

## Contributors

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Edited by ArCHIAM Centre

Sketches by Trina Bandyopadhyay

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at Kalkuni Canal, emerging from the Kunti River, which runs through the area. A dam has also been constructed at Manasatala, over the Saraswati river. Water Supply Projects have been started at Borough No 3, in six K.M.D.A. Wards. Nearly thirty thousand inhabitants are benefited by this project. One underground reservoir and one overhead reservoir have been installed at the K.M.D.A. Park. An overhead reservoir has also been installed at Nabagram. A deep tubewell was installed at Gorji on 31st March, 2003 and various projects have been made functional for the supply of drinking water in Gorji, Aitara, Sivetpur. But, people of the area are still being denied drinking water supply systems from the river Hugli. Besides a deep tube well, one hundred and eighty two ordinary tubewells have been installed and under projects like CUDR-III, NREP etc. another eleven tubewells have been installed and are maintained. The CUDR-II project also entailed building toilets by the KMDA. The Lokdeop Project aimed at free supply of electricity. Other government projects like IRDP, DRDA, SHAR, SEGRU, SEEUY, FFDA aimed at bringing unemployed persons of the area under its scheme and providing them some means of livelihood, thus making them self-sufficient.

The educational sector in Khalisani seems to be much improved in comparison to the general condition of the area. There are fourteen Primary Schools, among which one is Hindi Medium. There are three Public Libraries, among which one has been approved by the Government. There are three Higher Secondary Schools and one College. For economic purposes, there are two Banks, one Post-Office, three Co-operatives, two Co-operative Credit Societies, a number of kerosene dealers and one main market. For administrative purposes, there is a Block Land and Land Reforms Officer (BLRO) Office and an office for West Bengal State Electricity Board.

### 3.4.6 Railways rule the roost

The spot where the Chandernagore Station stands today, never actually belonged to French Chandernagore, but to the British and the land was a part of Khalisani. There was in fact a dispute between the British and the French regarding the laying of railway tracks if the French had agreed, the distance between Howrah and Hooghly would have been shortened to just twenty four kilometres. Since they wouldn't agree and the railway tracks had to be removed outside the western periphery of the Gaim (most), the

railways emerged as the boundary line between the British and French territories. A treaty was signed in Paris on 31st March, 1853, between Britain and France, deciding the territory of Chandernagore. Thus, the Howrah-Hooghly forty kilometres stretch became the second in India to run passenger trains, after Bombay-Thane. The first such train ran on 13th August, 1854, Leaping forward to modern times, a special mention need to be made of the 2.5 kilometre stretch of flyover over the railway lines, connecting G.T. Road and Delhi Road, with the help of funds allocated by JNHURM in 2007, in the PPP Model. The flyover was inaugurated on 29th September, 2016. Gradually, the railways have gained primary importance over the G.T. Road (NH-6), which has also helped the people of Khalisani to migrate or search for livelihood outside, in order to escape the lack of diversified opportunities outside agriculture.

## 3.5 GONDALPARA

**"A Face on Which Time Makes but Little Impression": Exploring aspects of tourism in Gondalpara area of Chandernagore**

**in: Tale of Two Cities Under Colonial Rule: Chandernagore and Calcutta** (2012) Sumanta Banerjee interestingly draws a parallel between Chandernagore and Kolkata as regards the gradual development of the two cities under colonial rule. He observes:

*By a curious coincidence, each city was constructed out of three villages. The British colonists built up Chandernagore from three rural settlements — Borkhanpur, Khailsani and Gondalpara. Calcutta was constructed by the British rulers from three villages — Gobindapur, Gutanud and Kolkata.*

Presently located in South-East Chandernagore, Gondalpara area was a distinct rural locale bound by Basohata and Tamaha to the west, Hugli River to the east and north and Telinpara in the south. While, on the one hand, its natural beauty attracted travellers since the sixteenth century to bask in its pristine landscape, on the other, its proximity to water facilitated commercial and revolutionary activities till India's independence. Moreover, Gondalpara area was one of the virgin landscapes in Hooghly district awaiting to be explored primarily by four European traders — viz the Portuguese, Danes, English and the French. Despite being a rural sub-

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# Hugli Heritage Management Strategy

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