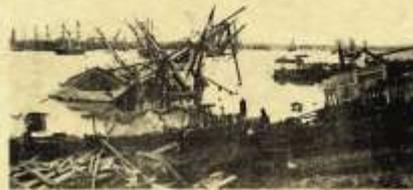
Cyclones or violent windstorms have traditionally lashed Calcutta Port at intervals. One of the earliest on record is the cyclone, which burst upon the city on 30th September 1734, which made Calcutta "look like a place that had been bombarded by an enemy." Great damage was done to shipping; all the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

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

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



Great Cyclone of 1864 - 'Muzoppa' and 'Maha' (wrecked) at Armenter Quay.



Great Cyclone of 1864 - Gokhaldap (wrecked) off Jackson's Ghat.



Salvage vessels working on a wreck off the Botanical Gardens.



The "Berhampore" was driven into the lower reaches of the river, subsequently rigged with iron chains and brought back to Calcutta for docking.

Source: Govt. Archives of West Bengal records and Bengal past and present (1945).

EMIGRATION OF INDIAN LABOUR

The world of Indian Diaspora

It's the biggest sustained mass movement of humans in history: The Great Indian Diaspora. If not in sheer numbers, certainly in scope, width and diversity not even the Chinese Diaspora can rival it. From America to Australia, Brazil to Bulgaria and right through the global alphabet to Zaire, Zurich and Zimbabwe, there is invariably a migrant of a foreign land, that is, a far-flung India. The shifting tides of history have created a human archipelago of many Indians strewn across the Earth. These many Indian worlds within the world are both strikingly different and yet similar, thanks to their common point of origin and the tenuous links that continue to bind them to it. Some were created by indentured labour sent out to work on the plantations and farms of the empire. Others were formed by successive waves of migration - of unskilled workers, agriculturists, artisans, entrepreneurs, cab drivers, doctors, teachers, nurses, scientists and IT professionals. In the story of Indian Emigration in the Nineteenth Century the Port of Calcutta had a decisive role in being the conveyor of both men and materials to the outside world. Between 1830 and 1890 Calcutta Port not only became a hub of trade and commerce, it played a key role in the Emigration of Indian workers to Africa and the Caribbean. Ships of the British Indian Navigation Company carried emigrants to Burma, Africa and S.E. Asia. In 1833 the Government of Mauritius requested bulk emigrants from India for their sugar industry. People from Bihar and Eastern UP formed the major portion of these emigrants. Several jetties were created at Garden Reach site to handle emigrant traffic and laws were enacted to protect the emigrants from exploitation.

Emigration of Indian labour from the Port of Calcutta

In response to the Government of Mauritius's (1833) request for supply of agricultural labourers on coarser basis, the process of immigration started from India. The immigration process began in 1834 and amounted to 7000 persons from Kolkata and 100 men and 8 women from Bombay by the year 1837. The immigrant had to be registered before a magistrate before being sent to the port for sailing abroad. The Act V and XXXII of 1837 of the Government of India inaugurated the emigration of Indian indentured labour.

The marginal mass of the society from Bihar and Eastern UP formed the bulk of immigrants through the Calcutta Port.



Opening of Registry Office for Emigrant labours from Kolkata.

Of the Registry office be established under the sanction of and partly supported by Government. I do not see how we could well avoid manning our pilots or other Government vessels through its agency. I do not expect that we should get very much betterment, or with less difficulty, or more expedition than we do at present - The trial however could do no harm. I should truly be happy to find it and if it might only be distinguished both by Government and the public.

In the proposed By-law the most objectionable part seems to me the severity of its penalties, more particularly where the seamen themselves are personally concerned. If further things are that if a registry office be established it should be like the Sailors Home, of an attractive character, if possible and that if some encouragement be not held out of native seamen as well as passengers detained, it may probably not long meet with the same fate as its predecessor. Lastly I would respectfully suggest whether it might not be well for such a registry office as this and proposed to have its operations extended under the authority of Government to prevent all improper expropriations - so as of routes to the Mauritius or elsewhere. Our pilots would certainly through such a medium have better means of knowing what men formed the proper crews of all vessels leaving the port and suitable clauses might be added to the present By-law accordingly, but more on such a matter would be injurious at such a time, and I have only now alluded to it for the purpose of showing my opinion that I cannot command the time for any share in the management of a Registry Office. I shall be equally ready and willing to aid in operations in any and every way which may be found most beneficial for the public interest, both native and European.



I have yours
T. J. Harrington
Master Attendant

Master Attendant Office
The 12 February 1839

West Bengal Straits Andrew Kennedy
Govt. of Bengal, P. & R. Department, Marine Branch
Extracts from the Proceeding of
3rd April 1839

EMIGRATION OF INDIAN LABOUR

MAJOR COLONIES IMPORTING INDIAN INDENTURED LABOUR

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

Source: Dr J P Lal, *Guests from The Orient: The Origin of the Fiji Indians, 1983.*



Sample contract for a recruitee

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

Sample contract for a recruiter (Trinidad)

Alfred... 188

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

39 - Rates for not districts:
 Fatigue, each man, Rs. 6, each woman, Rs. 4.
 Danda, Mungoo, and Berek Paribabek, the same if you wish to work at Alibabab, and villages the rates will be each man Rs. 6 and each woman Rs. 4, you will receive nothing of those that are under 17 years of age.

40 - All expenses for recruiting (cool), registration, food for coolies, and other expenses up to the time of arrival at the steamer must be paid by you.

41 - Being healthy first selection are required and all both males and females, whether male or female under 18 years of age, will not be taken unless accompanied by respectable relatives or father or mother. No man will be taken of soft hands or weak. 'Paribabek' are altogether refused. Men should be recruited of those sort when they agree to be vaccinated and also not on board of ship.

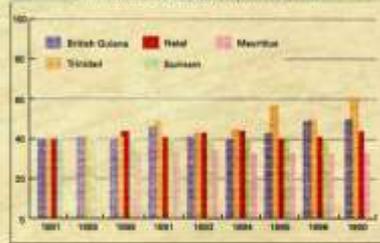
42 - When you have taken the license of Trinidad and other which at any time without my license give the coolies elsewhere or have your license changed or send it by another man, and it made not think, whatever may be the rate of Calcutta I shall take from you. There will be no objection to it at all.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

I agree to the terms and conditions of this agreement.

Recruiter for Trinidad

J.P. Lal, *Guests from The Orient: The Origin of the Fiji Indians, 1983.*

PROPORTION OF WOMEN IN THE EMIGRATING POPULATION AFTER THE 1880S



Source: Dr J P Lal, *Guests from The Orient: The Origin of the Fiji Indians, 1983.*

Year	PARTS OF IMMIGRATION OF INDIAN INDENTURED LABOURERS			
	Indians	Women	Female/Total	Female part
1880-81	14,032	3,915	27.9%	N.A.
1890-91	10,276	6,238	60.8%	N.A.
1895-96	10,783	13,134	55.4%	25,917
1900-01	11,975	17,261	59.8%	39,236
1905-06	16,750	25,790	60.9%	N.A.
1907-08	16,833	27,389	61.4%	N.A.

Source: Dr J P Lal, *Guests from The Orient: The Origin of the Fiji Indians, 1983.*

PORT TRUST SYSTEM BIRTH AND CONSOLIDATION (1870-1947)



General View of River.

Institutionalisation of the Port System in Calcutta

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

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

Port Commissioners assumes mantle (17th October 1870)

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



Courtesy: Usha, Jagda Mittal, The Asiatic Society, Kolkata

Source :
Candell Bhattacharya
History of India
Ganges Ghast
(London, 1881)



The Jetties to the "Eighties"

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

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

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

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

I am directed to state, for the information of the Commissioners appointed for making Improvements in the Port of Calcutta, that, under the provisions of section 16, Act V (B.C.) 1870, the Lieutenant-Governor has fixed the salary of the Vice-Chairman at Rs.1,00 per mensem, to rise by annual increments of Rs.1.00 a month to a maximum of Rs.1,800 per mensem. He will also be allowed to draw Rs.100 per mensem as horse allowance.

[Secretary's Department, File No. 9/799 Part 4, 1870 - 1877]

PIONEERS OF THE PORT

Pioneers of the Port Commissioners' Formative Period

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

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



W. Duff Bruce (1871-1887)



J. H. Apjohn (1891-1892)



F. G. Dumayne (1901-1915)

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

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

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

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

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

Resolution No. 79—Resolved that the Commissioners in Meeting assembled—do place on record their deep regret at the death of Sir Frederick Dumayne—and their high appreciation of his eminent services to the Trust during his tenure of the office of Vice-Chairman for the twelve years from 1901 to 1915.

17 Victoria Road
Kolkata 14
January 1930

Dear Sir,

It is to inform you I have intended to Mr. Frederick Apjohn (with whom I have been associated with me in my work for some years past), as a partner in my business at Port of Calcutta. The share of my firm will be 50% and 50% will be yours. It will be agreed in all the other matters in connection with my firm & the agreement signature of the partners later.

Yours faithfully,

W. Duff Bruce

Mr. Duff Bruce will sign Duff Bruce & Co.
Mr. Frederick Apjohn will sign Duff Bruce & Co.

The Commissioners for the Port of Calcutta

NOTICE OF RESOLUTIONS PASSED AT A SPECIAL MEETING
Held at the Chamber of Commerce, Calcutta, on the 17th February 1930.
The following resolutions were passed at the meeting held on the 17th February 1930:

RESOLUTIONS

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

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

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

W. Duff Bruce

For the Commissioners

J. Apjohn

RESOLUTIONS PASSED AT A SPECIAL MEETING
Held at the Chamber of Commerce, Calcutta, on the 17th February 1930.

RESOLUTIONS PASSED AT A SPECIAL MEETING
Held at the Chamber of Commerce, Calcutta, on the 17th February 1930.

STRAND BANK LAND

All the land and immovable property on the river side of Strand Road between Chandpal Ghat and Ahinollah Ghat was Part Trust's property since inception, as per Government's Order vide Letter No. 2911 dated 17th October 1870. Strand Road was built between 1820 and 1830.

Notable exceptions to this allotment of land were plots that the Part delegated for building the Railway Station of East Indian Railway Company (Howrah Station), for the Floating (pontoon) Bridge on the Hooghly (predecessor of the present Howrah bridge) and the Mint.

STRAND BANK LANDS AND THE RIVER SIDE OF THE HOOGHLY

The Strand Bank comprises of the land on the river side of Strand Road between Chandpal Ghat and Ahinollah Ghat, constructed, with the exception of certain plots, separately reserved from the Strand Bank, but then as the property of the Part Trust since its formation.

The present Strand Bank since its commencement between 1820 and 1830, was along the river and had a narrow frontage. The Strand Bank was not a single plain along Chandpal Ghat and was restricted by the changing of water level and the construction of quays.

After the formation of the Part Government, Government in their letter No. 2911 dated the 17th October 1870, in the date in which the Government's Order is issued, proposed to vest in the Government for making improvements in the river of Calcutta, under Act VIII of 1870, for the purposes of the Act, all the immovable property of Government, extending along the river bank from Chandpal Ghat to Ahinollah Ghat and lying on the river side of the Strand Road, between High and Low water mark, in the Strand Bank, to be known as "Strand Bank Land", with the exception of certain areas which were either in use for other purposes or reserved for the Part Trust which it is intended should be reserved for other uses to be mentioned.

No. 2911.

From SECRETARY GOVERNMENT OF INDIA,

Offy. Secy. to the Secy. of Deptt.
to the Secy. of the Government.

To the CHIEFMAN of the COMMISSIONERS and MAGERS DEPARTMENT
BENGAL at the GOVT. of CALCUTTA.

Dated 17th Oct., 1870.

Wherefore,

That,

I am directed to inform you that the Government, on behalf of the Secretary of State for India in Council, propose to vest in the Government for making improvements in the river of Calcutta, under Act VIII of 1870, for the purposes of the Act, the immovable property of Government, extending along the river bank from Chandpal Ghat to Ahinollah Ghat, and lying on the river side of the Strand Road, between High and Low water mark, in the Strand Bank, to be known as "Strand Bank Land", with the exception of certain areas which were either in use for other purposes or reserved for the Part Trust which it is intended should be reserved for other uses to be mentioned.

I.—The Strand Bank of the East Indian Railway Company and the public wharves made adjacent to the Strand Bank, to be reserved.

II.—The Strand Bank reserved for the use of the Government, in the Strand Bank, which is to be reserved, and for other purposes to be reserved in a special Resolving Order, made in connection with the Strand Bank.

III.—Part of the Strand Bank reserved for the use of the Government, which it will be necessary to reserve to the Government, in connection with the Strand Bank, which is to be reserved, and for other purposes to be reserved in a special Resolving Order, made in connection with the Strand Bank.

IV.—The Strand Bank reserved for the use of the Government, which it will be necessary to reserve to the Government, in connection with the Strand Bank, which is to be reserved, and for other purposes to be reserved in a special Resolving Order, made in connection with the Strand Bank.

V.—The Strand Bank reserved for the use of the Government, which it will be necessary to reserve to the Government, in connection with the Strand Bank, which is to be reserved, and for other purposes to be reserved in a special Resolving Order, made in connection with the Strand Bank.

I have the honor to be,

Sir,

Your most obedient servant,

Ramesh Chandra
Offy. Secy. to the Secy. of Deptt.



Kalkingon Docks - Looking North



Strand Road



Strand Road



DOCK SYSTEM

KIDDERPORE DOCK

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

KING GEORGE'S DOCK

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



Kidderpore Docks - First Vessel Entering



Kidderpore Docks - Looking South.



King George's Dock

THE IMPERIAL VISIT

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

DELHI, INDIA.
CALCUTTA,
19th January 1911

My dear Sir,

May I express my
pleasure of the first flight
and confidence of the
arrangement made by
the Port Commissioners
for the Imperial Majesty's
visit. I have not
yet seen the steamer

and I feel how much
the Port of Calcutta is indebted
to you and to Captain
Lambert and all the staff
of the steamer who
are so ready to
do their duty and
I have no doubt that
the Imperial Majesty
will be very much
pleased with the
arrangement made by
you and the staff of
the steamer.

Yours faithfully,
E. J. Green



King George V

LIST OF PERSONS TO BE INVITED TO THE DINNER AT PRINCEP'S GHAT.

Names to be furnished and arrangements made, etc. Mrs. Datta

SCIENTIFIC AND RESEARCH OFFICERS

1. H. H. the Maharaja of Cochin State
2. Maharaja of Mysore
3. Raja of Kutch
4. Maharaja of Mysore
5. Raja of Mysore
6. " of Mysore
7. " of Mysore
8. " of Mysore
9. " of Mysore
10. " of Mysore
11. " of Mysore
12. " of Mysore

POLEMEN

1. Naval Director of Merchandise
2. Maharashtra Director of Fisheries
3. Police Commissioner of Calcutta
4. Marine Director, Calcutta
5. " of Calcutta
6. Marine, Calcutta
7. " of Calcutta
8. " of Calcutta
9. " of Calcutta
10. " of Calcutta
11. " of Calcutta
12. " of Calcutta

PROVINCIAL OFFICERS

1. Mr. Datta
2. Mr. Datta
3. Mr. Datta
4. Mr. Datta

CALCUTTA COMMISSIONERS

1. The Hon'ble Mr. A. L. Krishna
2. Mr. J. N. Dasgupta
3. The Hon'ble Mr. J. N. Dasgupta
4. Mr. G. P. Dasgupta
5. Mr. G. P. Dasgupta
6. " of Calcutta
7. " of Calcutta
8. " of Calcutta
9. " of Calcutta
10. " of Calcutta
11. " of Calcutta

12. " of Calcutta
13. " of Calcutta
14. " of Calcutta
15. " of Calcutta
16. " of Calcutta
17. " of Calcutta
18. " of Calcutta
19. " of Calcutta
20. " of Calcutta
21. " of Calcutta
22. " of Calcutta
23. " of Calcutta
24. " of Calcutta

SENATE

1. Dr. Sir Ganga Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
2. Shri Ganga Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
3. The Hon'ble Mr. Mohan Das, M.A., B.A., F.R.S., Madhupur, Calcutta
4. Dr. Krishna Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
5. Mr. Krishna Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
6. The Hon'ble Mr. Datta Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
7. Mr. M. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
8. " of Calcutta
9. Shri Ganga Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
10. Mr. L. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
11. Dr. P. C. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
12. Mr. G. W. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
13. Dr. G. W. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
14. Mr. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
15. The Hon'ble Mr. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
16. The Hon'ble Mr. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
17. Dr. G. W. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
18. Mr. H. H. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
19. Shri Ganga Prasad, M.A., B.A., F.R.S., Madhupur, Calcutta
20. Dr. G. W. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
21. Dr. G. W. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta

PORT COMMISSIONERS

1. Mr. P. G. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
2. Mr. H. H. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
3. " of Calcutta
4. " of Calcutta
5. Captain G. N. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
6. Mr. W. A. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
7. " of Calcutta
8. " of Calcutta
9. Mr. G. A. B. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
10. Mr. J. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
11. Captain F. A. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta
12. Mr. G. H. Dasgupta, M.A., B.A., F.R.S., Madhupur, Calcutta

BIRD & COMPANY

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



Cable Loading Dock



Mr. Edward Sheriff, M. C., J. E. of The Bird & Co. who also played a strategic role in Bengal Politics for European Insurance.



Kolkata Head Office of Bird & Co.

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

7. Read a note by the Vice-Chairman submitting a tender, a copy of which is given in the Appendix, from Messrs. Bird and Co. for handling cargo at the Docks. The rates now offered by them were the same as those being paid to Messrs. Atkinson Brothers under the contract which is to terminate on the 1st January 1895. When tenders were invited three years ago the rates offered by Messrs. Atkinson Brothers were 25 per cent. on the landing charges under the schedule then in force for both imports and exports. Messrs. Bird and Co. then offered to undertake the work at 25 per cent. for imports and 20 per cent. for exports. The latter being the more important item at the Docks, Messrs. Atkinson Brothers' tender of 25 per cent. all round worked out as lower than Messrs. Bird and Co.'s tender, and the contract was consequently given to the former. The rate in the schedule which was framed three years ago for shipping goods, wheat and jute was 12 annas a ton, so that 25 per cent. amounted to 3 annas a ton, the rate at which Bird and Co. now tendered. For those staples, the weight of which is known exactly, it is much better to have a licence rate than to have a percentage on the shipping charge, which is altered from time to time. On the other hand, for imports and exports of tea, 1st, 2nd, &c., for which the charge is by the bulk or chest, the percentage charge for handling is the most convenient and simplifies accounts.

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

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

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



HOWRAH BRIDGE

Snapshots of Construction process



The New Howrah Bridge takes shape

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

The erection of the cantilever arms of the bridge commenced at the end of 1940. The two halves of the suspended span - each half 282 ft long and weighing 2000 tons - were built in December 1941. Then the two halves were joined by moving them horizontally towards each other by hydraulic jacks until the gap was closed and the connection at the centre could be made permanent.

After completing the steelwork of the deck and concreting of roadway, the New Howrah Bridge was finally opened to traffic in February 1943, removing the old floating bridge.

Excerpt from the Proceedings of the New Howrah Bridge Construction Meeting held on 26.12.1941 (Page 17-18)

A Statement of Particulars of the Construction of the New Howrah Bridge.

Excerpt from the Proceedings of the New Howrah Bridge Construction Meeting held on 26.12.1941 (Page 17-18)

The construction of the New Howrah Bridge was commenced in 1940. The bridge is a cantilever bridge. The two halves of the suspended span were built in December 1941. Then the two halves were joined by moving them horizontally towards each other by hydraulic jacks until the gap was closed and the connection at the centre could be made permanent.

After completing the steelwork of the deck and concreting of roadway, the New Howrah Bridge was finally opened to traffic in February 1943, removing the old floating bridge.

Resolution of the Board of Directors of the Calcutta Port Trust, dated 26.12.1941.

Excerpt from the Proceedings of the New Howrah Bridge Construction Meeting held on 26.12.1941 (Page 17-18)

THE WORLD WARS: AGONY AND ECSTASY

THE FIRST WORLD WAR

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

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

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



COURSE OF R.M.S. "EMDEN" 1914.



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

THE SECOND WORLD WAR

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

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



NAUTIM ARCHITECTURE

The story of Warehouse

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



Jetties and the coming of organized Port System in Kolkata

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

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

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



The New Jetties - On Completion



Faidie warehouse - now KOPF, Heritage Centre



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

MARITIME ARCHITECTURE

CPT Head Office

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



Port Commissioner's House

Light House

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

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



Saugor Lighthouse

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

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



Ayyar, The First Indian Chairman



Fourth to Elderton

Draft reply to the Secretary to the Government of India, Transport Department. **Vol. 81.**
Meeting
1929.
2nd April 1947.

I have the honour to refer to your letter No. 1230447 dated the 21st March 1947, stating that Government have decided to appoint Mr. N. N. Ayyar, M. A., I. C. S., as Chairman for a period of seven years with effect from the 28th April 1947.

The Commissioners made up in good and true in their letter dated 21st December 1946, they advised Government to inform them before an appointment was made in the case of the officer one of whose Commission expired in August. While they have no objection in principle to the selection of Mr. Ayyar, the Commissioners submit that should have been informed before he was appointed. But since the Calcutta Port Act requires prior consultation with the Commissioners, but it is obvious the objection could be remedied by the appointment of a Chairman retrospectively to date.

But Committee recommended that the draft reply be placed in the Government of India.
Resolution No. 437—Approved.

4. Calcutta Corporation—Election of a Commissioners representative.

And its following—

Was read to the Board and by the Chairman.

Mr. Bapat having suggested there is a necessity for one Commissioners' representative on the Calcutta Corporation.

The Board will let the Port Commissioners be an interested party 1947 and of the present Commissioners only the names of the following are to be set out—

Mr. N. B. Bose.

Mr. J. Sivaraman.

Mr. S. C. Sengupta.

It was of the Commissioners voted about it presented to read for election the Commissioners will be liable in their capacity as Mr. Bapat's plan and the Board Government will continue onwards to the 31st January. I think the Board Government will continue to allow to someone one Commissioner who is willing to serve.

But Committee recommended that on Government of Bengal be reported to Government of India, Sir G. B. S. was in place of Mr. Bapat.
Resolution No. 438—Approved.

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

Mr. John C. Chen proposed and Mr. H. D. Cokerbach seconded the following resolution which was carried unanimously—

Resolution No. 438—The Commissioners desire to place on record their deep appreciation of the work done by Sir Thomas H. Elderton, 4th, as the Chairman of the Port Commissioners from 1929 up to the present time when he is going home to enjoy a well-earned rest on leave preparatory to retirement.

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

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

Mr. Thomas made a suitable reply.

GENESIS OF A SUBSIDIARY PORT AT HALDIA



Maker of Haldia

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

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

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

Satish Chandra Samanta (1900-1983) commonly acclaimed as Sabhasamrak is an intrepid freedom fighter and organized Parallel Government in Tamrak Subdivision during the Quit India Movement. A Parliamentarian of more than 30 years since the formation of the constituent Assembly, he represented Tamrak Parliamentary constituency from 1952 to 1977. The genesis of the alternative Port at Haldia bears testimony to his leadership as a nation builder. As a leader he endeared himself to all sections of the society. He was not tainted by the trapping of party politics. As a token of gratitude the first Oil Jetty at Haldia has been named "Satish Chandra Samanta Oil Jetty".
[Source: "Sabhasamrak" Satish Chandra Samanta commemoration volume, P.75-76.]



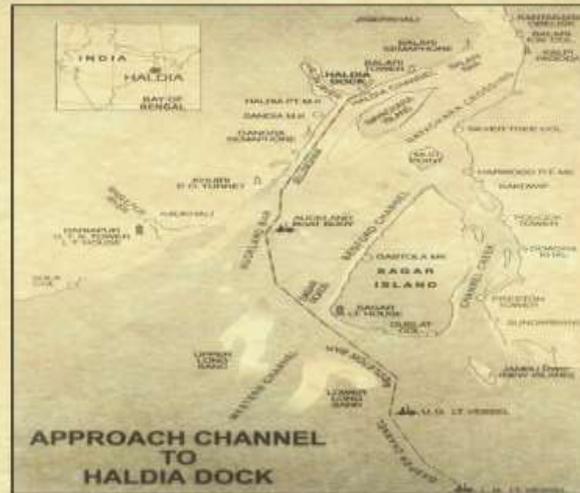
Shipping Village at Haldia



Haldia Construction in Progress



GENESIS OF A SUBSIDIARY PORT AT HALDIA



Trailers for Container Handling at HDC

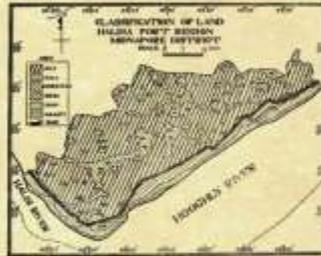


2nd Oil Jetty at HDC



The Coming of the Haldia Dock – Major Landmarks
1959 Haldia Anchorage scheme launched.
1962 Master Plan for Haldia prepared.
1963 Land Acquisition process began.
1968 Haldia Dock construction work started.
1970 Arrangement for Haldia Fertilizer plant finalized.
1977 Haldia Dock opened for merchant vessel.

HALDIA DOCK



Tropic Tower, administrative Building of Haldia Dock Complex.



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

NOTIFICATION PORTS

In exercise of the powers conferred by Clause (b) of Sub-section (1) of Section 6 of the Indian Ports Act, 1908 (15 of 1908) and in pursuance of the Calcutta Port (Haldia Anchorage) Rules, 1933 published with the Ministry of Transport & Communications (Department of Transport) Notification No. 3.PCR (154)/59, dated 14th May 1959, the Central Government hereby makes the following rules, the same having been previously published as required by Sub-section (2) of the said section, namely:

1. Rules Short Title: These rules may be called the Calcutta Port (Haldia Anchorage) Rules, 1933.
2. Haldia to be anchorage: The area within the limits specified in the schedule shall be known as the Haldia Anchorage and be used by vessels for loading and unloading of cargo.
3. Use with approval of Port Commissioners: The approval of the Commissioners for the Port of Calcutta shall be necessary for the use of the anchorage for the purposes specified in Rule 2.

THE SCHEDULE: Anchorage at Haldia

Haldia anchorage, situated at the right bank of the Hooghly River in the vicinity of the mouth of the Haldia River about 30 nautical miles downstream of Calcutta, and defined as follows:

On the South: A line drawn across the river Hooghly with Bales Tower Lighthouse $22^{\circ} 02' 51.19''$ N Longitude $88^{\circ} 07' 35.49''$ E bearing 330° .

On the South: A line drawn across the River Hooghly with old Shed P1, Telegraph Office (Lat. $22^{\circ} 53' 22.1''$ N Long. $88^{\circ} 07' 52.8''$ E) bearing 135° .

On the East: The E2 line marked on the current edge of Haldia Channel.

On the West: The Western Bank of the River Hooghly and including the mouth of the River Haldia up to Tropic Tower Mark (Approx. 1 mile upstream of Haldia P. Mark) bearing 090° .

SH. NAKUL SEN,
Joint Secretary to the Government of India,
No. 9/PCB (154)/59.



A View of Haldia Dock Complex.

GRAND DIVISION OF 20 NAUTICAL MILES DOWNSTREAM OF
OF S.S. AND IN VICINITY OF ANCHORAGE AT Haldia
BY THE GOVERNMENT OF WEST BENGAL.

GRAND DIVISION OF 20 NAUTICAL MILES DOWNSTREAM OF
VICINITY OF S.S. AND IN VICINITY OF ANCHORAGE AT Haldia
BY THE GOVERNMENT OF WEST BENGAL.

Name of Village	Survey No.	Area in Sq. Yds.	Area in Acres	Remarks
Bales Dock	101	100	0.23	
Brookline Dock	102	100	0.23	
Chand Dock	103	100	0.23	
Manjira Dock	104	100	0.23	
Green Dock	105	100	0.23	
Madhava Dock	106	100	0.23	
Elayappa Dock	107	100	0.23	
Madhava Dock	108	100	0.23	
Madhava Dock	109	100	0.23	
Madhava Dock	110	100	0.23	
Madhava Dock	111	100	0.23	
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Madhava Dock	113	100	0.23	
Madhava Dock	114	100	0.23	
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Madhava Dock	117	100	0.23	
Madhava Dock	118	100	0.23	
Madhava Dock	119	100	0.23	
Madhava Dock	120	100	0.23	
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Madhava Dock	158	100	0.23	
Madhava Dock	159	100	0.23	
Madhava Dock	160	100	0.23	

Project	Survey No.	Area in Sq. Yds.	Area in Acres	Remarks
Madhava Dock	161	100	0.23	
Madhava Dock	162	100	0.23	
Madhava Dock	163	100	0.23	
Madhava Dock	164	100	0.23	
Madhava Dock	165	100	0.23	
Madhava Dock	166	100	0.23	
Madhava Dock	167	100	0.23	
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Madhava Dock	194	100	0.23	
Madhava Dock	195	100	0.23	
Madhava Dock	196	100	0.23	
Madhava Dock	197	100	0.23	
Madhava Dock	198	100	0.23	
Madhava Dock	199	100	0.23	
Madhava Dock	200	100	0.23	

SEEKING THE HALDIA DOCK, HALDIA.

SHIPWRECK - GREEN OPAL EPISODE (1997)

The story of a wreck



From Wreck to Rescue



LIST OF WRECKS BY OTHER MODELS
(Chronological)

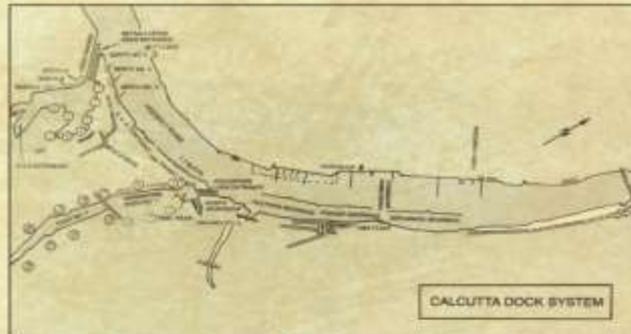
No.	Name of the Wreck	Year	Locality
1	Green Opal	1997	Green Opal
2	Green Opal	1997	Green Opal
3	Green Opal	1997	Green Opal
4	Green Opal	1997	Green Opal
5	Green Opal	1997	Green Opal
6	Green Opal	1997	Green Opal
7	Green Opal	1997	Green Opal
8	Green Opal	1997	Green Opal
9	Green Opal	1997	Green Opal
10	Green Opal	1997	Green Opal
11	Green Opal	1997	Green Opal
12	Green Opal	1997	Green Opal
13	Green Opal	1997	Green Opal
14	Green Opal	1997	Green Opal
15	Green Opal	1997	Green Opal
16	Green Opal	1997	Green Opal
17	Green Opal	1997	Green Opal
18	Green Opal	1997	Green Opal
19	Green Opal	1997	Green Opal
20	Green Opal	1997	Green Opal
21	Green Opal	1997	Green Opal
22	Green Opal	1997	Green Opal
23	Green Opal	1997	Green Opal
24	Green Opal	1997	Green Opal
25	Green Opal	1997	Green Opal
26	Green Opal	1997	Green Opal
27	Green Opal	1997	Green Opal
28	Green Opal	1997	Green Opal
29	Green Opal	1997	Green Opal
30	Green Opal	1997	Green Opal
31	Green Opal	1997	Green Opal
32	Green Opal	1997	Green Opal
33	Green Opal	1997	Green Opal
34	Green Opal	1997	Green Opal
35	Green Opal	1997	Green Opal
36	Green Opal	1997	Green Opal
37	Green Opal	1997	Green Opal
38	Green Opal	1997	Green Opal
39	Green Opal	1997	Green Opal
40	Green Opal	1997	Green Opal
41	Green Opal	1997	Green Opal
42	Green Opal	1997	Green Opal
43	Green Opal	1997	Green Opal
44	Green Opal	1997	Green Opal
45	Green Opal	1997	Green Opal
46	Green Opal	1997	Green Opal
47	Green Opal	1997	Green Opal
48	Green Opal	1997	Green Opal
49	Green Opal	1997	Green Opal
50	Green Opal	1997	Green Opal



THE ROAD AHEAD

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

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



INDIAN RESPONSE

Confluence of East and West: Voyage of Bengal Celebrities

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

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

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

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



Raja Rammohan Roy



Dwarkanath Tagore



Swami Vivekananda



Sister Nivedita

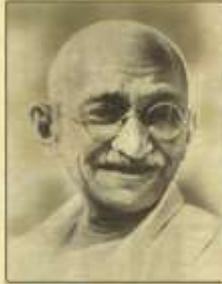


Rabindranath Tagore

বিষ্ণুদেবী রাসবিহারী বসু : সমুদ্র পথে জাপান

প্রথম বিশ্বযুদ্ধের সময় ১৯১৫ সালের ১২ই মে প্রথমে বিষ্ণুদেবী পিতল মাকড় এই রতনকে কলকাতা থেকে জাহাজে জাপান অভিমুখে দ্বারা করেন। কোরসে বড়বন্দারমালায় অভিবৃত্ত হয়ে রাসবিহারী সুপ্রীশঙ্কর আরও জাহাজ করেন। জাপান থেকে ভারতীয় বিষ্ণুদেবীর অপেক্ষে তৎপরতা চালিয়ে যান। দ্বিতীয় বিশ্বযুদ্ধের সময় তাঁর উপস্থানে ভারতীয় স্বাধীনতা সঙ্গ গঠিত হয় - এর বিভিন্ন উপরেই নেতৃত্বী সুভাষা চাট্‌জব হিন্দু বাহিনী গঠন করেন।

MAHATMA GANDHI'S VOYAGE TO RANGOON FROM KOLKATA



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

[Source: DG, Tiruhikar, Mahatma Vol I, Page 501 (Publication Division, Government of India)]

GANDHIJI'S CONCERN

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

[Rangoon]
March 19, 1915

The Agents
British India Steam Navigation Company

With Mr. Gandhi and his wife, I am a deck passenger from Calcutta to Rangoon per ex. Lunka which arrived here yesterday. I have been in the habit of travelling as a deck passenger since my independence. I was surprised to find that the arrangement for deck passengers in ex. Lunka was far from satisfactory. The deck was unacceptably crowded. There was hardly enough sitting accommodation for the number of passengers there. My own berth was so full that I could not sleep during night. Other deck passengers were unable to make so comfortable. I saw many long queues and queues, through the cabin. The ladies were in a deplorable state. The deck space between the masts and the stern was used as urinals. There seemed to be no rest to be had there. There was however, a great deal of water in the hold of ex. The water in the hold was so much soiled that it was not used by the passengers for sanitary purposes. There was no fresh water for drinking. The deck used to stink and was very unclean.

I am sure that a great company like yours do not wish to treat their deck passengers in this manner. I would advise that you should be more comfortable in the future. I am sure that you will be able to do so. I am sure that you will be able to do so. I am sure that you will be able to do so.

Yours,
M. Gandhi

[Source: The Collected Works of Mahatma Gandhi, Vol. 301, Page 41-42 (Publication Division, Government of India)]



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



Gandhi in 1911



Kasturbai Gandhi in 1915

BENGAL PARTITION

Protest of Sitanath Roy and Bengal National Chamber of Commerce

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

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



View as it stands and measures.—While the different bodies, viz., the municipalities, the Port Trust, the East India Railway and various other bodies are anxious to co-operate, more deeply organized and fully equipped on the proposal of the East India Railway being carried out, which may only result in facilitating facilities for shipment of a portion of the coal trade, it is somewhat inconspicuous that Government should franchise another scheme which when fully developed will be a direct menace to the trade of this port and which will severely reduce its prospects. While the Government, the Calcutta Port Trust and the merchants concerning the European companies (in particular) have such stores of capital in Calcutta, in Dacca, in Chamba, Jubbulpore, Bhojpur, in Mitha and Trichinopoly, and in other various ports and places which have contributed so much to raise and develop this port and to make this port what it is now, while with the gradual opening of the coal and iron trade, with the increasing expansion of railway communication, its prosperity is being further developed and while this port has been for over a century the chief outlet for all the important export trade of the Province and of Northern India and the capacity of this port is over the requirements of them is unquestioned. It is inconspicuous that Government should try to create and develop another port so near a short distance from this port and try to have trade from this port by the artificial means of some of the most flourishing districts (whose chief wealth lies in producing an abundant supply of jute and rice) from this port and placing them at the disposal of the rival port.

Partition as a constraint on Kolkata Port



This showing the partition of Bengal, and division given to it after Bengal, 1904

The proposal if carried out would cause material loss and injury to all classes of workmen here. Its European officials in particular, who have much money and acres of property in the Calcutta portland in the Calcutta Corporation, for with the inevitable depreciation of local properties from the increase of the Corporation will be considerably affected. The benefit is entirely unreciprocated by improving the efficiency of the services in Assam or rather by bettering the prospects of the service holders and by more fully developing the resources of Assam, but it is rather doubtful whether the inhabitants of the several districts will so all participate in the benefit of the exploitation of Assam as to be improved efficiency of the service.

The Corporation would now long learn to conclude by saying that the resources of the Eastern districts, particularly of Dacca and Mysore, in Assam instead of working in every way to the gain of these districts, would most probably shift their interests to all roundness with and that the proposal of being transferred from a highly progressive and cultured province like that of Bengal to a backward and primitive province like that of Assam, of breaking off with all assistance of the referred development of the resources of this port from their life and life and body the proposal of being lowered in the estimation of their brethren in other parts of India by being merged into a people placed on a much lower plane of civilization and with whom they have nothing in common, would fall to produce deep pain, sorrow and discontent amongst the several millions of His Imperial Majesty's subjects living in the Eastern Bengal, who find it more in the deep attachment, loyalty and allegiance which they in common with others owe to His Imperial Majesty. The merchant therefore humbly pray that His Excellency the Viceroy and His Honour the Lieutenant Governor of Bengal will be graciously pleased to give some consideration to the feelings of a loyal people and shelve the proposed scheme.

I have the honour to be,
Sir,
Your most obedient servant,
SITA NATH ROY,
Secy. Secy Bengal National Chamber
of Commerce

The Calcutta Chamber,
20 Strand Road,
Dated the 3rd February, 1904.

THE GHATS: SOCIO-CULTURAL DIMENSION



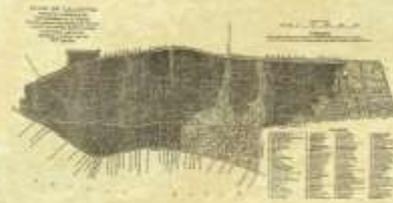
Bathing Ghat



Outram Ghat



A General Ghat



GHATS AND THEIR EXTENT

GHATS AND THEIR EXTENT	GHATS AND THEIR EXTENT
1. Durgam Chatterjee	1. Durgam Chatterjee
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50. ...	50. ...

Kolkata Port Trust is concerned with the work of this Commission for the better management of the river for the benefit of the people of the city. It is a public body and its primary responsibility is to the public. It is a public body and its primary responsibility is to the public. It is a public body and its primary responsibility is to the public.

A good many Ghats have sprung up over a long period of time. The Ghats are the result of public initiative for the purpose of landing and loading merchandise. These Ghats have sprung up in various parts of the city and have been built by the public. They are a public body and its primary responsibility is to the public.

There is a list of 27 Ghats in the city. These are the Ghats which are under the management of the Port Trust. They are a public body and its primary responsibility is to the public. They are a public body and its primary responsibility is to the public.

Among the Ghats, the most important is the one at Rajabai Park. This is a public body and its primary responsibility is to the public. It is a public body and its primary responsibility is to the public. It is a public body and its primary responsibility is to the public.

DISPUTE OVER NIMTALA GHAT (1827)



Port Trust's authority over the Ghats

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

THE GHATS AND THE SOCIAL DIMENSION

The following text is a reproduction of a historical document, likely a government order or report, detailing administrative matters related to the Ghats in Calcutta. It is dated 1877 and mentions the Government of Bengal.

Govt. of Bengal
GENERAL DEPT.
BAGDOE
 (General Dept. Secy.)
 To: The Vice-Chancellor of the College of Arts, Calcutta.
 From: The Secretary to the Government of Bengal.
 Dated: 18th January 1877.
 Subject: [Illegible]



James Prinsep



Outram Ghat

Outram Ghat is a jetty, not a Ghat, named after, General Sir James Outram (1803-63) located in the region, south of Baboo Ghat. General Outram had daring military exploits and campaigns to his credit. One such feat was his Afghan expedition in 1839. He is famous for retrieving Lucknow from the hands of rebellious Sepoys during the Revolt of 1857.

Kashimira's Ghat, Bagbazaar

In Apichet's map of 1795, this ghat was named after Kashimira Mitra. It is also marked in the maps of 1794 & 1825. The ghat had been shifted from its original site to the west at the time of the construction of Strand Road during the period 1823-27. Kashimira Mitra was a prosperous trader of the city in the latter half of the 18th Century. He had four wives without any descendants. He spent his wealth in philanthropic missions and constructed a cremation ghat locally his large tomb-shaped building in 1778 at a time when there was no specific burning ghat in Calcutta.

Mullick Baboo's Ghat

Presently Calcutta Free Trade maintains a ghat named after Narsing Chunder Mullick (1776-1867). It is commonly known as Mullick Baboo's Ghat located in the southern approach of Howrah Bridge. Narsing Chatterjee was the grandfather and the great foreman among all the members of the Mullick family. Apart from having landed property, he established trade chiefly with the foreign merchants of European States and was the mutual banker and financial adviser of Justice William Jones, the founder of the Asiatic Society (1784). The ghat was constructed in his memory. Subsequently, 1842 and 1843, by his fifth son, Kashi Nath.

Nimmolla Cremation Ghat

This burning Ghat is marked in the map of 1784, 1795, 1825 and as Lamollah in the map of 1842. The bathing Ghat (used by males/females) are now maintained by CPT and the burning Ghat by Calcutta Municipal Corporation. Originally the Cremation Ghat and the temple of Anandamayee, the Smanan Kali, were on the eastern fringe of the present Strand Road adjoining the riverbank. During the construction of the Strand Road, the Ghat was shifted to the west in 1825 within an area of 160' x 90' enclosed by a wall of 15' high with an opening of one side. Raja Rajchandra Das, husband of Rani Rashmoni built a hall to be used by the people, coming from distant places for cremation of persons, who desired to die on the banks of the Holy Ganga. The dying persons were taken out on the riverbank and kept there for hours together before the ultimate kiss of death (Antarjali). Interestingly, all the dead bodies brought to the Ghats were not cremated. Children below six years, Vaishnav (Vostom) and Yogi (Hindu seaver community) were to be buried for which there were separate infrastructural provisions under the aegis of Calcutta Corporation.



The Prinsep Ghat

The Prinsep Ghat was built in 1842-43 in memory of James Prinsep who was the Assay Master of Calcutta Mint (1810-39) and acquired a place in history as an Indologist by deciphering the Asokan Edicts written in antiquated Brahmi script. He was also the Secretary of the Asiatic Society in 1832. Lord Allenborough, Governor General left India in 1844 embarking on the yacht at the Prinsep Ghat that has to be shifted further to the west for building of the Strand Bank between the Strand Road and present site of the Prinsep Ghat. The Prinsep Ghat, just by the northern side of the approach to second Hooghly Bridge, is within the temporary enclosure of the second Hooghly Bridge Corporation. It has a stately colonnade adorned by Doric pillars, presently being renovated by the Indian National Trust for Arts and Cultural Heritage (INTACH).

PORT'S MISSION FOR SERVICE

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



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



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



Mother Teresa visited Calcutta Port Trust on 10th March, 1993



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

THE GHATS AND BENGAL'S HERITAGE



রানী রাসমণির
স্মৃতি-বিজড়িত
দক্ষিণেশ্বর ঘাট

দক্ষিণেশ্বর কালীমন্দির ঘাটটি দক্ষিণেশ্বর মন্দির নির্মাণের সময়েই নির্মিত হয়। ১৮৪৭-৪৮ থেকে প্রথমে পোতা ও খাট নির্মাণের কাজ শুরু হয়। তবে কারো এই কাজের ভার নিচ্ছেনেন না জানা যায়নি। প্রথম দিকে মন্দির পথেরে তত্ত্বাবধানের ভার ছিল রাসমণির বড় ভাইয়ের হাতে। পরে এই সমস্ত পদার্থ রক্ষণ করার দায়িত্বটি পোতা, খাট ও উদ্যান তৈরিতে যায়। এরপরই রাসমণি বেঁচে তৎকালীন এক দায়ী ঠিকারকার কোম্পানি 'ম্যাকিনটস এন্ড বাস'-কে ১ লক্ষ ৬০ হাজার টাকার চুক্তিতে পোতা ও খাট নির্মাণের ভার দেন।



The Story of Baboo Ghat

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

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



Petition for dressing shed at Babughat

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

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

| GHATS: ARTISTS' IMPRESSIONS |



Calcutta from the Hooghly, 1788. By T. & W. Daniell (Engraving).



Calcutta from Pinnacp's Ghat, 1801. By J. Pinxten (Oil painting).



Old Fort Ghat, Calcutta, Nov. 1810 (from album "Netherlandse Voeage in India"). By T. & W. Daniell (Engraving).

Printed & Engraved by James Montagu (Del.) London

GHATS: ARTISTS' IMPRESSIONS |



Chandernagar Ghat, Calcutta, 1825. By Robert Threlkell (c. 1825) (Coloured Engraving).



Chandernagar Ghat, Calcutta, 1833. By Charles Dreyfus (Print & Ink drawing).



Pinnacple Ghat, Calcutta, 1835. By Charles Dreyfus (Print & Ink drawing).

GHATS: ARTISTS' IMPRESSIONS



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



The river from at Calcutta, 1843. By M. H. Beale (Oil painting).

GLIMPSES OF OLD CALCUTTA



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



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



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

GLIMPSES OF OLD CALCUTTA



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



View of Calcutta from the Garden Reach, (c. 1800) (from album - "Picturaeque Voyage in India")
By T. & W. Daniell (Engraving)



View of Kaldhempore, 1835. By Charles D'Orville (Pen & Ink drawing)

GLIMPSES OF OLD CALCUTTA



Madras at Howrah, 1835. By Charles D'Arcy (Pen & Ink sketch)



Distant view of Calcutta from Howrah Dockyard, 1835. By Charles D'Arcy (Pen & Ink sketch)



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