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**GUIDE FOR PARTIES PROCEEDING BY THE HONORABLE  
COMPANY'S INLAND FLATS AND STEAMERS.**

1. How to ensure a passage. A month, or six weeks before the intended time of your departure, intimate by letter to the Controller of Government Steamers at the Marine Board, the time you wish to leave Calcutta, (stating for what station,) with particulars as to number of ladies, gentlemen, children and servants, if Hindoos, or Musselman, or Christians, and what class and number of cabins are required.
2. Advisable to secure a cabin in time. On receipt of answer, it is requisite to secure the passage immediately by letter, as the accommodation of the flats are often engaged two and three months before hand. When passage is engaged, send for your bill, and either pay, or give a check for full amount of passage, dieting, &c. &c.
3. When Accommodation Boat is full, how to get a passage in the officer's Cabins of Flat or Steamer. If no cabins should be procurable in the Accommodation Boat, get a letter from the Controller to the commander of the flat or steamer, granting them permission to accommodate you if they can: unless this is done, it is useless applying to any of the officers for their private cabins, as they are liable to a heavy fine for transgressing, and dismissal from the service for taking any packages.
4. Rules for officers of Flat or Steamer. There are four Accommodation Flats; each has four 1st class cabins, measuring 12 feet by 8-6, at Co.'s Rs. 300 each to Allahabad; four 2d class cabins, 9 feet by 8-6, at Co.'s Rs. 250 each, and six 3d class cabins, 6-3 by 8-6 each cabin being fitted with patent water closets, but no furniture.
5. Number of Accommodation Beats; their cabins and cabin hire from Calcutta to Allahabad. The return hire of each cabin is less, being for 1st class cabin 200; 2d class cabin 166 10 8, and 3d class cabin 133 5 4.
6. Return hire of cabins. Parties engaging a cabin for any of these stations in Calcutta, will be charged for Dinapore, being  $\frac{3}{4}$ ds of the passage, thus: 1st class cabin 200; 2d class 166 10 8, 3d class 133 5 4.
7. Hire of cabins to any station on this side of Dinapore. Cabins retained for any distance beyond  $\frac{3}{4}$ ds, the passage are charged full passage to Allahabad.
8. Hire for any distance above Dinapore. The same rules pertain to the return passage. The hire being for a 1st class cabin 133 5 4; a 2nd class cabin 111 1 8; a 3d class cabin 88 14 2.
9. Hire on return passage. Passengers are allowed to carry 5 cwt. as baggage in their cabins. But no packages, and any luggage put into the hold at passenger's request will be charged freightage.
10. Passenger's luggage. One servant is allowed to each cabin, and any extra is charged for at the rate of 50 Rs. each to Allahabad; for Musselman servants, if dieting with the crew, a charge of  $\frac{1}{4}$  R. per diem is made, and for Christian servants 1 R. per diem is charged.
11. Servants, their diet, charges, &c. &c. If two passengers occupy a 1st or 2d class cabin, they may have a 2d servant at a charge of 25. Rs.
12. Two Passengers occupying one cabin. When the vessels anchor at night, a boat attends all Hindoo servants to cook on shore, and all such servants should be warned to provide themselves with gram, churrah and water, sufficient to last them four days, when the vessels proceed via Sunderbunds.
13. Hindoo servants. Caution as to provisions when proceeding via Sunderbunds where they cannot land. On return trips their provisions should be purchased at Commercolly.
14. Table d'Hôte. A Table d'Hôte is kept on board the Accommodation Boat for passengers, at a charge of 3 Rs. each per diem for adults, exclusive of wines, &c. &c., which, if required, may be obtained at

ated on the left bank of the Ganges, and is 50 miles from Rampoor Beaulah. At 3 miles above this is the junction of the steamer's route with the Bhagruttee and Sunderbund routes. Passengers for Malda should land here.

Subjunge is on a rocky point, on the right bank of the Ganges, and is by Bhagruttee 265 miles, by Sunderbunds 686 miles from Calcutta, and by land 196 miles. Letters for steamers, from June to October, should leave Calcutta on the 5th day after the steamer, and from October to June on the 8th day, the dawk route being 1½ days.

This is a very ancient city, and the ruins of an immense mass of buildings, among which is an ancient palace, a noted well, a hall of audience, a marble lined balcony and gateway, &c. &c., worth inspecting. Here are some Christian graves and monuments, and a large bazar, where milk, curds, palm fruit, palm juice, poultry, kids, rice. Hardware in a small way is procurable. The European factors and native Nabob reside on the bank, about 2 miles above the steamer's anchorage or coal depot. Vessels generally stop here 4 to 5 hours: it is a very sickly place, owing to jungle. The hills are distant about 5 miles inland. The Himalaya hills are visible at times. It is a native darogah's, and post office-station.

Twenty-one miles above Rajmahal, and 2 miles below Sukreegullee hill and point is the beautiful Mootee Jhurua waterfall: it is visible on the eastern side of the hills. At Sukreegullee point is an Indigo Factor's bungalow; would be an excellent shooting box: bears, tigers, rhinoceros, leopards, and hogs. Deer of all kinds abound here, and among the hills feathered game abound. Steamers pass it in 10½ days in the dry season.

Twenty-three miles above Sukreegullee, on the left bank of the Ganges, is Kantnegur. Passengers for the civil station of Purneah are landed and received here.

Fifty-eight miles above Rajmahal, on the left bank of the river, is the junction of the Koosie river. On the Nepaul part of the Himalayas, nearly opposite, is Patturgatta hill: with one or two temples, and is noted in native tradition for a cave (only a small hole), into which, it is said, a Rajah with an immense suit, and one lac of torch-bearers entered, and never returned! Such is the story of an attending faquer. From hence are beautiful views of isolated hills, and the tips of the Colgong rocks. The southern or Patturgattah passage, up to Colgong, has some very dangerous rocks, where, if a boat touches, not a soul can be saved.

Colgong village and rocks is 68 miles above Rajmahal, 65 miles below Monghyr, and 18 miles below Bhaugulpore: is on the right bank of Ganges, and has a fine nullah and shelter for boats. It is a coal depôt for steamers: the left passage should never be attempted by either steamers or boats in the rains, as the currents and eddies between the main and the rocks, almost make it certain loss for any native boat, and too dangerous for steamers. Boats in attempting it, must be careful to have very strong tracking lines low down to their prows, with plenty of trackers and two bowlines as guys to the bank, and kept close in. Rock fish is procurable here.

Malda passengers.

City of Rajmahal

Letters for steamers.

Dawk letters.

Ancient ruins.

Graves.

Provisions.

Nabob's residence.

Very sickly.

Post Office.

Mootee Jhurua Waterfall at Sukreegullee.

Excellent game of all kinds abound.

Purneah passengers to land or join.

Koosie river.

Patturgatta Hill.

Tradition of the Cave.

Fine views.

Unsafe passage.

Colgong.

Coal Depôt.

Dangerous passage.

Care required in tracking.

Fish.