

CHAPTER VII.

COMMUNICATIONS.

DEVELOPMENT OF COMMUNICATIONS.

More than a century ago Champaran had not a single road worthy of the name. In 1800 the Collector of Saran (which at that time included Champaran) reported that as far as his knowledge and enquiries extended there were no roads in the district except one in Saran. Fair-weather tracks undoubtedly existed but no roads fit for cart traffic. The soft soil of the district made possible to cut a cart track after the crops were removed. There was not much of trade and commerce within or outside the district and the produce of the villages was taken to the nearest market in bullock-carts or ponies or by head-load.

There was another reason why this frontier district of Bihar did not have much of communication and transport. The physical contiguity to Nepal was not much of a boon. Robberies were common and it was easy to escape to Nepal after committing crime within Champaran. Before the advent of the British, Sarkar Saran, which included Champaran as well, had a number of Rajas and Zamindars and they were all anxious to make as much money as possible but very few of them worried to give proper roads within their areas. They were like some small satraps in their jurisdiction. It has also to be remembered that the present day requirements for making good roads like stone-chips, bitumen, etc., were not available before. It is only recently that the stone-chips of an inferior kind are being quarried from Bhikna Thori. The rivers and streams were also a problem. Floods were also an impediment.

The Nepal wars were the first landmark in the recent history of development of communications. Some good military roads had to be made during the Nepal wars and lines of communication were established between the cantonments along the frontier. In 1830 the Collector reported that the road from Sattar Ghat *via* Dhaka to the cantonment at Mallai in the Muzaffarpur district was in a tolerable state of repair as also were the roads from the cantonment on the Nepal border between Tirhut and Gorakhpur. He added that there were two other good roads, the one from Bettiah to Tribeni and the other from Bettiah to Ramnagar for which Champaran was indebted to a visit from the Governor-General. He pointed out that there were numerous old roads from north to south and east to west but until they were repaired and opened for "land carriage" very little trade could be carried on by the little Gandak which communicated with the Ganga.

This district had flourishing opium and saltpetre industries in the eighteenth and nineteenth centuries. Saltpetre was not

confined to any particular areas. It was necessary to have fairly good roads for the transport of both the finished and unfinished goods in connection with these two industries. There was no question of any power-vehicle and bullock carts, hand carts and horse-drawn vehicles were in use. These conveyances did not require a modern road with a proper sole and macadamed face.

Another great landmark which improved the means of communication was the sugar and indigo plantations which commenced from towards the end of the eighteenth century. Although strictly licensed, Europeans were encouraged to settle down and acquire consolidated blocks of land for sugar and indigo plantation. In the first few decades of the nineteenth century we find that planters had penetrated into the interior of the district and were actively engaged in the cultivation of sugar and indigo. Now both these crops are such that the produce must be utilised quickly. The English Factory at Patna with various sub-stations in other districts encouraged trade and commerce. Good lines of communications were a necessity for indigo and sugar planters. The only modes of conveyance at that time were either carts, ponies or bullocks or human agency. There was a development of communications on these lines.

A letter dated the 1st May 1800, from the Revenue and Judicial Department to William Cowper, President and Members of the Board of Revenue, is accompanied by an order of the Governor-General in Council in which the Magistrates had to give a detailed report of the existing roads, how and in what manner they were repaired, what roads were particularly necessary and how they could best be made, whether by convicts and otherwise, what regulations were necessary to avoid encroachment and keep them in repair, whether Zamindars could do it without taking it to be a hardship, whether the construction of any bridge was necessary or at what expense. The Magistrates were further required to report on the condition of ferries, who maintained the boats, how the expenses were met, what arrangements were necessary for the future regulation of ferries.

In the same letter there was a directive to the Magistrate to report on the condition of the streets in towns and cities and to widen them when necessary such as, in the event of occasional fire. The Magistrate was asked to look into the question of possible measures for preventing outbreak of fire and for supply of water by digging tanks in the principal towns. Here also the help of the convicts was mentioned. There was a further directive to report on the clearance of jungles and draining of water-pools, deepening the river beds, checking the growth of bamboo-groves and other measures to improve agriculture, commerce, police, health and the general condition of the country. The Magistrates were further instructed to make a priority list owing to the importance and urgency of the items and also suggest ways and means for meeting

the expenditure, whether there should be a toll or any other means not liable to material objection.

In this connection a particular mention has to be made about the work done by the convicts even in chains for the construction of the main roads and embankments in this district. There is a large number of letters in the district archive to show that the able-bodied convicts were freely utilised for such purposes.

In the Bengal and Agra Guide and Gazetteer of 1841 it is stated :—" In Champaran the roads are excellent and kept in good and substantial repair by the indigo planters at their own expense. From Mehsi the most eastern part of Champaran to within a few *kos* of Bettiah, a distance of nearly 50 miles the roads are excellent." The other roads at that time were not so good, the road leading to Sattar Ghat on the Gandak, which was the high road to Champaran, being described as hardly passable for five or six months in the year. The road from Bagaha to Bettiah was in parts merely a grass pathway and the cross roads from one village to another were wholly neglected except in a few instances where they were repaired by Zamindars.

F. J. Halliday, Lieutenant-Governor of Bengal, visited Champaran in the month of March, 1855. For his perusal F. A. Glover, Joint Magistrate and Deputy Collector of Champaran, had left a note as Glover was quitting the district on leave. His memorandum is number 69 in the Revenue Department's Proceedings for 8th March, 1855 which is available in the Archives of West Bengal Government. This is a useful report which could be utilised here. Glover had dwelt on the incidence of crime, the oppression of the landlords and the commercial importance of some of the places in Champaran, namely, Bettiah, Govindganj, Mehsi, Sangrampoor, Kessariya and Motihari. Glover wanted the revival of the posting of a Deputy Magistrate at Bettiah and recommended that there should also be a Deputy Magistrate posted at Govindganj. He had also pointed out that the frontier line was of more than 100 miles on the border of Nepal and this was a factor that affected the incidence of crime. Glover mentioned that the ferries of the district were mostly in the hands of the Zamindars. The traffic of the district at that time was closely connected with the river traffic and some of the *ghats* had big annual receipts which went into the pocket of the landlords who did not care for the improvement of the *ghats* or roads. According to Glover, during the cold season about 10,000 carts passed every day over the Champaran Ferry Fund Roads which could only be done if the receipts were in the hands of the Ferry Fund Committee.

From this report we find that at that time (1855) Champaran was the only district in Bihar that exported rice as all the other districts imported it. Champaran's trade consisted exclusively of

the products of the soil, namely, opium, indigo, sugar and rice and the Gandak was navigable for large boats as far as Bagaha. The average outturn of opium was 14,000 to 16,000 maunds. The increasing quantities of these products called for further improvement of road and river communications in the interest of the men who grew them.

The Lieutenant-Governor was fully impressed with the conclusions of the note of Glover. He was convinced that the roads and ferries must improve and that there should be postings of Magistrate in the interior. The Lieutenant-Governor further wanted that the insecure land tenures of the *rai*yats should be closely looked into and the constant increase of the rents of the villagers by each change of landlord should stop. The high incidence of crime was also to be curbed. All this meant that communications had to improve. There is no doubt that from 1855 the roads came to be much improved.

The next landmark in the history of the development of the communications was the movement of 1857. Along with some other districts in Bihar, Champaran was also in ferment. The neighbouring districts of Muzaffarpur and Saran in Bihar and some of the eastern districts of Uttar Pradesh on the border of Champaran were also affected. The rivers had to be constantly patrolled. Major Holmes in command of the Twelfth Irregular Cavalry at Sugauli was killed on the 26th July and the regiment revolted. Martial law had to be proclaimed by Government. Rana Jang Bahadur of Nepal came to the help of British and two Gurkha regiments from Nepal arrived in Champaran district in August. Towards the end of December, Jang Bahadur with his Nepalese army arrived at Bettiah. The military movements were necessarily slow because of bad communications.

The 1857 movement showed that proper communications were a necessity for proper administration. The military movements and particularly the march of the Nepalese army must have been hampered considerably by the existing bad communications. The old Correspondence Volumes studied at Motihari Record Room show frequent references to the Magistrate for the supply of ration, horned cattle, hackeries, etc., for the troops. The want of good road was felt very badly as the arrangements could not be quick.

In 1866 Champaran was converted into an independent district. The District Board was established in 1886, when the provisions of the Bengal Local Self-Government Act was extended to Champaran. From the very beginning the District Board has been entrusted with the important work of communications. Although it cannot be said that the District Board made any phenomenal achievements by way of improving the means of communication, but it has to be admitted that the roads were gradually improved. By 1876 there

were 26 roads with the total length of 438 miles. In 1906 the District Board maintained 1,307 miles of roads, of which 15 miles were metalled and 1,066 miles were unmetalled, while village roads accounted for 226 miles. The small proportion of metalled roads was due to the fact that in the greater portion of the district good road-metal was not available, and that, rents being low, the resources of the District Board were insufficient for the construction of expensive roads.

The roads in 1906 may be described as fairly sufficient for all parts of the district, except the north of the Bettiah subdivision. There were, indeed, three main roads from the railway to different points in that tract, with one road running right across the centre of it; but at that time there was no network of subsidiary roads as in the rest of the district, and wheeled traffic was possible only in the dry season. The rude tracks along which carts managed to find their way were interrupted by the numerous water-courses from the hills; and for the most part produce had to be conveyed by pack-bullocks.

According to O'Malley in the 1907 edition of the *District Gazetteer of Champaran*, "The most important roads are those which lead from the Nepal border to the railway and the banks of the Gandak. Bridges are comparatively few in number over even the more important streams, and there is only one of any large size, a bridge, 400 feet long, over the Sikrana at Chainpatia, which was constructed in 1885. There was another bridge, 700 feet long, over the same river at Sugauli, but this was carried away by the floods of 1898.

"Owing to the paucity of bridges, ferries are numerous and largely used. The principal ferries are those on the Great Gandak at Sattar Ghat (Dhekaha), Sangrampur, Gobindganj, Bariarpur, Pipra, Ratwal and Bagaha; and on the Sikrana at Lalbeghia, Piparpanti, Jatwa and Sugauli. The number of minor ferries is very considerable, and the District Board obtains a not unimportant part of its income from their lease."

This picture could be compared with the next revised *District Gazetteer of Champaran*, published in 1938 (containing information till 1932) where it was mentioned, "There are now 91½ miles of metalled roads and 2,264½ miles unmetalled roads, total 2,356 miles of road in the district. Of these 59 miles metalled roads and 2,241 miles unmetalled roads are maintained by the district and the local boards. The remainder are kept up mainly by the municipalities. The proportion of metalled roads is very small. This is due to the fact that good road metal is not available in most parts of the district and the resources of the district board are not sufficient for the construction and maintenance of expensive roads. The area to be dealt with is large and with the continual increase of motor traffic particularly motor buses, plying regularly for hire, it is

difficult to maintain the roads in good condition. The most important roads are those which lead from the Nepal border to the banks of the Gandak."

The District Board had the District Magistrate as the Chairman for decades. The European planters also had a considerable influence on the affairs of the District Board. The result was that the roads were made connecting the different factories and thus the main arteries were fairly well looked after. The areas in which the planters were not interested were rather neglected.

Another significant factor affecting the problem of communication in this district is that the Public Works Department came into existence for roads only as late as 1946-47. Prior to this the Public Works Department only looked after the buildings but did not have anything to do with the roads. With the advent of the Public Works Department taking up some of the roads there was a distinct improvement and a rapid expansion of road communications.

Before passing on to the modern phase it has to be mentioned that the district has had the advantage of a fair sprinkling of forest roads and canal roads. This district along with the other districts of North Bihar have got a number of fairs and *melas*. Very big fairs have been held since many decades at Bettiah and Arreraj and other places. The frequent social meets of the European planters was another incentive to road facilities. Roads within the forests were a necessity for the proper exploitation of the forests. Similarly with the introduction of the Tribeni Canal system in 1909 followed by other canals and pynes the district was given a fair mileage of canal roads. Although cart traffic was prohibited on the forest and canal roads they helped to connect villages and to encourage a certain amount of produce being carried on head-load, pack-bullocks and pack-ponies.

It may be mentioned here that in the early days the most common and probably the only means of conveyance was bullock-carts. The bulk of goods traffic was carried on bullock-carts. It was a common practice among the planters to enter into agreement with cart owners to carry the produce of the village to the factory and from the factory to the river mouth or the bigger market. There were leaders among the cartmen who took leases for supply of carts to the planters and to the military. They were commonly known as the Chaudhuries. In this district ponies and horses have been commonly used from time immemorial. The excellent pasturage which the district could offer has always been an encouragement for the keeping of horses. The stud at Pusa in early nineteenth century and the patronage of horses by the planters and the zamindars were other reasons why the district had a preponderance of horses and ponies. Pack-donkies and pack-ponies from Nepal were also a common sight. Elephants have also been a means of conveyance

limited to the very rich. Elephants have been particularly useful in the rainy season.

The earliest postal link between India and Nepal was carried through Champaran district and this was a factor which kept up a track which often dwindled to a bridle path. With the posting of a British Agent or Resident at Kathmandu it became necessary to keep up a postal link with Fort William. At first Sugauli and then Motihari controlled this postal link as the last post in India. The *dak* used to be carried by postal runners and *bahangees* who used to carry heavier parcels in baskets attached to a pole carried on shoulder. The ferries on the way had to be properly maintained. The road linking up Kathmandu with places like Raxaul, Bettiah, Sugauli, and Motihari, it may safely be presumed, was kept opened throughout the season. At first Sugauli and then Motihari as mentioned before used to distribute the *dak* received from Nepal to the various destinations like Fort William, Calcutta, Patna, Muzaffarpur, Gorakhpore, Allahabad, Benares, etc. The postal rate used to depend on the distance of the destination. A letter from Kathmandu to Allahabad would cost about Rs. 3-8-0. The patience and hardship of the postal department people in keeping up this link through that mountain terrains infested with wild animals and extremely unhealthy climate could only be imagined now.

The road system in 1936 mentioned earlier may be compared with the present picture when we have a network of roads as follows :—

	Miles.
Roads maintained by the District Board (1956-57)	1,180
Roads maintained by the Public Works Department	331
Roads maintained by the Forest Department ..	67
Roads maintained by the Municipalities and other Agencies (1956-57).	65
Roads maintained by the canal authorities ..	126
Roads maintained by the Local Boards (1956-57)	1,465

ROAD TRANSPORT.

National and State Highways.

National and State Highways are maintained by the Public Works Department of the State Government. Prior to 1946-47 there existed only 8 miles of road under the Public Works Department in the district. As mentioned before, there existed no Public Works Department in the district so far as roads were concerned. It is only in 1946-47 that a separate Public Works Division was created for the district of Champaran, but later on on account of refugee problem, another Public Works Division was created within

the district with headquarters at Bettiah and now there exist two such divisions in the district. The old Public Works Division exercises its control over the jurisdiction of the whole Sadar Civil subdivision with its headquarters at Motihari and the new one over the jurisdiction of the Bettiah Civil subdivision.

Since 1946-47 a number of roads, previously belonging to the District Board, have been brought under the management of the Public Works Department. Since there are two Public Works Divisions in the district, two separate tables are given below to show the name of roads, mileage, etc. :—

Motihari Division.

Name of roads.	Mileage.	Classification.	Expenditure incurred for improvement up to 1956-57 and after nationalisation or provincialisation.	Expenditure to be incurred for improvement after 1956-57 under the Second Five-Year Plan.
	Miles.		Rs.	Rs.
1. Imampati Motihari-Turkulia-Govindganj Road.	22	Major District Board	12,57,350	1,84,822
2. Motihari - Madhubanighat Road.	10	Ditto ..	..	..
3. Muzaffarpur border Champaran Sugauli Road.	40	National Highway nos. 28 and 28A.	23,84,893	Rs. 4.47 lakhs.
4. Sagauli-Raxaul Road ..	20	National Highway no. 28A.	..	..
5. Dhaka-Ghorsahan Road ..	11	State Highway ..	1,98,384	..
6. Peeprakothi - Dumrighat Road	13	National Highway no. 28.	..	Rs. 63 lakhs for Saran and Champaran both.
7. Motihari-Dhaka-Belwaghat Road.	24	State Highway ..	..	Rs. 33 lakhs.
8. Chakia-Madhurapur Sugar Factory Road.	7	Scheme no. 123 ..	..	Rs. 5.83 lakhs.
9. Motihari-Rulahi Road ..	4.5	Ditto ..	..	Rs. 4.20 lakhs
10. Bettiah-Govindganj Road	23	Ditto ..	..	..

Bettiah Division.

Name of roads.	Mileage.	Classification.	Expenditure incurred for improvement up to 1956-57 and after nationalisation or provision of provision.	Expenditure to be incurred for improvement after 1956-57 under the Second Five-Year Plan.
11. Sugauli-Bettiah Road ..	18	State Highway	12,31,908	5,000
12. Bettiah-Bagaha Road via Lauriya	40	Ditto	22,39,304	1,00,000
13. Lauriya-Ramnagar Road..	13	Ditto	8,37,477	1,50,000
14. Lauriya-Shikarpur Thori Road	28	Ditto	8,20,233	35,56,000
15. Lauriya-Laheria Road ..	5	Ditto	3,27,046	2,73,000
16. Ramnagar-Someshwar Road	19	Ditto	1,16,174	19,00,000
17. Ramnagar-Meghnawal Road	5	Ditto	4,23,640	3,74,000
18. Bettiah-Sewaghat Mainatan Road.	24	Ditto	3,81,592	24,75,000
19. Bagaha-Sidhaw-Harnatan Road.	13	Ditto	1,46,109	10,25,000
20. Bagaha-Tribeni (Bhaisalotan) Road	23	Ditto	..	29,00,000
21. Manjhowlia-Jagdispur Road	10	Not finalised up to the 2nd July 1958, but to be taken as State Highway.	..	10,63,000
22. Bernarupia-Madhopur Road	3	Ditto	..	2,89,000
23. Duumang-Maldihur-Anjuwa Road.	8	Ditto	..	10,55,000
24. Tirkulia-Tamtiju-Gidha Road	5	Ditto	..	4,66,000
25. Bagaha-Semra Road	8	Ditto	..	9,29,000
26. Bettiah-Chainpatia-Narkatia-ganj Road.	22	Not taken up but likely to be included under the Second Five-Year Plan.	..	28,00,000
27. Bettiah-Govindganj Road..	24	..	..	30,00,000

A brief description of each of the abovementioned roads as they were till the end of 1956-57 is given below :—

(1) *Imampatti-Motihari-Turkaulia-Govindganj Road*.—This road was brought under the Public Works Department in 1946-47. This road connects Motihari, which is a rail head to Arreraj, a place of great religious importance in mile 18th of the road. This road also connects Saran and Champaran districts by crossing the river Gandak which is unbridged. Lauriya village, where there is an Asoka Pillar, is $1\frac{1}{2}$ miles away from the main road. This road in its first mile crosses Dhanauti river which is bridged. The entire length of this road has been black-topped. Some of the culverts on the road have been constructed and extended. Four minor bridges on the road yet remain to be improved. One Inspection Bungalow is to be constructed on the road at Arreraj. The road is motorable throughout the year.

(2) *Motihari-Madhubanighat Road*.—This road was brought under the management of the Public Works Department in 1954. This road connects Sirsa Farm and Madhubanighat and important villages on the east of river Sikrahna. The river Sikrahna in mile 10 of the road is still unbridged and a bridge is to be constructed on this river. Nine miles of this road have been black-topped. Culverts on the road have been improved and constructed. The road is not motorable throughout its length on account of river Sikrahna.

(3) *Muzaffarpur Border-Champaran-Sugauli Road*.—This road was nationalised in 1946-47. This forms a part of the road connecting North and South Bihar with the construction of proposed Mokamah Bridge. This is also important from the strategic point of view as it forms a portion of the road leading to Kathmandu in Nepal. Important places connected by this road in the district are Jiudhara, Chakia, Peepra and Mehshi. The entire road has been black-topped excepting a length of 3 miles forming a bye-pass in Motihari town. This road crosses river Dhanauti at two places, that is, in the 5th and the 50th mile. At both these places wooden bridge has been provided. These bridges are to be reconstructed as major bridges on the road. Some of the culverts are also to be repaired and reconstructed. The road is motorable throughout its length on account of wooden bridges on river Dhanauti.

(4) *Sugauli-Raxaul Road*.—This road was nationalised in 1951. Important places touched on this road are Sugauli, Sugaulighat, Ramgarhwa and Raxaul. The road is of great strategic importance as it provides a direct route to Nepal. This road crosses rivers Tilway and Sikrahna on which there is a proposal to provide R. C. C. bridges. The road is not motorable throughout its length as there are several gaps where culverts are to be constructed. A length of 10 miles of this road has already been black-topped and several culverts have been reconstructed. The road is also to be black-topped for the remaining portion.

From Muzaffarpur to Raxaul the National Highway is under construction which is to have a minimum width of 150 feet and this will connect Raxaul directly with Calcutta. The Sugauli-Raxaul portion of the National Highway is already under expansion. The entire project is expected to be completed within 1960.

(5) *Dhaka-Ghorasahan Road*.—This road was provincialised in 1956. Important places on this road are Dhaka and Ghorasahan, the former being important for its location in the heart of an important grain producing area and the latter for being on the Nepal border. The road is bridged throughout its length and is motorable. Earthwork has been completed for a length of 10 miles on the road. The entire length of the road is to be black-topped.

(6) *Peepra-Dumraghat Road*.—This road has not yet been provincialised but is to be improved in the Second Five-Year Plan period. The road is to be improved for its entire length and a bridge on the road is to be provided at Dhanautighat on river Gandak. The road after improvement will provide a direct route to Gorakhpur in Uttar Pradesh and to Kushinagar which is a historical place of great importance. Important places touched by the road in the district are Kotwa and Dumrighat.

(7) *Motihari-Dhaka-Belwaghat Road*.—This road has also not been provincialised so far but is to be black-topped throughout its length. This road crosses river Sikrahna where a bridge is proposed to be constructed. Important places touched by the road in the district are Motihari, Chiraiya and Dhaka. This road connects Champaran and Muzaffarpur.

(8) *Chakia-Madhurapur Sugar Factory Road*.—This road was provincialised in 1957-58. The road is being improved under scheme no. 123. The road is in the sugar factory area. Important places touched by the road are Chakia and Madhurapur. The road is to be black-topped throughout its length during the Second Five-Year Plan period.

(9) *Motihari-Rulahi Road*.—This road was provincialised in the year 1957-58. Important places touched by the road are Motihari Sugar Factory area and Rulahi. It is entirely a sugar factory area road. The road is to be black-topped for a length of 4 miles during the Second Five-Year Plan period.

(10) *Bettiah-Govindganj Road*.—The road has been earmarked for improvement during the Second Five-Year Plan period.

(11) *Sugauli-Bettiah Road*.—This road was provincialised in 1948. Important places on this road are Sugauli, Lalsaraiya and Bettiah. The road has been black-topped throughout its length and remains motorable all round the year. The road crosses Korha Nala in the 24th mile where a wooden decked bridge on screw piles is existing which is weak and capable of taking load of only three tons. Prior to provincialisation the road was *katcha* and unmotorable.

The road is an alignment between the subdivisional headquarters at Bettiah and the district headquarters at Motihari. It passes by the sugar factories of Sugauli and Majhawlia as well as the production training centre for displaced persons at Lalsaraiya. At Sugauli it touches the National Highway from Muzaffarpur border to Raxaul at the Indo-Nepal border.

(12) *Bettiah-Bagaha Road via Lauriya*.—This road was provincialised in 1951. The road passes through Bettiah, Lauriya, Chawterwa and Bagaha. The entire length of the road has been black-topped and rendered motorable for the whole year. The Harha river cuts across the road in the 34th mile where a screw-pile bridge exists. All improvements on the road have been completed excepting a few culverts that are to be constructed. In the pre-provincialisation days the road was *kacha* and unmotorable.

(13) *Lauriya-Ramnagar Road*.—This road was provincialised in 1954. Important places touched by the road are Lauriya, Ramnagar and Bettiah. A portion of the road has been black-topped. It remains motorable throughout the year. The river Sikrahna crosses the road in the second mile where a screw-pile bridge exists. Before provincialisation the road was *katcha* and unmotorable. A portion of the road is yet to be black-topped. Bridges and culverts are also to be constructed. The road connects the Ramnagar police-station with the subdivisional headquarters at Bettiah.

(14) *Lauriya-Shikarpur-Thori Road*.—This road was provincialised in 1954. Important places on this road are Lauriya, Narkatiaganj, Shikarpur, Gaunaha and Bhikna Thori. The road connects Lauriya to the rail heads at Narkatiaganj and Bhikna Thori and is a feeding link road to Tharuhat area. The National Extension Service Block at Gaunaha and the Narkatiaganj Sugar Mills are also linked up by the road.

The road has been partly black-topped and improved in other ways. Two rivers, viz., Sikrahna and Pandai, cut across the road and a bridge at each of them is to be constructed at the estimated cost of Rs. 10,00,000 and Rs. 5,00,000, respectively. Several other minor bridges and culverts are also to be constructed on the road.

(15) *Lauriya-Loheria Road*.—This road was provincialised in 1955. It runs round the sugar factory area of Lauriya and Bagaha factories. The road is motorable. It has been partly improved. However, it is yet to be black-topped and improved in other ways.

(16) *Ramnagar-Meghawal Road*.—This road was provincialised in 1955. It runs by the cane growing area of the Harinagar Sugar Factory. The improvement of the road has been taken up to make it motorable. A screw-pile bridge over the river Ramrekha, which crosses the road, is being constructed at an estimated cost of Rs. 66,000.

(17) *Ramnagar-Sumeshwar Road*.—This road was provincialised in 1956. Important places on this road are Ramnagar, Goberdhana and Sumeshwar Hills. The famous Shiva temple of Sumeshwar is connected by this road with Ramnagar. For seven miles the road passes through forests and hills. There is a Forest Rest Shed at Goberdhana in the 14th mile of the road. The road is being improved. Rivers Belor and Singhya cut across the road in the 5th and 16th miles, respectively.

(18) *Bettiah-Sewaghat-Mainatanr Road*.—This road was provincialised in 1956. Important places on this road are Bettiah, Sewaghat, Sikta and Mainatanr. It goes up to Nepal border and is a link road between the subdivisional headquarters at Bettiah and Mainatanr police-station. Only earthwork on the road has been completed and the rest remains to be done. Two rivers, Sikrahna and Thori, cut across the road, a bridge at each of which it to be constructed at the estimated cost of Rs. 8,00,000 and Rs. 1,00,000, respectively.

(19) *Bagaha-Sidhaw-Harnatanr Road*.—This road was provincialised in 1956. Important places touched by the road are Bagaha, Sidhaw and Harnatanr. It runs up to Nepal border and also forms a feeding link to Tharuhat area. The improvement of this road has been taken up. Till 1956-57 earthwork on the road had been completed.

(20) *Bagaha-Tribeni Road*.—This road was provincialised in 1958. The important places on this road are Bagaha, Rampur, Tribeni and Bhainsalotan. The road is expected to assume great importance as it will be a feeding road for the Gandak barrage project which is likely to be taken up in near future. Two rivers, Bhapsa and Dhoba, cut across the road, at each of which a masonry bridge at the estimated cost of Rs. 2,25,000 and Rs. 2,00,000, respectively, is to be constructed in place of existing wooden ones. This road was formerly under the Forest Department.

The other roads (P. W. D. nos. 21 to 27 in the chart given before) had not been provincialised till 2nd July 1958. These roads excepting Bettiah-Chainpatia-Narkatiaganj Road and Bettiah-Govindganj Road run round the cane growing area of different sugar factories of the district. The P. W. D. has not till 1957 taken up the improvement of these roads. They are likely to be taken up during the Second Five-Year Plan.

DISTRICT BOARD AND LOCAL BOARD ROADS.

In the year 1956-57 the total mileage of roads maintained by the District Board was 1,180. Out of this about 50 miles were *pucca*, about 3 miles black-topped and the rest were unmetalled. A table is given below to show the important roads maintained by the District Board :—

Serial no.	Name of roads.	Mileage.									Expenditure.			
		Metalled. *			Unmetalled.			Total,			Incurred during the first Five- Year Plan.	Incurred during the Second Five- Year Plan Upto 1956-57.	Total during the Plan period.	Estimated cost of improvement dur- ing the Second Five-Year Plan period after 1956-57.
1.	2	3			4			5			6	7	8	9
		M.	F.	Y.	M.	F.	Y.	M.	F.	Y.				Rs.
1	Bettiah-Tengrahighat Road	..	..	..	11	..	..	11	..	..	..	..	..	..
2	Rajghat-Bettiah Road	..	1	145	6	4	59	10	..	..	..	..	..	4,25,000
3	Motihari-Sugauli Road	..	1	..	160	4	4	183	6	7	173	..	..	93,622
4	Rajpur-Bara Road	..	..	5	189	9	..	31	9	6	..	..	..	..
5	Bara-Puran Chapra Road	..	..	3	103	6	3	117	6	7	..	..	..	77,477
6	Motihari-Katkenwa Road	..	1	4	133	16	3	7	17	7	140	..	..	..
7	Phulwaria-Chauradano Road	..	..	..	19	2	..	19	2	..	..	..	..	3,20,000
8	Bettiah-Chanpatia Road	..	3	3	120	8	1	10	11	5	..	..	..	..
9	Chainptia-Shikarpur Road	..	2	7	77	8	2	19	11	1	96	..	..	..
10	Bettiah-Jagdishpur Road	..	1	7	80	7	4	140	9	4	..	..	..	..
11	Jagdishpur-Govindganj Road	..	1	6	..	12	7	47	14	5	47	..	..	..
12	Kallyanpur-Sattarghat Road	..	3	3	76	12	4	144	15	..	..	..	..	..
13	Bettiah-Peepraghat Road	..	2	3	186	6	..	46	8	3	..	..	..	..
14	Lakhaura-Narkatiaganj Road	..	..	..	..	7	6	86	7	6	86	..	..	..
15	Adapur-Narkatiaganj Road	..	..	..	..	8	5	83	8	5	83	..	..	..
16	Turkaulia-Sangrampur Road	..	1	4	..	11	..	33	12	4	33	..	..	..
17	Mirpur-Ghorasahan Road	..	..	..	..	11	3	178	11	3	178	..	..	..
18	Bettiah-Chautarwa Road	..	1	..	120	22	7	100	24	..	..	..	..	..

*The total length of Black-topped road is only 3 miles 4 furlongs and 16 yards of which 2 miles 2 furlongs and 16 yards are in Rajghat-Bettiah Road and remaining in Motihari-Sugauli Road.

So far the two Local Boards of Sadar and Bettiah are concerned, there were, in 1956-57, 965 miles of *katcha* roads under the former and 500 miles under the latter, the total being 1,465 miles. Many of the Local Board roads are merely grass pathways. Since the introduction of the Gram Panchayats several Local Board roads in different villages have been repaired by the Gram Panchayats. Maintenance and improvement of roads in the villages is one of the constructive programmes of the Gram Panchayats.

An ordinance dated the 12th September, 1958, viz. (Bihar Ordinance no. VI of 1958) the Bihar District Boards and Local Boards (Control and Management) Ordinance, 1958, was promulgated by the Governor after having satisfied himself of the circumstances existing, which rendered it necessary for him to take immediate action to provide for taking over control and management of District Boards and Local Boards in the State of Bihar by the State Government. The District Magistrate of Champaran in pursuance of this ordinance took over the management of the Champaran District Board on the 15th September, 1958. The work is being carried on by a Magistrate under the control of the District Magistrate. A Special Officer has been appointed by the Government who will take over charge of the District Board. The Governor of Bihar in exercise of his power under clause (1) of Article 213 of the Constitution of India, directed that the members including the Chairman and the Vice-Chairman of any District Board or Local Board in the State of Bihar as constituted under the said Act shall, with effect from a date to be specified (15th September, 1958) in such order, vacate their respective offices and their offices shall be deemed to be vacant from that date. This proviso was made for a period not exceeding three years from the date effecting the abovementioned Ordinance.

VEHICLES AND CONVEYANCES NOW.

Transport by head-loads and by *bahangis* have not died out. A *bahangi* usually means loads carried on two sides of a pole by a man on his shoulders. The beasts of burden in the district are mainly bullocks and pack-horses, the former being far in excess of the latter. The same pair of bullocks is commonly used for ploughing as well as carting purposes. Only professional cart-keepers who let their cart on hire exclusively use their bullocks for carting. The breed of the bullocks is of very low quality and ordinarily a pair of bullocks can hardly be expected to pull a cart having a load of more than 15 to 20 maunds. Of course, there are a few big farmers who keep bullocks of better varieties. The carts have usually a pair of cross-shod wheels. Very few carts have got tyre wheels. A tyre-cart ordinarily takes load of 30 to 40 maunds. According to the livestock census of 1951, there were 3,93,816 working bullocks in the district. There were 37,579 bullock-carts in the district as enumerated at the livestock census of 1946.

Unfortunately there has not been any census of bullock-carts. Nor have we got a proper statistics of pack-horses or pack-donkeys.

In the urban areas horses are usually used to pull carriages with four vehicles. The two-wheeled carriages of traps (*tamtam*) are in use but *phaetons* have died out. Cycle rickshaws have replaced the slow moving and more expensive horse-drawn carriages which are almost at the verge of extinction. Riding has also lost much of its previous prestige. According to the livestock census of 1951, there were 6,444 horses and ponies in the district. Elephants are still to be seen in the villages but the interest in owning elephants as a mark of prestige is on the wane due to economic reasons. Elephants are very useful means of conveyance in the rainy season.

Among the vehicles mention could be made of ordinary bullock-carts, tyre-carts, *shampaneess*, *tamtam*, *tangas*, cycle rickshaws, horse-carriages, cycles, motor cars, motor cycles, trucks, buses and jeeps. Palanquins and *dolis* may also be mentioned as a means of conveyance for passenger traffic. Their use is also much on the decline.

Every farmer of some means in villages keeps a bullock-cart and a pair of oxen. He keeps it mainly for his personal use, such as, to carry foodgrains from his house to the nearby market, to carry any member of the family from the village to the nearby railway station and *vice versa*, etc. He also at times lets out his cart. Apart from the farmers, a few non-farmers in almost every village maintain bullock-carts to be let on hire. In countryside it is generally difficult for any other vehicles to negotiate excepting a bullock-cart. The reasons for the popularity of bullock-carts may be said to be its low cost as well as the comparative inaccessibility for any other kind of vehicle to the interior of the countryside. Quite a considerable magnitude of inter-district traffic is also carried on bullock-carts. The district being on the border of Nepal and Uttar Pradesh bullock-carts are employed also for inter-State traffic. There were thousands of bullock-carts (including tyre carts) in the district in 1957-58, out of which only 192 were registered in the two municipal areas of Motihari and Bettiah. A tax on the bullock-carts by the District Board is also levied. The correct number of bullock-carts is not known.

Shampanee is just an improvement over the bullock-cart to make travelling more comfortable.

Cycle rickshaw, a two-wheeled light conveyance propelled by man-power is rather a recent introduction in the district. The handpulled rickshaws were first introduced just a few years earlier than the Second World War and the cycle rickshaws became prominent and subsequently pushed out handpulled rickshaws after the Second World War. As has been stated above, it has replaced horse-carts almost to the point of extinction. There were about 492 rickshaws in the district in 1957-58, out of which 339 were at Motihari

and 153 at Bettiah municipal areas. The number is rapidly increasing.

Horse carriages is one of the oldest vehicles in the urban areas but is now going out of use. There were 58 horse-carriages registered within the limits of Motihari Municipality and 109 within Bettiah Municipality.

Cycle is a popular means of conveyance among the middle class people for short distance travels. It is more popular in urban areas. The number of cycles within the district is not known. There are 533 cycles at Motihari and 424 cycles at Bettiah (1957-58).

Motor cars and jeeps are very few in the district and are possessed by the men of higher income group. There were altogether 242 registered cars within the district in 1957-58. Besides, there were 104 registered trucks for goods transport in the same year. The number of tractors, trailers and motor-cycles were 59, 193 and 66, respectively.

A good part of the district is covered by bus transport. There are 50 buses registered in the district. Besides a large number of buses registered in other districts ply in Champaran district. The North Bihar Regional Transport Authority with headquarters in Muzaffarpur is the controlling authority for the buses and the Public Carrier Trucks. The Commissioner of Tirhut Division is the Chairman of this Authority. The number of Public and Private Carriers (Trucks) has been increasing and they definitely damage the roads. The trucks carry a good quantity of timber, grains and other commodities. The opening of Tribhuban-Path in Nepal connecting Kathmandu with Raxaul is likely to encourage bigger haulage by the carriers.

The following are the bus routes sanctioned in Champaran district :—

From Motihari to—

- (1) Gobindganj, (2) Areraj, (3) Malahi, (4) Sinni, (5) Sangrampur, (6) Raxaul, (7) Ghorasahan, (8) Dhaka, (9) Patahi, (10) Kessariya, (11) Madhuban, (12) Bagaha, (13) Lauriya, (14) Ramnagar, (15) Bettiah, (16) Muzaffarpur, (17) Sahebganj.

From Raxaul to Muzaffarpur.

From Bettiah to—

- (1) Bagaha, (2) Ramnagar, (3) Lauriya, (4) Jogapatti, (5) Areraj, (6) Pahleja Ghat.

From Peepra to Kessariya.

From Chakia to—

- (1) Kessariya, (2) Sangrampur.

From Sugauli to Areraj.

From Motihari to Hussaini.

Rail Roads.

The oldest railway in North Bihar was the Tirhut State Railway which came into being as a famine relief work on the 1st November 1875 with the opening of the section from Dalsingsarai to Darbhanga *via* Samastipur, a distance of 28 miles. Further extensions were progressively carried out and a line from Muzaffarpur was extended into Champaran in 1888. This was the only line in the district in the famine of 1897. At that time the railway line ended at Bettiah, nearly 50 miles from the foot of the hills and about 65 miles from the north-western extremity. By July, 1890, the Tirhut State Railway was transferred to the management of Bengal and North-Western Railway Company incorporated in England. The Bengal and North-Western Railway was transferred to State management and was renamed as Oudh-Tirhut Railway on the 1st of January, 1943. The name of the railway was subsequently changed to North-Eastern Railway on the 14th April, 1952.

The railway line was extended beyond Bettiah to Bhikna Thori on the Nepal border, thus traversing the district completely from south to north. The fifteen stations in the district on this line beginning from the south are Mehshi, Barah Chakia, Peeprah, Jiudhara, Motihari, Semra, Sugauli, Majhaulia, Bettiah, Chainpatia, Sathi, Narkatiaganj, Amolwa, Gaunaha and Bhikna Thori. There is also a short line running due north from Sugauli to Raxaul with one intermediate station at Ramgarhwa. This line affords a connection with the Nepal Light Railway at Raxaul which is on the frontier. There is a third line which runs from Bagaha to Bairgania, traversing the whole of the north of the district and connecting with the Muzaffarpur line at Narkatiaganj and the Sugauli line at Raxaul. The stations on this line going from east to west are Kundwa, Ghorasahan or Kotwa, Chauradano, Adapur, Raxaul, Bhelwa, Sikta, Gokhula, Narkatiaganj, Harinagar, Bhairoganj, Khairpokhar and Bagaha. This line earlier connected the north of the district with Gorakhpur. But this has been cut off by the collapse of the railway bridge at Bagaha in 1924. This line is most valuable for carrying the grain traffic of Nepal and North Champaran.

The total route and track mileage of railway in the district is 198½.

Besides, there are two trolley lines in the district run by S. K. G. Sugar Company of Lauriya and Chakia Sugar Company, totalling a length of 20 miles. Each of these factories operate them in the sugarcane season to transport sugarcane from far away fields to the factory. Both the lines are privately owned and managed by the factory concerned.

A table is given below to show the monthly average of inward and outward traffic of goods and passengers both along with the average earnings for all the stations falling within the district:—

Passenger Traffic.

Monthly average Traffic. Monthly average earnings.
Name of stations.

Inward. Outward. Passenger. Goods (parcel).
Nos. Nos. Rs. Rs.

1. Mehsi	10,165	11,645	13,250	450
2. Barah Chakia	9,770	27,958	77,853	1,850
3. Peepre	1,193	1,216	7,192	162
4. Jindhara	3,000	6,325	8,320	195
5. Motihari	35,910	39,480	54,635	9,000
6. Semra	6,312	6,572	3,545	330
7. Sugauli	4,439	15,446	9,848	3,229
8. Majhulia	6,050	5,065	10,000	350
9. Bettiah	45,755	48,587	39,108	23,414
10. Champatia	13,236	12,233	9,085	1,480
11. Sathi	175	8,445	8,523	8
12. Narkatiaganj	30,650	37,034	15,260	6,200
13. Amoiwa	4,705	7,967	2,795	30
14. Gaunaha	3,085	3,574	2,428	141
15. Bhikna Thori	1,520	1,776	1,525	40
16. Ramgarhwa	Not available.			
17. Kaxani	35,992	36,363	56,790	34,500
18. Kundwa	152	252	200	160
19. Ghorasahan	8,555	10,065	6,615	1,325
20. Chauradano	3,035	3,161	3,367	292
21. Adapur	9,800	9,945	7,243	1,127
22. Bhetwa	4,525	2,079	3,000	480
23. Sikta	240	13,630	5,500	1,520
24. Gokhula	50	8,000	325	..
25. Harinagar	11,003	14,673	9,625	4,550
26. Bhairaganj	5,301	6,081	2,888	260
27. Khatipokhar	1,240	1,830	2,100	65
28. Bagaha	215	3,797	8,647	2,308

Goods Traffic.

Name of stations.	Monthly average traffic.		Monthly average earning.	
	Inward.	Outward.	Inward.	Outward.
1. Mehsi	150	350	Rs. 250	550
2. Barah Chakia	18,005	45,000	30,000	90,000
3. Peepra	8,721	6,248	1,420	4,649
4. Jindhara	50	100	50	100
5. Mothari	97,250	25,400	24,500	44,500
6. Semra	30,000	30,000	5,000	3,000
7. Sugauli	3,040	9,173	16,008	11,773
8. Majhauia	24,000	81,537	18,878	1,18,591
9. Champatla	11,800	45,000	1,500	39,000
10. Bettiah	88,405	30,960	77,974	25,210
11. Sathi	33	1,002	12	273
12. Narkatiaganj	52,000	41,840	28,600	35,080
13. Amoliwa	25	4,000	20	4,000
14. Gaunaha	2,290	26,295	450	5,978
15. Bhikna Thori	7,500	85,000	7,500	18,000
16. Ramgarhwa	..	..	..	..
17. Raxaul	66,446	38,239	63,874	12,996
18. Kundwa	2,300	5,000	445	1,000
19. Ghoresahan	1,000	60,060	6,310	21,000
20. Chauradano	1,700	2,044	1,425	480
21. Adampur	9,785	32,165	4,500	21,029
22. Bhetwa	1,200	2,000	3,000	4,000
23. Sikta	16,000	25,000	8,000	10,000
24. Gokhula	..	..	..	..
25. Harinagar	4,36,072	81,375	1,83,286	1,51,133
26. Bhairoganj	500	500	350	500
27. Khairpokhar	20	40	10	30
28. Bagaha	1,54,680	6,500	1,42,000	..

Another table is given below showing the main stations of the district as well as the chief goods exported therefrom to different parts of the country :—

Stations.	Goods traffic handled for export.	Areas where exported.
Mehsi ..	Kharisalt and saltpetre ..	Kharisalt to Dacca, Chittagong and stations in Purnea district and Calcutta area. Saltpetre to coal and iron mine areas.
Chakia ..	Jute, oil seeds and sugar ..	Jute and oil seeds to Calcutta area. Sugar to various destinations in India.
Motihari ..	Jute, timber and sugar ..	Jute and timber to Calcutta area. Sugar to various destinations in India.
Sugauli ..	Timber, molasses and sugar ..	Timber to Calcutta area. Molasses to Assam and sugar to various destinations in India.
Majhowlia ..	Molasses and sugar ..	Molasses to Assam and Sugar to various destinations in India.
Bettiah ..	Timber, molasses and sugar ..	Timber to Calcutta area, Molasses to Assam and sugar to various destinations in India.
Chainpatia..	Ditto ..	Ditto.
Narkatiaganj	Foodgrains, molasses and sugar	Foodgrains within Bihar, molasses to Assam and sugar to various destinations in India.
Raxaul ..	Foodgrains, pulses, timber and railway sleepers.	Foodgrains and pulse within Bihar, timber and railway sleepers to North-Western and Central Railway stations.
Harinagar ..	Foodgrain, molasses and sugar	Foodgrains within Bihar, molasses to Assam and sugar to various destinations in India.
Bagaha ..	Timber, foodgrains, molasses and sugar.	Timber to Calcutta area, foodgrains within Bihar, molasses to Assam and sugar to various destinations in India.
Bhikna Thori	Ballast, stonechips, timber and railway sleepers.	Ballast and stonechips within Bihar, timber and railway sleepers to stations in North-Western, Central and Eastern Railways.

RAIL ROAD COMPETITION.

In this district there are 1,235 miles of road (excepting village tracks) as against 198½ railway miles. But the railway lines do not have a ramification all over the district.

There passes a main road route parallel to every railway line in the district of Champaran, excepting for a few miles from Kharpokhar railway station to Bagaha railway station on the line running from Kunda Chainpur to Bagaha and from Gaunaha railway station to Bhikna Thori in the line running from Mehsi to Bhikna Thori. But even the roads running parallel to the railways do not offer any competition to the latter, for several obvious reasons. Firstly, there is so much pressure on railways that they cannot cope satisfactorily with the traffic and over-crowding has become a rather regular feature. Secondly, the trans-district places from where goods are imported and the places where local products are exported are at such distances from the district that excepting railways no other means of transport could be economical. Most of the local products are exported to far distant places outside the State, such as Calcutta, Gauhati, Madras, Bangalore, etc. Similar is the case with the goods which are imported. They are mostly imported from Ahmedabad, Wadi Bunder, Indore, railway stations in Uttar Pradesh, etc. In view of these facts it may be said that there is hardly any competition between rail and road transport to the detriment of the former. As a matter of fact both the railways and the roadways could carry much more of passenger and goods traffic without the least competition.

WATERWAYS, FERRIES AND BRIDGES.

The only river which is utilised for navigation is Gandak, flowing from Nepal and along the whole southern boundary of the district. This river ultimately joins the Ganga in the district of Patna. At first the river flows southwards and then takes a south-easterly turn. The river bed becomes very wide during rainy season and at times presents a dreadful scene. In summer, however, its bed becomes a dry stretch of sand with much narrower channels of flow of a few feet of water. Country boats with merchandise weighing 200 to 500 maunds ply in the river throughout the year, but their movements often depend on the wind. A regular service along the river route does not appear to be a profitable endeavour.

The Sikrahna is also known as Burhi Gandak in its down stream. But the river is so shallow that no transport by country boat is feasible for long distance. However, as this river cuts the district almost in two parts, several ferry crossings are provided on important roads. The flow of the river is from north-west to south-east.

The railways have two bridges over the river Sikrahna, one near Chainpatia and the other near Sugauli. The Champaran District Board has also a 616 feet long steel bridge spanning this river at Chainpatia on the road from Bettiah to Narkatiaganj.

Since there are very few road bridges in the district there are a number of ferries and they carry heavy traffic. The important ferries controlled by the District Magistrate of Champaran since 1954-55 on river Gandak are Bagaha, Ratwal, Gobindganj and

Hussainsatar, on river Burhi Gandak are Matiaria, Sathi, Sugauli, Barnawa, Lalbegia and Itwa, on river Motia is Chaita and on a rivulet of Burhi Gandak near Mehshi is Mehshi Nala. All these ferries were previously under the District Board. Even now the amount realised for these ferries are credited to District Board's account. Besides, three ferries are exclusively maintained by the Government on river Burhi Gandak. They are Sewaghat, Madhubanighat and Baraghat. These were previously under Zamindars and have now vested in the State.

All the ferries on river Gandak controlled by the District Magistrate are Class One Ferries and at each ferry four big boats are maintained. All the ferries on Burhi Gandak are Class Two Ferries and two big boats are maintained at each of them. The ferries on other rivers are Class Three Ferries and only one big boat is maintained at each of them.

The Government do maintain a few boats of their own. Most of the ferries, however, are managed through contractors. There is a prescribed rate of ferry charges for different kinds of traffic.

AIR COMMUNICATION.

There are aerodromes at Motihari and Bettiah. The aerodromes can only be used by smaller planes. None of these places is on any scheduled air service route. There are two aerodromes within Nepal, namely, Semra and Birganj, but close to Champaran district. There is an Air service from Semra to Kathmandu, capital of Nepal operated by Royal Nepal Airways. When these air-routes are developed and Raxaul aerodrome is complete, we may have one day a regular Raxaul-Kathmandu air link with stops at Semra.

The civil aerodrome at Raxaul under construction at about one and a half miles distance from the town is expected to be commissioned within the year 1959-60. The terminus building is to be constructed. It has a runway of more than 4,500 feet long which gives it the next place to all other civil aerodromes in eastern India, excepting the Dum-Dum aerodrome near Calcutta. It is destined to play a vital role in bringing close our northern neighbours and it is also expected that the Delhi-Moscow service will be much shortened when the service will be diverted *via* Raxaul. India-China, India-Tibet and India-Nepal services will be far shorter and quicker and thus naturally more voluminous through Raxaul. When put on the international air-routes, its link with Calcutta is definite to give the township of Raxaul a rosy picture ahead, so far its trades and commerces are concerned. For the present the civil aerodrome has the capacity to land Dakotas.

TRAVEL FACILITIES.

Champaran district has a variety of interests. At one time the district abounded in big game avifauna. Even rhinos and wild

elephants have been shot within the district. Due to the proximity of the forests of Nepal even now could be seen bisons, wild cows, deer and tigers in the jungles of Bettiah. Some of the rivers and marshes were particularly noted for good fish, birds, crocodiles and otter. Once Mahseer used to be plentiful in some of the rivers. Even now there is considerable area of thick forest in Bettiah subdivision and on the border of Nepal that might be preserved as a game sanctuary with observation posts. This portion is one of the areas where wild life could still be seen at very close range. Champaran hides are in great demand in foreign markets. The forests have valuable timber which is an attraction for the trade. There are beauty spots like Sumeswar Hills, Bhikna Thori and Bhaissalotan. At one time Bhaissalotan had almost an annual visit from the British Governors of the province for a shoot. There are temples, ancient and modern, and places of archæological interest which are well worth a visit. From trade point of view the district has its further possibilities of developments.

With the present expansion and improvement of roads there is no reason why a certain amount of tourism cannot be developed under proper State patronage. There are Dak Bungalows and Rest Houses in the interior. Although the Public Works Department came into existence, so far its roads are concerned, only in 1946-47 there were Dak Bungalows and Rest Houses maintained by it from before in most of the areas because of the attractions of the particular spots. In this respect Champaran district scores over the neighbouring Muzaffarpur and Saran districts because there is not much scope of development of tourism in them.

Although this district is well connected with railways, travelling by train is not very comfortable owing to overcrowding, slow movement and an almost chronic unpunctuality in the running of the trains. Better railway facilities are necessary to help tourism. Some roads also could be developed to give better communication to the top of Sumeshwer Hills, interior of Tharuhat, a tribal area and some of the shooting areas.

Nepal by road and air from several points is very close to the district and is also another factor that might be utilised for the development of tourism in this district. Some time back there was an enterprising scheme of organising parties of foreign visitors for seeing wild life and shoot in the jungles of Champaran. Like many schemes which are ahead of the time it did not mature. There is no reason why it cannot be a reality in the future with proper developments. There are no organised bureaus or travel agency to do publicity and arrangement for travels to beauty spots in the district.

There are also no hotels with modern facilities anywhere. The Dak Bungalows and the Inspection Bungalows are usually kept

exclusively for the Government officials or the District Board officers. These bungalows should be improved and liberally thrown open to the public on payment of fees. There should be proper arrangement for board as well. There are certain departmental Rest Houses for the officers of those departments. Within this category are the Forest and the Canal bungalows usually situated in attractive surroundings. These bungalows should also be thrown open to the public on payment of fees when not required for official use. This is a district where there could be a number of youth hostels and cheap dormitories at the beauty spots to encourage study of fauna, flora and avifauna.

The following is the list of Rest Bungalows of various categories in the district :—

(a) *Maintained by the District Board.*

There are altogether two Dak and sixteen Inspection Bungalows maintained by the District Board, a list of which is given at the end of the chapter "Local Self-Government".

(b) *Maintained by the Forest Department.*

- (i) *Udaipur Forest Rest House.*—It is situated at about 35 miles away from Motihari and has a beautiful site as it is situated by the side of "Saraiyaman". It is a good picnic spot near Bettiah.
- (ii) *Gonouli Forest Rest House.*—It is situated at a distance of 87 miles from Motihari. From this rest house the view of snow-clad Himalayan peaks in the morning looks very charming. It is a beauty spot.
- (iii) *Kotraha Forest Rest House.*—It is situated at a distance of about 80 miles from Motihari near the bank of Tribeni canal and 3 miles away from Bhaisalotan, both the places being important beauty spots in the district.
- (iv) *Naurangia Forest Rest House.*—It is at a distance of about 81 miles from Motihari.

(c) *Maintained by the Public Works Department
(Roads and Buildings).*

Only one Inspection Bungalow is maintained by the Department at Bettiah proper.

(d) *Maintained by the Public Works Department
(Irrigation).*

- (1) *Dhaka Inspection Bungalow.*—16 miles from Motihari Railway Station to north in Dhaka market.
- (2) *Goabari Rest Shed.*—2 miles west of Barginia Railway Station on the right bank of Lalbakeya river.
- (3) *Chauradano Rest Shed.*— $\frac{1}{4}$ mile south of Chauradano Railway Station on the right bank of Teur canal.
- (4) *Patjirwa Rest Shed.*—In the 27th mile of Champaran embankment on the left bank of river Gandak.

- (5) *Bheriheri Rest Shed*.—In the 40th mile of Champaran embankment on the left bank of river Gandak.
- (6) *Chattia Rest Shed*.—In the 54th mile of Champaran embankment on the left bank of river Gandak.
- (7) *Sangrampur Rest Shed*.—In the 67th mile of Champaran embankment on the left bank of river Gandak.
- (8) *Dhekaha Rest Shed*.—In the 8th mile of Champaran embankment on the left bank of river Gandak.
- (9) *Maghauri Inspection Bungalow*.— $\frac{1}{2}$ mile from Amolwa Railway Station in the 27th mile of the right bank of Tribeni canal.
- (10) *Maniari Inspection Bungalow (as well as a Rest Shed)*.—9 miles from Narkatiaganj Railway Station in the 53rd mile of Tribeni canal on its right bank.
- (11) *Semra Rest Shed*.—In Semra village, 3 miles off from Narkatiaganj Railway Station.
- (12) *Gokula Rest Shed*.—In village Mathura, 1 mile east of Gokula Railway Station.
- (13) *Ausanpur Rest Shed*.—In village Ausanpur, 4 miles from Manjadwa Railway Station.
- (14) *Shikarpur Inspection Bungalow*.—In village Malda, 4 miles east of Narkatiaganj Railway Station.
- (15) *Ramnagar Inspection Bungalow*.—Situated at the subdivisional headquarters of the Irrigation Department at Ramnagar in the 37th mile of Tribeni canal at a distance of 28 miles from Bettiah Civil Subdivisional headquarters.
- (16) *Barawa Inspection Bungalow*.—Situated in the 27th mile of the Tribeni canal and is approachable only by canal service road all the year round except when river Masan goes in flood.
- (17) *Sidhao Inspection Bungalow*.—Situated in the 16th mile of Tribeni canal, 10 miles off from Bagaha Railway Station and is approachable by canal service road as well as a P. W. D. road.
- (18) *Kerai Rest Shed*.—Situated in the 11th mile of the Tribeni canal and is approachable by canal service road above.
- (19) *Tribeni Inspection Bungalow*.—Situated at the Head Regulator of the Tribeni canal and is approachable by canal service road. It is now being connected with Bagaha by a metalled road.
- (20) *Bagaha Inspection Bungalow*.—Situated at a distance of $1\frac{3}{4}$ miles from Bagaha Railway Station and 44 miles from Bettiah Civil Subdivisional headquarters.

POSTAL COMMUNICATIONS.

Regarding postal and telegraphic communications Mr. O'Malley in the *District Gazetteer of Champaran*, published in 1907, remarked

"..... the district is still backward owing to the fact that its people are mainly ignorant cultivators, and that its resources have not yet been developed". Since then the development in the field of postal communications has been rather phenomenal, especially during the recent years.

The total number of post offices in 1906-07 was 52 as against 51 in 1930-31, which also included one head office. This number rose to 380 in 1957.

In 1907 there were altogether 424 miles of postal communications as against 482 $\frac{3}{4}$ miles in 1930-31 and 1,329 miles in 1958. The number of postal articles delivered in the whole year 1906-07 was 17,532 as compared to the average weekly number of postal articles delivered of 2,07,400 in 1957. The value of money orders paid was Rs. 5,51,184 in 1906-07 as against Rs. 18,11,101-5-0 in 1930-31 and Rs. 1,02,48,581-4-5 in 1955-57 and those issued was Rs. 11,42,682 Rs. 21,97,044-12-9 and Rs. 1,00,40,690-2-7, respectively. The number of Savings Bank deposits was Rs. 3,359 in 1906-07 as against Rs. 30,785 in 1956-57 (no such figures are available for 1930-31). The value of the Savings Bank deposits in 1930-31 was Rs. 5,19,028 as compared to Rs. 62,63,961-12-3 in 1956-57, whereas the value of withdrawal was Rs. 5,02,959-9-3 and Rs. 52,94,509, respectively (no such figures are available for 1906-07).

In 1956-57 the total number of National Savings Certificates issued was 3,561 value at Rs. 5,12,091, while those of discharged was 496 valued at Rs. 81,757-12-0. In the same year the total number of radio licenses in the district was 1,050 as against 146 in 1951-52, the reasons for the increase being the growing popularity of radio receiving sets.

In 1906-07 there were altogether 10 telegraph offices situated at Motihari, Barachakia, Bettiah, Kesariya, Pipra Factory, Ramnagar, Raxaul, Siraha, Sugauli and Turkaulia. By 1930-31 this number went to 18, the new places being one additional telegraph office at Motihari and altogether new offices at Bagaha, Chainpatia, Dhaka, Gobindganj, Lauriya, Mehshi, Narkatiaganj, Rajpore and Ramgarhwa (the names of Siraha and Pipra Factory telegraph offices are disappearing from the list of 1930-31). The number of telegraph offices rose to 24 in 1957, the new places being Arreraj, Gulwara, Madhuban, Motihari Court, Majhauria Railway Station, Ghorasahan and Damodarpur.

Some new post offices are proposed to be opened which will increase postal mileage by 25.

There is one Telephone Exchange at Motihari and two branches at Bettiah and Raxaul. Besides there are six long distance public call offices at Barachakia, Chanpatia, Narkatiaganj, Bhelahi, Sikta and Adapur. Motihari Exchange has got 70 subscribers, Bettiah 65 and Raxaul 28. These Exchanges are controlled by the Subdivisional Officer, Telegraph, Muzaffarpur.