

CHAPTER VII

COMMUNICATIONS

OLD TIME TRADE ROUTES AND HIGHWAYS AND MODES OF CONVEYANCE

Bhagalpur has a very important location on the river Ganga and quite well connected with Bengal and Assam from the remote past. Old records show that Bhagalpur had been a halting place for most of the military invasions of Bengal and Assam. The Delhi Kings, specially in the Moghal period usually passed through this town. Shershah's road now popularly known as Grand Trunk Road had got Delhi closer to this part of the country. Along with Monghyr, Bhagalpur controlled trade and commerce to a very great extent even when the roadways were not very developed.

Previously water traffic was much more important as this route was quite quick and definitely safer. There were more of road dacoits than river dacoits whenever the administration had gone weak. Troops, trade and commerce used to move more by the waterways than roadways. There used to be boats of different kinds and to serve different aims. The big zamindars and other rich men from Calcutta came and settled on the banks of Ganga and there are some very old houses on the bank of the Ganga in Bhagalpur town. Businessmen of Marwar and other parts of Bihar had gone to Bhagalpur by boat even before the railways were opened. During the days of the Company's trade and later rule Ganga was the principal route. The dilapidated *ghats* along the whole bank of Ganga in the Bhagalpur town offered the mooring places for the boats. The *Kothis* of the merchants naturally grew up near the bank of the river.

Bhagalpur has been, for centuries the clearing house for a great volume of trade and commerce. Bhagalpur has served a big hinter land for the south-east and west regions. The road from Patna to Bhagalpur through Bihar is a very old one and Bhagalpur is also connected to other parts of Bihar through Monghyr and Deoghar.

The hilly regions had proved an obstacle for the extension of the railway line. The history of the railways shows that the loop line of East Indian Railway terminated at Sahebganj to the east and Jamalpur in the west. Bhagalpur was not connected by railways for a pretty long time. But with the development of the road communications and trade and commerce it was found very necessary to connect Jamalpur and Sahebganj through Bhagalpur. The obstacle came from the running Jamalpur hills. But later on, with the tunnel near Jamalpur the gap was linked and Bhagalpur was put on the railway map.

The present picture of Bhagalpur from communication point of view is that she is well linked by road, rail and water and there is also a well maintained landing ground. Since Bhagalpur the district and divisional headquarters is so well off for communications, it is only expected that the entire district should be well connected. Banka subdivision and the portion of the Sadar subdivision in the south of the Ganga have good communication. The portion of Sadar subdivision to the north of Ganga is a riverine and low tract and with poor communication.)

Francis Buchanan's "An Account of the District of Bhagalpur in 1810-11" gives scattered reference to old time trade routes. He found the river to be the main trade channel and different types of boats were in use, even on the banks of the great rivers the natives possess "many fewer boats". It is further mentioned that "the *ulaks* are the boats most commonly employed in the transportation of goods; and are in general small, none exceeding 1,700 *mans*, and most being under 800. The *Patelas* are rather fewer in number than the *ulaks*".

"The hire of these two descriptions of boats from Mungger to Calcutta, when the whole channel of the Bhagirathi is navigable, is from 10 to 14 R. for the 100 *mans* burthen, reckoned by the quantity of grain which the boat might carry." "The distance is about 300 miles." In the eastern parts of the district some boats of large dimensions were used, during the floods, to convey firewood.

Both men and boats were difficult to procure, although many of the boats were professionally kept for hire and the office of *Ghat Majhi* there as elsewhere, were required to be regulated. So it was difficult to procure boats and that at Kumarganj almost all the trade with Monghyr and Bhagalpur was carried on by means of carts or oxen, although it stood on the bank of the river about half way between the two places. Canoes were not much used, except in the eastern parts of the district, and in the inundated parts further west the people were much confined during the floods, generally with no means of escape.

It is mentioned that the greater part of the internal commerce of the district was carried on by carts, and back loads; but the roads were exceedingly bad. By far the most frequented and important road in Bengal, leading from Calcutta to Patna *via* Murshidabad, passed through the whole length of the district; but for two to three months every year, it was not negotiable by any sort of carriage, or even with loaded cattle; and, even at other seasons, a four-wheeled carriage or wagons could pass with much difficulty and some danger. There was in particular a great deficiency of bridges, and the descents into many of the creeks was so steep as to impede the passage of carts and to diminish their

load. In many parts there was an abundance of hard materials, with which permanent roads might be made; but, as in other parts those materials were too remote to be used. To the south of Bhagalpur there was a considerable extent of very low land, through which a road could only be made by raising the level, and it was impassable for more than four months in the year, and all commerce with interior was completely at a stand still.

It is mentioned that Mr. Christian, an Indigo planter had constructed a road, better than any in the district, from his factory in Chandan to the river side near Suryagarha.

It is further mentioned that near the Ganga many carts were kept for hire, and received $4\frac{1}{2}$ annas a day including $\frac{1}{2}$ anna given for the driver's food. The little rude carts in the forests were exceedingly convenient as they could go on almost any road. The *Beldiya* or *Ladubeparies* were numerous and had many cattle which they were willing to let on hire, when they had no speculation in view, and their cattle were very good. Porters were only used to unload boats, or to convey passengers' baggage. In every part of the district there was the usual difficulty in procuring conveyance of any kind. On the great river a good deal of attention was paid to establish proper ferries and the boats were very good and safe conveyances. On the more important ferries on the great river little attention was paid by the police, and most of the *Dingis* were of the *Pateli* construction and were exceedingly unsafe on such a river. The boatmen were appointed by the *Zamindars*, who annually received a rent given under the name of *Salami*.

Regarding the modes of conveyance the last District Gazetteer by J. Byrne, I.C.S., published in 1911 has mentioned as follows :—

“There are no special features about the conveyances in common use in Bhagalpur. Bullock carts of various more or less glorified types and pack-ponies do most of the business of the interior. The pony *ekka* is in common use and surprising distances can be covered by these weedy ponies drawing this very primitive and extremely uncomfortable vehicle.

“Palanquins of various sorts are used but not as much as formerly, owing to the extension of roads.”

Due to the lapse of time since Buchanan's days (1810-11) and Byrne's days (1911) there have been fundamental changes in Bhagalpur district. So the observation of Buchanan does not hold good now. Buchanan has mentioned only about boats and bullock carts as a means of transport, but there have been great changes now. The chief means of transport other than rail transport in the

district are steamers, boats, State and private buses, trucks and bullock carts. Taxis and cycle rickshaws are also available at Bhagalpur and some of the urban areas. Light vehicles drawn by a single horse known as *tamtam* are on the decline. Cycles have become very common.

A good number of bus services south of the river Ganga have been nationalised and State buses ply. As a good number of roads have been improved and bridges provided a large number of mechanised goods transport-vehicles have come into use. Bullock carts and *tamtams* still remain the main conveyances in the villages. There is now no restriction for them against using the highways.

Regarding roads "A Statistical Account of Bengal Vol. XIV, 1877" by W. W. Hunter, has mentioned as follows*:-

"There are no metalled roads north of the Ganges. On the south of the river those maintained are :—(1) The Birbhum road from part of the second mile to part of the forty-second mile, 40 miles and 1,360 feet long within Bhagalpur district; 34 miles actually metalled; bridged in part, 120 bridges having been completed in 1875. The road commences from the boundary of the Bhagalpur Municipality and ends at Suri; its total length is 103 miles. (2) Sultanganj road, 3 miles long; 1 mile and 120 feet actually metalled, with eight bridges, of which three are wooden and the rest masonry. (3) Road from the river Ganges at Sultanganj to railway station at Sultanganj, 1 mile long; metalled throughout, and having five masonry bridges. (4) Ghoga road commencing from the Ghoga bazar and ending at the railway station of Ghoga, three-quarters of a mile long; half the road metalled. Total length of metalled roads, about 36½ miles".....

"On the south of the Ganges, the raised and bridged but unmetalled roads are :—(23) Road from Katuriya to Simaltala railway station, on the Chord line of the East Indian Railway, 10 miles and 5,040 feet long, within Bhagalpur district. (24) Banka station road, about 2 miles in length. (25) Road from Banka to Umarpur *via* Saispur, 11 miles long; the earthwork and bridges of only 1 mile and 2,980 feet from Banka Police-Station to the River Abni have been completed; the rest of the road is little better than a wheel track and a new line will have to be adopted. (26) Road commencing at Baunsi and ending at Jaipur, 20 miles long; this road branches off at the thirty-first mile of the Baunsi road near Baunsi, and passing through Jaipur leads to Deoghar. The earthwork and bridges of 1 mile

*Road nos. 5—22, 33 and 39—43 given in Hunter's "A Statistical Account of Bengal, Vol. XIV, 1877" have been omitted here because they are now in Saharsa district.

and 2,420 feet, near the village of Augara, were constructed some years ago; the rest of the road, running through jungle country, does not require raising. It must, however, be bridged at places. (27) A road is all but completed from Banka to Katuriya, about 17 miles long. (28) Road from Champanala to Ghorghat, commencing from the west of Bhagalpur and ending at Ghorghat, 18 miles long; about 4 miles of this end west of Kumarganj and 1 masonry bridge have been carried away by the Ganges; this is the main road to Monghyr. (29) Road commencing from the eastern limits of the Bhagalpur Municipality and ending at Pirpainty railway station, 33 miles; about 2 miles have been cut away by the Ganges between Bhagalpur and Ghoga. (30) Road commencing at a place south of Tiwari *Talao*, outside the limits of the town of Bhagalpur and ending at Umarpur, 16 miles long. (31) Road from Pirpainty bazar to Pirpainty railway station, 3 miles long. (32) Behadurpur and Subor Road, commencing at Fathipur and ending at Subor, 2 miles long. The total length of unmetalled roads, 338 miles.

“The following roads, raised but unmetalled and unbridged, though not so important as the foregoing, are yet much used. They are on the north of Ganges.—.....(34) Road from Moizima *via* Narayanpur and Bikrampur to Narkatia, 5 miles. (35) Road from Narayanpur towards Sonbarsa, 3 miles. On the south of the Ganges there are :—(36) Road from Dhuria to Colgong, 18 miles. (37) Road from Pirpainty to Barahat, 6 miles; still only partially constructed. (38) Road from Baunsi to Dhuria, total length, $15\frac{1}{2}$ miles; one portion, $1\frac{1}{2}$ miles in length, is left incomplete on account of its passing through an unworkable sandy soil. Total length of raised but unmetalled and unbridged roads, 52 miles.

“The following are neither raised, nor bridged, nor metalled. They are little better than cart tracks—trade routes marked out in the cold weather, to disappear each year during the ensuing rains.....On the south of the Ganges :—(49) Road from Banka to Baunsi, 10 miles. (50) Road from Chandan to Katuriya, 15 miles; this road passes through thick jungle, and in some places is very good. It is also important, as all the pilgrims from Monghyr district to Baidyanath pass along it. (51) Road from Katuriya to Belhar, 16 miles; it is continued through Belhar to Monghyr town, *via* Kharakpur. (52) Road from Banka to Jaipur, 20 miles. (53) Road from Mudhai to Putia, 13 miles; passable only in dry weather. (54) Road from Dhuria to Bhagalpur, 16 miles. (55) Road from Umarpur to Kherhi

and Shahkund, 12 miles. (56) Road from Colgong to Barahat, 10 miles. (57) Road from Ghoga to Bhiria, 8 miles. (58) Road from Bhagalpur to Shahkund, 10 miles".....

Regarding roads the last District Gazetteer of Bhagalpur (1911) mentions:—"There are now about 64 miles of metalled roads, 1,685 of unmetalled roads and 40 miles of village roads maintained in this district. This mileage works out at 2.4 lineal miles per square mile. There is in addition a perfect net work of village tracks that are not maintained from local funds. In 1874 there were only 36 miles of metalled roads and 641 of unmetalled roads maintained.

"The most important road on the south of the Ganges is the Birbhum road which runs almost due South from Bhagalpur town *via* Baunsi to Suri. About 42 miles of it lie in this district. The remaining metalled roads are only short lengths, e.g. that from the Central Jail *via* Nathnagar to Champanala, a distance of six miles; from Sultanganj to the Monghyr boundary, three miles, and from Dhaka to the Chandan river (three and a half miles) on the Dhaka-Simultala road.

"Other trunk routes on the south of the Ganges are Bhagalpur to Banka, Banka to Simultala, Banka to Jaipur, Ghoga to Baunsi, Banka to Sagrampur; also the main routes west from Bhagalpur to Monghyr, and east to Sahebganj *via* Pirpainty."

It is mentioned in the last District Gazetteer of Bhagalpur (1911) that there were no metalled roads in the north of Bhagalpur. There were roads no doubt but the important roads have now gone in the district of Saharsa.

The condition of the communications of the district was described in the Final Report on the Survey and Settlement Operations in Bhagalpur (1902---10) by P. W. Murphy, I.C.S. Most of the information in this report has been reproduced in the last District Gazetteer of Bhagalpur published in 1911. According to the Survey and Settlement Report of 1902—10 the total mileage of roads in the district was 1,799 miles. They were classified as follows:—

Class of road		Description		Length in miles
Metalled roads	..	IA—Bridged and drained throughout	..	24
		IB—Partially bridged and drained	..	42
Unmetalled roads	..	IIA—Bridged and drained throughout	..	165
		IIB—Partially bridged and drained	..	392
		III—Banked but not surfaced, partially bridged and drained.	..	344
		IV—Cleared, partially bridged and drained	..	371
		V—Cleared only	..	461
		Total mileage	..	1,799

Thus, the mileage worked out at two miles of road to every five square miles of area.

ROADS NOW

The roads are now classified as Public Works Department roads, District Board roads and village roads.

The Public Works Department roads in Bhagalpur district lying to the south of the Ganga are under the jurisdiction of Public Works Division, Bhagalpur, while those to the north of the Ganga are under the Executive Engineer, Khagaria Division. The total mileage of these roads to the south of the Ganga including the temporary National Highways of Bhagalpur-Hansdiha road (43 miles) and Bhagalpur-Colgong road (19 miles) is 229.5 miles. Of these 157.5 miles (including the 62 miles of temporary National Highways) are pitched. The total mileage of Public Works Department roads is 39.5 miles in this district to the north of the Ganga. The details are given below :—

South of the Ganga

Name of Road.	Classification.	Mileage.	Mileage of pitched roads.	Approved cost in lakhs.
1	2	3	4	5
1. Bhagalpur-Sultanganj-Ghorghat Road.	State Highway	.. 21.5	21.5	12,60,000
2. Akbarnagar-Shahkunda Road.	Ditto	.. 6	6	6,58,300
3. Sultanganj-Tarapur Road.	Ditto	.. 3	3	5,89,200
✓ 4. Amarpur-Shambhuganj Road.	Ditto	.. 15	Nil	18,06,840
5. Shambhuganj-Asarganj Road.	Ditto	.. 5	Nil	4,35,000
6. Banka-Katoria Road ..	Ditto	.. 20	17	12,75,400
7. Jagdishpur-Sonhaul Road.	Ditto	.. 12	Nil	17,70,000
8. Amarpur-Banka Road	Ditto	.. 12	12	12,12,800
9. Dhakamore-Banka Road	Ditto	.. 5	5	3,51,800
10. Barahat-Panjwara Road	Ditto	.. 6	Nil	17,20,000

Name of Road.	Classification.	Mileage.	Mileage of pitched roads.	Approved cost in lakhs.
1	2	3	4	5
11. Bhagalpur-Hansdih Road.	Temporary National Highway.	43	43	..
12. Bhagalpur-Colgong Road	Ditto	19	19	3,10,900
13. Ghoga-Sonhaul Road	State Highway ..	10	10	7,63,500
14. Godda-Pirpainty Road	Ditto ..	9	9	12,51,000
15. Bhagalpur-Agarpur Kotwali Road.	Ditto ..	12	Nil	9,78,000
16. Colgong-Pirpainty-Mirza chowki-Sahebganj Road.	Ditto ..	18	Nil	28,00,000
17. Sultanganj ghat Road linking Tarapur Road.	Ditto ..	1	1	1,31,900
18. Amarpur-Shahkund Road.	Ditto ..	12	11	8,64,000
Total		229.5	157.5	

N.B.—Improvements work on serials 4, 5, 6, 7, 10, 15, 16 are in progress in 1961.

North of the Ganga

	Miles	Furlongs	Yards.
1. Thana Bihpur to Ghaghrighat	6	4	..
2. Naugachhia to Colgong ghat via Gosaingaon and Gopalpur.	12	6	141
3. From Junction of Bihpur-Birpur road to Gosaingaon.	13	..	..
4. Katoria to Tintanga	7	1	113
Total	39	4	34

1. *Bhagalpur-Sultanganj-Ghorghat Road*.—This road connects Bhagalpur with Monghyr district and passes through Sultanganj an important business place. It is a metalled road. The old

bridge over river Gangania is being replaced by a new R. C. bridge, which is in progress.

✓ 2. *Akbarnagar-Shahkund Road*.—This road connects Akbarnagar with Shahkund and is a metalled road. The weak bridge falling on this road has been replaced by a screwpile bridge which has already been opened to traffic.

✓ 3. *Sultanganj-Tarapur Road*.—This road connects Sultanganj with Tarapur, an important business centre in Monghyr district. A part of it falls under the Bhagalpur division and the rest falls under Monghyr Public Works Division. Three weak bridges falling under the jurisdiction of the Bhagalpur division have been replaced by screwpile bridges.

✓ 4. *Amarpur-Shambhuganj Road*.—This road connects Banka Subdivisional Headquarters with Shambhuganj. The work has been taken up for the last two years and is under progress.

5. *Shambhuganj-Asarganj Road*.—The construction of this road will connect Asarganj with Banka and Bhagalpur Subdivisional Headquarters. The road is under construction and is expected to be completed within a year.

6. *Banka-Katoria Road*.—This road will connect the inaccessible portion of the district as there is neither road nor railways in this area. Out of 12 miles about 11 miles of the road has already been pitched and the remaining 1 mile is expected to be completed within this year.

7. *Jagdishpur-Sonhaura Road*.—This road will connect Sonhaura with Jagdishpur, which is an important business place. The work of the construction of the road has been taken up last year and is in progress.

8. *Amarpur-Banka Road*.—This is a pitched road and it connects Banka Subdivisional Headquarters with Amarpur, an important business place of Bhagalpur district. All the construction works on this road have already been completed.

9. *Dhakamore-Banka Road*.—This road connects Banka with Bhagalpur, Dumka, Deoghar and other important subdivisional headquarters of Santhal Parganas. This is a pitched road.

10. *Barahat-Panjwara Road*.—The construction of this road has been taken up last year. This road will connect the important subdivisional and district headquarters of Bhagalpur and Dumka with Godda subdivision.

11. *Bhagalpur-Hansdiha Road*.—This road connects Bhagalpur district with other districts like Monghyr, Santhal Parganas, Hazaribagh, etc. This is a temporary National Highway and is considered to be one of the most important roads under Bhagalpur division. This is a pitched road.

12. *Bhagalpur-Colgong Road*.—This road connects Colgong with Bhagalpur and is a temporary National Highway. The road has got a great importance as it will connect Bhagalpur with all the other districts of the State when the road between Colgong to Sahebganj will be completed.

13. *Ghogha-Sonhaura Road*.—The construction of the road has already been completed and is a pitched road.

14. *Goddā-Pirpainty Road*.—Only 9 miles of the road falling under Bhagalpur district are under this division and the rest are under Deoghar division. The portion falling under this division has already been completed. This road connects Pirpainty an important business place with other districts. This is a pitched road.

15. *Bhagalpur-Agarpur-Kotwali Road*.—This road will connect Bhagalpur with Kotwali; a place where there is no other transport facility. The construction of this road has been taken up and is in progress.

16. *Colgong-Pirpainty-Mirzachowki-Sahebganj Road*.—The construction of this road has been taken up in 1960 and is in rapid progress. This road connects Bhagalpur district with Santhal Parganas and has great importance as this will facilitate the transport of goods mainly stone materials from Mirzachowki hills to other parts of the State.

17. *Sultanganj-Ghat Road linking Tarapur Road*.—The length of the road is only one mile which leads to the temple known as Ajgaibinath and connects the Sultanganj Ghat with Tarapur Road. The construction work is almost complete.

18. *Amarpur-Shahkund Road*.—The construction of the road has been completed and is a pitched road. This road connects Amarpur with Shahkund.

District Board Roads

There are 19 roads under the District Board, Bhagalpur of the total mileage of 224 miles of which 16 miles are metalled, 62 miles are gravelled and 146 miles *kachcha*. There are 81 roads under

the Sadar Local Board totalling 372 miles in length of which 6 miles are metalled and 36 miles *kachcha*. There are 57 roads under the Banka Local Board of a total length of 316 miles all *kachcha*.

The roads of the District Board are as follows :—

Miles. Furlongs. Yards.

1. Bhagalpur to Amapur	16	..	203
2. Barari School via Barari Railway station to Gangabagh.	1	..	40
3. Bhagalpur Judge's court	..	..	74
4. Dhaka to Chhakai	15	..	113
5. Ghogha Bazar to Bounsi	20	..	110
6. Banka to Belhar	24	..	..
7. Banka to Santhal Parganas	26	..	87
8. Gannoul to Tintanga	6	..	..
9. Mahadeopur Ghat to Gajai Ghat	12	..	190
10. Panjwara village road	1	..	..
11. Tihani approach road	..	..	127
12. Colgong to Mirza Chawki	17	..	217
13. Barahat to Panjwara with branch to Lakhpura	7	..	167
14. Dhoraya to Asarganj	21	..	25
15. Katoria to Sahabganj (Babbar)	16	..	..
16. Katoria to Dandamara (Deoghar side)	15	..	33
17. Bounsi to Lachmipur	14	..	..
18. Mahdama to Pokharis	4	..	..
19. Barahat to Narainpur	3	..	..
Total	224	3	66

The expenditure by the District Board on road on original works in 1959-60 was Rs. 1,14,056 on *pucca* roads and Rs. 9,988 on *kachcha* roads and on repairs Rs. 49,488.

Municipal Roads

The Municipalities of Bhagalpur and Colgong maintain roads in their own municipal areas.

Bhagalpur Municipality.—The Bhagalpur Municipality maintains 34.76 miles of *pucca* roads and 32.291 miles of *kachcha* roads. Of the *pucca* roads 3.456 miles are cement concrete paved roads, 3.475 miles are stone slab paved, 0.598 mile brick paved roads and the rest are bituminous stone metalled roads. The expenditure for the maintenance of the roads is Rs. 1,50,000 for the *pucca* roads and Rs. 8,000 for *kachcha* roads.

Colgong Municipality.—The Colgong Municipality maintains 4½ miles of *pucca* roads and 3.01 miles of *kachcha* roads. Of the *pucca* roads 1½ miles are cement concrete paved roads and 3 miles are pitched roads.

VILLAGE-ROADS

(About 688 miles of the village roads are maintained by the Local Boards) Since the starting of the *Gram Panchayats* construction of roads in the villages has been taken up by some of the *Panchayats*. The total length of roads made by the *Gram Panchayat* is not known. There are also a certain length of village roads in big villages where the Katcharies of big zamindars existed or where some influential men lived at one time. Every village has a certain length of track within the village habitation but the condition of the tracks is such that they could hardly be called roads. Considering that the district has got 2,291 villages according to 1951 Census the length of village roads is absolutely negligible and their condition miserable. It is such that even a bullock cart cannot reach the door of every household. In the rainy season it becomes a problem to go out of the village.

Very few villages are connected with the main public road. Villages are mostly ill served with roads excepting the fortunate ones that are located by the side of the public roads. The Community Projects and National Extension Service Administration are intensely concentrating on village roads construction by enlisting public co-operation.

VEHICLES AND CONVEYANCES

The importance of bullock carts is decreasing due to the development of motor trucks and bus services. But still they are indispensable in places where trucks cannot go and where goods to be carried fall far below the carrying capacity of trucks. The only improvement noticeable in bullock carts is the use of rubber tyred wheels in place of iron tyred wheels. But the number of such improved type of bullock carts is negligible. During the rainy season these bullock carts have a covering of rain-proof frames of bamboos and matting.

The number of bicycles is increasing rapidly. Even the hawkers, milkmen and washermen generally use cycles for carrying their wares. It is considered as a poor man's car.

Another mode of conveyance is a two-wheeled vehicle drawn by one horse and is usually called *tamtam*. *Ghora Gari* is also used but its use is declining in favour of cycle rickshaws, *tamtams* and taxis.

The number of registered carts and non-mechanised vehicles for the year 1959-60 was as follows :—Bullock carts 3,916, cycles 724, cycle rickshaws 1,102, first class *tamtams* 71, second class *tamtams* 151 and hackney carriages 6.

The number of cycles is believed to be approximately 2,000 in the district but census of these has not been taken.

PUBLIC TRANSPORT

With the introduction of buses, trucks and motor cars, a great change has occurred in the mode of transport. The old means of transport by vehicles drawn by animals is being replaced by these motor vehicles, for the latter are more swift and can carry heavier loads. The only thing that stands in the way of their universal use in the district is the high cost price and maintenance charge.

Buses which can carry a much larger number of passengers and in much shorter time than bullock carts, or *tamtams*, are being used in greater number and frequently on roads. With the improvement of roads the number of routes by State owned buses goes on increasing. Inter-district buses are also plying in this district. The average number of travellers who travel on motor vehicle under this district is about 4,000 per day. The main routes covered by buses are as follows :—

Services whose both ends fall within Bhagalpur District

Permits held by Bihar State Road Transport Corporation

Names of the routes—

- (1) Bhagalpur town services.
- (2) Bhagalpur-Banka via Jagdishpur.
- (3) Sultanganj-Khesar via Shambhuganj.
- (4) Bhagalpur-Banka via Akbarnagar-Shahkund.
- (5) Bhagalpur-Amarpur.
- (6) Sultanganj-Bhagalpur.

Permits held by Private Operators

Names of the routes—

- (1) Bhagalpur-Dhoraiya *via* Nawada.
- (2) Bhagalpur-Barahat.
- (3) Bhagalpur-Majhouni *via* Punsia.
- (4) Bhagalpur-Sajaur *via* Kajraili.
- (5) Bhagalpur-Kashpur *via* Amarpur.
- (6) Bhagalpur-Bharko *via* Amarpur.
- (7) Bhagalpur-Kehnichak *via* Amarpur.
- (8) Bhagalpur-Bhitiya *via* Amarpur.
- (9) Bhagalpur-Khesar *via* Amarpur.
- (10) Bhagalpur-Banka *via* Amarpur.
- (11) Banka-Belhar *via* Bhitiya.
- (12) Banka-Shambhuganj *via* Khesar.
- (13) Ghogha-Sonhaura.
- (14) Ghogha-Bounsi *via* Sonhaura-Dhoraiya.
- (15) Ghogha-Dhakamore *via* Dhoraiya-Punsia.
- (16) Tintanga-Naugachhia.
- (17) Tintanga-Narainpur.

Services whose one end falls within Bhagalpur district and other end in another district

Permit held by Bihar State Road Transport Corporation

Names of the routes—

- (1) Bhagalpur-Godda *via* Hansdiha.
- (2) Bhagalpur-Dumka.
- (3) Bhagalpur-Deoghar *via* Hansdiha.
- (4) Bhagalpur-Monghyr.
- (5) Monghyr-Sangrampur *via* Sultanganj.
- (6) Sultanganj-Tarapur.
- (7) Bhagalpur-Jamui.
- (8) Bhagalpur-Tarapur *via* Sultanganj.
- (9) Bhagalpur-Sahibganj bazar *via* Sultanganj.
- (10) Sultanganj-Belhar *via* Tarapur.
- (11) Bhagalpur-Belhar *via* Sultanganj.
- (12) Bhagalpur-Basukinath.

Permits held by Private Operators

Names of the routes—

- (1) Bhagalpur-Hanmara *via* Jagdishpur-Sonhaura.
- (2) Bhagalpur-Mahagama *via* Jagdishpur-Sonhaura.
- (3) Bhagalpur-Godda *via* Panjwara.

- (4) Bhagalpur-Mahagama *via* Panjwara-Godda.
- (5) Bhagalpur-Godda *via* Panjwara and *via* Hansdiha in rains.
- (6) Bhagalpur-Hanmara *via* Panjwara and *via* Hansdiha in rains.
- (7) Bhagalpur-Basantra *via* Panjwara.
- (8) Bhagalpur-Sarounihat *via* Panjwara and *via* Hansdiha in rains.
- (9) Bhagalpur-Litipara *via* Panjwara and Godda.
- (10) Bhagalpur-Hiranpur *via* Panjwara and Godda.
- (11) Bhagalpur-Gorsanda *via* Punsia and Dhoraiya.
- (12) Bhagalpur-Deoghar *via* Chanan Katoria.
- (13) Bhagalpur-Sangrampur *via* Banka.
- (14) Bhagalpur-Deoghar *via* Amarpur, Bhaika and Sahebganj.
- (15) Banka-Deoghar *via* Katoria.
- (16) Bhagalpur-Basukinath *via* Nonihat and *via* Mahero in rains.
- (17) Basukinath-Bounsi.
- (18) Belhar-Deoghar *via* Sahebganj-Katoria.
- (19) Ghogha-Deoghar *via* Bounsi, Jaipur and Jamdaha.
- (20) Godda-Pirpanti.
- (21) Dumka-Pirpanti.
- (22) Banka-Deoghar *via* Jamdaha, Jaipur-Rikhiya.

Truck services are also increasing rapidly for carrying village produce and stone used in construction. The number of registered Public Carrier Trucks in 1961 is 221 but this does not mean that only 221 trucks are plying in this district. A large number of trucks registered in other districts and other States are constantly running through this district. The average tonnage of goods carried by trucks is about 11 to 12 hundred tons daily in this district.

The statement showing the number of different vehicles on road for the last six years and fresh registration of motor vehicles is given below :—

Year.	Buses.	Trucks.	Motor Cars and Jeeps.	Motor Cycles.	Auto Rickshaw.	Total.
1	2	3	4	5	6	7
1956 ..	96	150	238	33	1	518
1957 ..	191	223	311	46	Nil	771
1958 ..	132	171	286	43	Nil	632
1959 ..	83	173	258	40	Nil	554
1960 ..	69	231	267	59	Nil	626
1961 up to March	87	221	321	51	Nil	680

RAILWAYS

It is worth while quoting observations on the Railways from earlier books.

P. W. Murphy in his book "Final Report on the Survey and Settlement Operation in the Bhagalpur district, 1902—10" says—

"The Barauni-Katihar section of the Bengal and North-Western railway enters the district near Pasraha, and leaves it at the Kosi bridge a little to the east of Kursela station. The length of the line within the district is 24 miles. Its course is parallel to that of the Ganges at a distance of about ten miles to the north. From thana Bihpur station a branch line runs to Mahadeopur Ghat on the Ganges which is connected by steamer with Barari Ghat on the southern bank. Barari Ghat is itself connected by railway with Bhagalpur. In addition to the passenger ferry, there is a goods ferry at this Ghat. Trucks containing goods are taken bodily over the river and replaced on the rails on the other side".

"The loop line branch of the East Indian Railway enters the district near Mirza Chauki and following the southern bank of the Ganges leaves it beyond Sultanganj—a distance of 60 miles.

"A railway from Bhagalpur to Bausi, a distance of about 30 miles due south, is at present under construction. This line was begun in 1906, but the work was abandoned for a year and was resumed in 1908. When completed, it will be of great utility to the south of the district.*

"The total length of railway line in the district (excluding that under construction) is 166 miles."

J. Byrne, I.C.S. in the *District Gazetteer of Bhagalpur*, published in 1911 writes :—

"The East Indian Railway was extended to Bhagalpur very early in the sixties. This line along side the river—now known as loop line—was laid much earlier than the chord line from Lakhisarai to Khana which just touches the extreme south-west corner of the district, near Baidyanath Junction. The line parallel to the river is about sixty miles long. The chief railway stations on it, beginning at the western boundary, are Sultanganj, Bhagalpur town, Sabaur, Ghogha, Colgong and Pirpainti. A branch line

*For the later history of Bhagalpur-Bousi line see later (P.C.R.C.).

from Bhagalpur to Bausi is under construction. It is probable that it will be continued to Deoghur on one side and to Naya Dumka and Suri on the other. With the completion of this line, the southern part of the district will be very well served by the railway.

"A branch line on the metre gauge has recently been constructed by the Bengal and North-Western Railway Company from Bhagalpur town *via* Bhagalpur Kachahri to Barari Ghat. A wagon ferry plies between this Ghat and Mahadevpur Ghat on the northern bank of the Ganges, and this connects Bhagalpur directly with the whole of the Bengal and North-Western Railway Company's system north of the Ganges."

"There are no special engineering features to note except the Kosi bridge. This bridge between Katarea and Kursela, consisting of 15 spans with a waterway of about 1,100 yards, crosses the only outlet for the drainage of a huge extent of country."

N.E. Railway (metre gauge)

On the North-Eastern Railway there are five railway stations on the main line running from west to east. They are Narainpur, Thana Bihpur, Kharik, Naugachhia and Kataria railway stations. From Thana Bihpur a branch line runs to the Ganga and has the two railway stations, viz., Lattipur and Mahadeopur Ghat on it. The N.E. Railway's (metre gauge) ferry steamer plies between Mahadeopur Ghat and Barari Ghat on the opposite bank of the river. To the south of the Ganga, N.E. Railway (metre gauge) runs from Barari Ghat to Bhagalpur and has the following railway stations on it :—Barari Ghat, Bhagalpur Kutchery and Bhagalpur Junction. The distance between Thana Bihpur and Bhagalpur is calculated as 62 Kilometre. The importance of the branch line from Thana Bihpur Junction to Bhagalpur Junction lies in the fact that it connects South Bihar with North Bhagalpur, Saharsa and Purnea districts, and is one of the arteries of communication between North and South Bihar.

Eastern Railway (broad gauge)

(The portion of the loop line of South-Eastern Railway between the stations Gangania and Pirpainti lies in the district of Bhagalpur and has the following railway stations on this portion running from west to east :—Gangania, Sultanganj, Akbarnagar, Murarpur, Nathnagar, Bhagalpur Junction, Sabour, Ghogha, Colgong, Shivanarainpur and Pirpainti. It has two halts also, viz., Ekchhari and Maheshi.

From Bhagalpur Junction a broad gauge branch line runs southwards to Mandar Hill railway station. This branch line has the following railway stations :—Bhagalpur, Hatpuraini, Tikani, Dhauni, Barahat, Panjwara Road and Mandar Hill railway stations. It has four halts also, viz., Koilikhulaha, Ganidham, Punsia and ✓Mandar Vidyapith. Mandar Hill railway station is the terminus of this branch line. The Mandar Hill branch line commonly known as Bhagalpur-Bousi line was closed for traffic during the Second World War, but started functioning in 1954. The length of this line is about 31 miles.)

The importance of Mandar Hill branch line lies in the fact that it serves Mandar Hills, a place of pilgrimage not only for Jains but other communities as well and it also serves the big grain market of Barahat and cattle market at Hat Puraini. It also serves the *mela* at Bousi (just near Mandar Hills) which lasts for about a month.

Role of railways in the economic life of the district

Both the railways, that is, Eastern Railway (broad gauge) and North-Eastern Railway (metre gauge) as stated above serve the district. They transport the following things inside and outside the district.

They are :—Mangoes, Rice, Maize, Timber, Molasses, *Tussar*, *Dal*, Silk, Handloom products, Blankets, Carpets and Trunks. Cattle are transported from Katoria and Puraini villages. There are also hills in the district, where slate stone is found in abundance.

Passengers and goods traffic

The outward and inward traffic of goods and passengers dealt with at Bhagalpur station *via* both North-Eastern and Eastern railways is given below which will show the volume of traffic handled :—

N. E. Railway—

Parcel Traffic

					Total weight of parcels forwarded in Kg.	Total weight of parcels received Kg.
1960-61	..	..	..	..	9,54,396	8,37,270
Daily average	..	..	..	..	2,064	2,214

Passengers

					Number of outward passengers.	Number of inward passengers.
1960-61	..	..	..	..	1,52,049	1,07,100
Daily average	..	..	..	..	417	296

Goods

					Total weight of goods forwarded in Kg.	Total weight of goods received in Kg.
1960-61	..	..	..	..	2,27,81,900	Not available.
Daily average	..	..	..	..	62,169	Not available.

*Eastern Railway—**Parcel Traffic*

					Outward in Kg.	Inward in Kg.
1960	..	..	..	..	58,091	1,00,577
Daily average	..	..	..	..	159	278

Passengers

					Number of outward passengers.	Number of inward passengers.
1960	..	..	..	..	13,09,483	85,000
Daily average	..	..	..	..	3,758	236

Goods

					Outward in Kg.	Inward in Kg.
1960	..	..	..	..	1,15,67,900	1,09,02,300
Daily average	..	..	..	..	31,606	29,788

Outward goods and parcel traffic consist mainly of grain, soap, iron goods, petroleum products, mangoes, hides and skin and *tussar* cloth and inward traffic consists of sugar, timber, empty drums, turmeric, molasses and mill cloth.

The outward traffic in grain and hides and skin is mainly directed to Calcutta and the other stations of Bengal and Bihar. There is also a large traffic to places within the district.

RAIL-ROAD COMPETITION AND REGULATION OF TRANSPORT

The railways are not adequate to handle all the passengers and goods to the different parts of the district and beyond and, therefore, the importance of roads is in no way less. The following zones have parallel rail and road connections :—

East of Bhagalpur.—Bhagalpur-Sabour-Colgong-Ghogha-Sonoubha-Sheonarainpur-Pirpainti.

✓ *West of Bhagalpur.*—Bhagalpur-Nathnagar-Akbarnagar-Sultanganj.

✓ *South of Bhagalpur.*—Bhagalpur-Jagdishpur-Punsia-Dhakamore-Barahat-Bousi.

✓ *North of Bhagalpur but South of the Ganga.*—Bhagalpur-Barari.

North of the river Ganga.—(1) Tintanga-Naugachhia and (2) Tintanga-Narainpur.

The goods carried by trucks are mainly goats, hides and skin, stone slabs, and stone metal, on the outward journey. On the inward journey they carry light parcels, mill-made cloth, *biri* leaves, tobacco and forest produce excluding timber.

The railways generally carry goods too heavy for carriage by trucks. They also carry such small parcels as answer books which are never carried by trucks as well as long journey parcels. Fish, Vegetables, Fruits and other perishable goods are sent both by trucks and railways.

There is a keen competition between rail and road transport between places connected both by railways and good roads, for transport by trucks is much quicker with less loss of time than by rail. It will not be incorrect to mention that the apathy and delay in the handling of goods by the railways had given an encouragement to the development of roadways and truck traffic. Since last one decade there has been an enormous expansion of the roads within the district and beyond and this had led to an increase in the number of the trucks. There are a number of regular truck services with headquarters in Calcutta and Delhi that will reach any consignment to the destination within a short time. It has been humourously observed that these truck drivers drink like fish, drive like devil but they deliver the goods. Mangoes from Bhagalpur were being transported to Calcutta by trucks quicker than the parcel express train and at a much cheaper cost. The delay in booking parcels at the railway station and the incidental troubles partially encourage the business to patronise the trucks. All these have forced the railway administration to reduce the freight and to run an express parcel service.

The railways have their own difficulty as the wagons are limited and the railway tracks have to be used within restrictions owing to the other trains. The roads are there for twenty-four hours' use. The rail road competition is not keen. In a way it may be said that there is ample scope for both railways and roadways to handle traffic, goods and passengers. The over crowding of the passenger trains and the buses in the zones where both systems run indicate that there is ample room for both the systems and possibility of a healthy competition.

WATERWAYS AND FERRIES.

The Ganga which passes through this district from east to west is navigable throughout the year by steamers and large country boats. As this river since earliest time was used for commercial purposes, many important towns grew up on its bank. Such towns are Sultanganj, Bhagalpur and Colgong. *The District Gazetteer of Bhagalpur*, published in 1911 says, "The first steamer that plied on the Ganges came up from Calcutta about 1828". There used to be a regular steamer service of the I.G.N. and R.S.N. Company Limited between Buxar and Calcutta, touching the *ghats* of Sultanganj, Barari and Colgong in Bhagalpur District and passengers and merchandise used to be transported to the various steamer stations in Assam, both Bengal, Bihar and U.P. But in 1957 the Company closed down this steamer service on the ground that it has ceased to be an economic proposition. The closure of this regular steamer service has given a great blow to both passenger and goods traffic to and from this district. Besides the North-Eastern Railway Steamer Service between Barari *Ghat* and Mahadeopur *Ghat*, there are two private steamer services for passenger and goods traffic from the one bank of the Ganga to the other. These ferries are situated at Sultanganj and at Bhagalpur.

Country boats of different carrying capacity ply on the Ganga and to some distance on the river Kosi also.

The details of the major and minor ferries are given in the following chart:—

Serial no.	Names of Ghats (Ferries).	Trade carried.	Number of boats.	Remarks.
1	2	3	4	5
1	Tiljuga ghat..			
	(a) Sesnam ghat	Passengers, food-grains and other commodities (all seasons).	4	District Board Ferries.
	(b) Kundi ghat			
	(c) Burhna ghat			
	(d) Belbarwa ghat			
2	Sahora ghat ..	.. All seasons	.. 4	
3	Andhari ghat	.. During rain	.. 2	
4	Mohanpur Ghughtta	.. Ditto ..	.. 2	

Serial no.	Names of Ghats (Ferries).	Trade carried.	Number of boats.	Remarks.
1	2	3	4	5
5	Sultanganj Steamer Ferry—	All seasons	.. 13 boats and 1 steamer.	[Public ferry.
	(a) Sahpur ghat ..			
	(b) Mirjapur ghat ..			
	(c) Dudhaila Nala ghat ..			
	(d) Shahabad ghat ..			
	(e) Sultanganj ghat ..			
	(f) Gangania ghat ..			
	(g) Markaha ghat ..			
	(h) Rannochak Asonta ghat			
	(i) Agwani ghat ..			
	(j) Ajgaibi Nath ghat ..			
6	Bhagalpur Station Ferry—	All seasons	.. 12 boats and 1 steamer.	Public ferry.
	(a) Dudhaila ghat ..			
	(b) Sonbarsa ghat ..			
	(c) Jamaldepur ghat ..			
	(d) Narkatta ghat ..			
	(e) Kazi Koriya ghat ..			
	(f) Satti Chaura ghat ..			
	(g) Mahadeopur ghat ..			
	(h) Parbatta ghat ..			
	(i) Lachamipur ghat ..			
	(j) Gossani gown ghat ..			
	(k) Barari ghat ..			
	Adampur ghat ..			
7	Ghagha Nala ghat ..	All seasons	.. 2	} P. W. D. Ferries.
8	Koa Nala ghat ..	Ditto	.. 2	
9	Trimpuhan ghat ..	Ditto	.. 2	
10	Raj ghat ferry, Colgung	.. Ditto	.. 10	Private ferry.
11	Rajpur ghat, Sabour	.. Rains ..	.. 2	

Serial no.	Names of Ghats (Ferries).	Trade carried.	Number of boats.	Remarks.
1	2	3	4	5
12	Pannuchak ghat ..	Rains..	..	2
13	Mohanpur ghat ..	Do. ..	..	2
14	Lagma ghat ..	Do. ..	..	2
15	Brahmachari ghat ..	Do. ..	..	2
16	Thuthi ghat, Mahesa Munda	Do. ..	..	2
17	Maheshpur Deori ghat ..	Do. ..	..	2
18	Ghat Gudar Kitta Garai, Pratap Nagar.	Do. ..	..	2
19	Pratap Nagar Punama ghat	Do. ..	..	2
20	Lokmanpur ghat ..	Do. ..	..	2
21	Sihkund ghat ..	Do. ..	..	2
22	Mircha ghat ..	Do. ..	..	2
23	Sahebanna ghat..	Do. ..	..	2
24	Dhoria ghat ..	Do. ..	..	2
25	Dadpur ghat ..	Do. ..	..	2
26	Ratanpura ghat..	Do. ..	..	2
27	Kalwalia ghat ..	Do. ..	..	2
28	Chauno Das ghat ..	Do. ..	..	2
29	Guartratreu ghat ..	Do. ..	..	2
30	Sakucha ghat ..	Do. ..	..	2
31	Naugachhia ghat ..	Do. ..	..	2
32	Simra ghat ..	Do. ..	..	2
33	Maktakia ghat ..	Do. ..	..	2
34	Balara ghat ..	Do. ..	..	2
35	Ufra Harjora ghat ..	Do. ..	..	2
36	Sukhar ghat ..	Do. ..	..	2
37	Karhil Nagarpura ghat ..	Do. ..	..	2
38	Dhobiyahi ghat ..	Do. ..	..	2
39	Sadhapur ghat ..	Do. ..	..	2
40	Chapar ghat ..	Do. ..	..	2

Serial no.	Names of Ghats (Ferries).	Trade carried.	Number of boats.	Remarks.
1	2	3	4	5
41	Patharaghata ghat ..	Rains ..	2	
42	Rajdhar Ferry Tininga ghat ..	Do. ..	2	
43	Budhuchak ghat ..	Do. ..	2	
44	Ekchari Tapua ghat ..	Do. ..	2	
45	Govindpur ghat ..	Do. ..	2	
46	Malikpur ghat ..	Do. ..	2	All steamers and boats ply within the Bhagalpur district.

TRANSPORT BY AIR

There are two landing grounds in the Bhagalpur district, viz., (1) Bhagalpur landing ground, and (2) Banka landing ground.

Bhagalpur landing ground

The landing ground at Bhagalpur is situated at a distance of 3 miles from Bhagalpur railway station and is to the south of Bhagalpur Central Jail. This landing ground has no fencing but one is being constructed and is expected to be completed by October, 1961. This landing ground is serviceable throughout the year.

Banka landing ground

The landing ground is situated south of Banka at a distance of 3½ miles from Banka town. It is *kachcha* and serviceable only in fair weather.

There is no regular air service in this district. But private aeroplanes are allowed to use these landing grounds on payment of charges leviable under the rules framed in 1952.

DAK BUNGALOWS, INSPECTION BUNGALOWS AND REST HOUSES

There is a Circuit House at Bhagalpur which is maintained by the State Government and is meant for touring high officials. A Dak Bungalow at Bhagalpur and 20 Inspection Bungalows scattered throughout the district are maintained by the District Board.

There are also three Rest Houses at (1) Baliamahra, (2) Surauji, and (3) Nawada, and there is one Rest Shed at Shabkund which is maintained by Public Works Department.

The District Board of Bhagalpur maintains Inspection Bungalows at Pirpanti, Colgong, Ghogha, Sonhaura, Naugachhia, Bihpur, Sultanganj, Shambhuganj, Noorganj, Kajraili, Banka, Katoria, Beldiha, Bousi, Rajapokhar, Belhar, Bhitia, Jamdaha, Jaipur and Suiyabathan. There are *Dharmashalas* in all the towns and some of the townships. Stay there for a limited period is free.

The existing Rest Houses, Dak and Inspection Bungalows and *Dharmashalas*, etc., cannot be said to be adequate. The majority of such Bungalows is meant for Government employees and employees of the District Board. There has been an enormous increase of Government Officers and their staff that have to tour constantly. As a result, the pressure of want of proper rest houses for the other travelling public and non-officials, is being acutely felt. No tourism could be developed unless cheaper rest houses are built.

POSTAL COMMUNICATION

The postal communication as compared with that of four to five decades back has considerably improved. The following quotations are of interest :—

P.W. Murphy in his book "Final Report on the Survey and Settlement Operation in the Bhagalpur district, 1902—10." says:—

"The district contains sixteen sub-post offices and fifty-one branch post offices in addition to the head office at Bhagalpur.

"All the railway lines have telegraph systems attached. There is also a wire from Bhagalpur to Godda.....There is no direct telegraphic communication between the north of the district and the south".

J. Byrne, I.C.S. in the *District Gazetteer of Bhagalpur*, published in 1911 writes :—

"At present in the district there are sixty-seven post offices. Every railway station has of course a telegraph office as well, but there is no direct telegraphic communication between the north and south of the district."

The Superintendent of Post Offices with headquarters at Bhagalpur is the head of the Postal Department, which is under a Central Ministry. The Superintendent of Post Offices, Bhagalpur Postal Division, is assisted by three Inspectors, all of whom have headquarters at Bhagalpur.

The total length of Postal Communication in 1961 is 2,256½ miles in the district. The Postal Communication by railways is 348 miles, by motor buses is 406 miles and by runners is 1,502½ miles in the district.

The Bhagalpur Post office is the Head Post-Office. There are 27 Sub-Post Offices and 236 Branch Post Offices. The Sub-Post Offices in the district are :—Adampur, Amarpur, Banka, Barahat, Barari, Bhagalpur City, Bhagalpur District Board, Bibpur, Bousi, Burahnath, Champanagar, Colgong, Ghogha, Isakcbak, Ishipur, Khanjarpur, Mirjanhat, Narainpur, Nathnagar, Naugachhia, Pirpainti, Sabour, Satish Sarkar Lane, Sujaganj Bazar, Sultanganj, Tatarpur and T.N.B. College.

Some of the Sub-Post Offices are served by direct rail communication (Railway Mail Service) and others are served by road through motors, buses or through runners.

The 236 Branch Post Offices are located at bigger and small villages and they serve the neighbouring villages. Some of the Branch Post Offices are located where there are Police Stations and Block Offices.

At all the Post Offices including Branch Post Offices, ordinary postal transactions including money orders are conducted. Most of the Sub-Post Offices conduct Savings Bank business and also sell National Savings Certificates. National Savings Certificates are not sold at any Extra Departmental Sub-Offices.

Many of the villages do not get more than one delivery in a week. The ideal is to have a Post Office at every village which has a population of 2,000 persons.

The following statistics indicate the average weekly Postal business done in 1961 :—

	Number.
1. Average weekly number of articles delivered ..	20,373
2. Average weekly Money Order issued	4,031
3. Average weekly Money Order paid	4,263
4. Average weekly Savings Bank deposits	1,326
5. Average weekly Savings Bank withdrawals ..	1,040
6. Average weekly National Savings Certificates issued ..	92
7. Average weekly National Savings Certificates discharged ..	7

Telephones and Telegraphs.

There are three Telephone Exchanges in the district, namely, Bhagalpur, Colgong and Naugachhia. The Bhagalpur Telephone

Exchange has 376 main connections and 10 Public Call Offices. The Public Call Offices in Bhagalpur town are the following :— (1) Bhagalpur Departmental Telegraph Office; (2) Bhagalpur City Post Office; (3) T.N.B. College Post Office; (4) Sabour Post Office; (5) Barari Railway Station; (6) Mirjanhat Post Office; (7) Khanjarpur Post Office; (8) Adampur; (9) Isakchak, and (10) Nathnagar.

The Colgong Telephone Exchange has 30 main connections and one Public Call Office.

The Naugachhia Telephone Exchange has 49 main connections with one extension including Public Call Office.

There are Public Call Offices at Bihpur, Banka, Barahat and Sultanganj also in the district.

The opening up of the Telephone Services have been a great boon to the merchants and Government officials.

There are 23 Postal Telegraph Offices in the district. They are, viz., Bhagalpur Departmental Telegraph Office, Bhagalpur City, Banka, Barari, Barahat, Pirpanti, Colgong, Sultanganj, Nathnagar, Champanagar, Amarpur, Rajaun, Bousi, Shahkund, Belhar, Sabour, Naugachhia, Bihpur, Sonauhla, Panjwara, Dharaia, Mirjanhat and T.N.B. College.

The words of P.W. Murphy and J. Byrne regarding the lack of telegraphic communication between south and north of the district still hold good. Telegraphic messages pass between south and north of the district either through Patna or Calcutta.

Radio and Wireless.

There is no broadcasting station in the district yet. There has been a move from the public to have a broadcasting station.

People are getting radio minded. The number of licensees for radio in Bhagalpur district for 1961 up to June is 3,325. The Public Relations Department has a scheme of supplying radios to selected rural libraries at a reduced rate. A few radios have been distributed under the scheme.

The police have three wireless stations at Bhagalpur, Banka and Naugachhia but they are meant for administrative purposes only. The necessity of such wireless stations was particularly felt by the administration in 1942 disturbances.

ORGANISATION OF OWNERS AND EMPLOYEES.

Bhagalpur district has got one association of bus owners. In face of the large number of buses that have Bhagalpur as starting

point and another large number of buses that pass through Bhagalpur, this association has an important role to play. The association looks after the interest of the transport owners. The employees in bus transport service have not got any recognised association.

The rickshaw pullers of Bhagalpur have two associations. Bhagalpur Rickshaw Driver Union has a membership of 140 persons and is affiliated to A.I.T.U.C. The other, namely, Bhagalpur Rickshaw Mazdoor Sangh has a membership of 1,335 and is affiliated to I.N.T.U.C.