

CHAPTER VI.

OCCUPATION, MANUFACTURE AND TRADE.

Muzaffarpur is mainly an agricultural district with about 90 per cent of its population engaged in agriculture. The main industries and trade are also associated with agriculture. As mentioned in the last District Gazetteer of Muzaffarpur by O'Malley (1907) the main industries in the district were indigo, sugar and saltpetre manufacture. There were only two factories registered under the Factories Act, namely, the sugar factory at Ottur which gave employment to a daily average of 165 persons and the Engineering workshops of Messrs Arthur Butler and Co. at Muzaffarpur with a daily average of 107 employees. The other industries were of smaller importance and consisted of small village handicrafts. The position of indigo manufacture was very important at that time and a special chapter on the indigo industry forms a part of the old District Gazetteer.* The picture now is very different. The manufacture of indigo and saltpetre has disappeared as an industry.

AGRICULTURAL LABOURERS.

According to the Census Tables of 1951, the statistics of agricultural labourers are as follows :—

Cultivating labourers and their dependents :

Males—5,77,304.

Females—6,19,366.

The cultivating labourers are distributed as follows :—

—		Self-supporting persons.	Non-earning dependents.	Earning dependents.
Males		2,76,702	2,73,966	26,636
Females		1,21,445	4,86,116	11,805

These agricultural labourers are engaged in the various processes of cultivation which include harvesting and threshing. The bulk of the landless labourers in the villages are employed. There are a number of agricultural farms in the district more important of which and with a historic background are Daudpur Farm and Kanti Farm. The number of workers engaged at these farms fluctuate between 40 to 100 every day. There is another farm called Bhikampur-Jhapha where yellow sugar was once produced. About 100 workmen are engaged in this farm every day.

INDIGO AND SALTPETRE.

The reasons for the decline of the cultivation of indigo were several. The cultivation of indigo was in existence in Muzaffarpur district even before the advent of the British rule. But the cultivation was then on a small-scale farming basis. The European method of cultivation and manufacture of indigo appears to have been started near about 1785 and the first Collector of Muzaffarpur Mr. Francois

*Quoted in Enclosure II.

Grand* was actively associated with it. Since then on account of the encouragement and particular privileges granted to the European planters the indigo factories grew in number, size and importance. The planters were given administrative facilities to purchase out the smaller cultivators' best lands and to have consolidated blocks of the more fertile tracts, where they could grow large indigo plantation. Besides, they induced or forced the local cultivators to grow indigo on the best part of their land and sell it to them for manufacture in their factories. The European planters in the district were a dominating factor throughout the 19th century in North Bihar including Muzaffarpur district. The planters became a powerful force in the district both economically and politically.

But in the last quarter of the 19th century, the development of artificial dyes which were freely imported from abroad affected the prospect of the indigo industry severely. As the indigo manufacture in the district started losing the foreign market, the degree of exploitation and oppression on the cultivators increased. As it is, the cultivators did not get a fair deal. Even when the indigo industry was in a prosperous condition, the exploitation reached such a height that there were agitations and a mass awakening among the cultivators. In the years 1907 to 1910 there were agitations in the neighbouring district of Champaran against the indigo cultivation as a result of which certain concessions in prices had been given. But the political agitation against indigo cultivation started by Mahatma Gandhi in 1917 had far-reaching effects. The agitation was started in Champaran district as a result of which there was an Enquiry Committee with Gandhiji as one of the members and there were definite recommendations so far as indigo cultivation was concerned. A special Act was passed to implement these recommendations. This growth of political consciousness removed some of the worst defects of the system and the planters found that the cultivation and manufacture of indigo were no longer profitable. The competition from artificial dyes had not abated and indigo died a natural death. The European planters started selling their farms which were purchased by well placed Indians and the farms were converted into agricultural concerns. The last group of the European planters left on the eve of the Independence of the country in 1947. Those indigo concerns have converted themselves to sugarcane cultivation mostly.

Saltpetre was worked in Muzaffarpur and in the neighbouring districts of Saran, Champaran and Darbhanga. Bihar at one time was the chief source of saltpetre in India. Owing to the abundance of domestic animals there was more than sufficient supply of organic nitrogen in the soils around the villages. The humidity of Tirhut was exceedingly favourable for the growth of what are generally called nitrifying bacteria which convert ammonia by successive stages into

*Grand was the first designated Collector. Before him there was a European Supervisor. Grand's wife divorced and married Talleyrand.

nitrous and nitric acid. Wood and cow-dung which are generally used for fuel in each village form a regular nursery for the growth of potassium nitrate. In the usual period of continuous surface desiccation which follows a monsoon rainfall, the compound formed in the soil was brought to the surface by capillary action and appeared as a white efflorescence of dried salt which was collected by a particular caste called Nonias. These Nonias received advances from the zamindars who, in their turn, had contract with big merchants of Calcutta for the disposal of saltpetre purchased at low rate from poor Nonias. The manufacture of saltpetre was controlled by the Salt Department and was subject to the payment of duty.

Before the saltpetre became fit for the market, it was refined in the village refinery belonging to the zamindar who generally advanced money to the Nonias. The refining process was indigenous. The liquid was boiled and taken out of the pan and was placed in earthen vessels. After cooling for some hours it used to be taken out of the first vat and placed in other earthen vessels and allowed to cool for three days. The deposit was then strained through baskets and dried and the process was complete.

The decline of saltpetre was due firstly to the unfair treatment to the Nonias. The Nonias were not given their fair share of the profit and they did not put their best in the work. They were engaged on a very low rate of daily wages. The extraction was also hampered by restriction in the interest of salt revenue which made it economically wasteful. In order to protect himself from suspicion that he was making salt, the Nonia would return the refuse from the boiling pan to the crude saltpetre extracted before taking the latter for refinery. Owing to the first concentration not being carried to the best economic limit either 35 per cent of the total nitrate was sacrificed or recovered illicitly and probably 10 per cent was sacrificed.

In 1916 Mr. Morshead, the Commissioner of Tirhut Division, had reported that about 50 years ago Bihar used to produce about 25,000 tons of saltpetre annually. But partly owing to want of encouragement but mainly due to German competition the saltpetre industry steadily declined and in 1915 the production of saltpetre in Bihar was considerably less than 10,000 tons. Germany succeeded in capturing this important trade and in 1913 India only supplied one-third of the needs of the United Kingdom, the remainder being furnished by Germany.

Mr. Morshead visualised that India would regain her position if the demand for saltpetre brought about by the First Great War continued. Before the War crude saltpetre in Bihar fetched from Rs. 1-8-0 to Rs. 3 a maund and the earnings of the Nonias varied from 4 annas to 6 annas a day. The price of the saltpetre had steadily declined owing to the German competition. Depressed by the very low wages the Nonias discarded the hereditary profession and turned to new fields for their livelihood. The matter had engaged the attention

of the Industrial Commission in 1916 but the temporary encouragement given to this saltpetre industry due to the First Great War died out with the cessation of the War. Saltpetre has almost died out in Muzaffarpur district now excepting that a few Nonias scratch out small quantities of saltpetre and sell these as a subsidiary source of income.

SUGAR FACTORIES.

In contrast to the decline of indigo and saltpetre there has been a great expansion of the cultivation of sugarcane and in the working of the Sugar Factories. The first Sugar Factory in Muzaffarpur district was started at Japaha six miles off from Muzaffarpur. Now there are three Sugar Factories at Riga in Sitamarhi subdivision, Goraul in Hajipur subdivision and Motipur in Sadar subdivision. Sugarcane is the more important of the two cash crops of the district, the other being tobacco. The location of the three Sugar Factories in the three subdivisions of the district indicates that the cultivation of sugarcane is not concentrated in a particular area but is spread over throughout the district. The Sugarcane Research Institute at Pusa in the adjoining district of Darbhanga has been a great incentive for the improvement of sugarcane breed in the district.

The sugarcane industry is a seasonal one and therefore employment is partly seasonal and partly permanent. Seasonal labour consists largely of un-skilled workmen drawn mostly from the surplus rural population of the neighbouring area while some technical men such as fitters, drivers, juice supervisors, laboratory chemists, etc., who are not employed throughout the year, are allowed a retaining allowance for the off season. No retainership is, however, allowed to un-skilled labour.

Motipur Sugar Factory, Ltd., at Motipur has a daily cane crushing capacity of 1,200 tons and the average number of workers employed in the season is 1,253. The Belsand Sugar Factory at Riga has a daily cane crushing capacity of 850 tons and employs about 1,000 persons. The Sitalpur Sugar Factory was shifted from Sitalpur in the Saran district to Goraul in the Hajipur subdivision in 1952. It has a daily cane crushing capacity of 800 tons and employs about 1,150 workers.

RECENT INDUSTRIALISATION.

During the Great War of 1914-18 there was some impetus given to industrialisation. This arose out of the necessity felt for the goods which could not be imported from foreign countries. At the same time, there was a flourishing commerce and trade with the result that commercial and business people acquired the capacity of investing in particular types of industry. Certain indigenous industries of the district like cutlery, hides, etc., made rapid stride towards expansion during this period. But the depression that followed after the cessation of the War affected these indigenous industries adversely. There have been some signs of improvement after 1930.

There are altogether 135 factories in Muzaffarpur district registered under the Factories Act.

The most important of the engineering workshops is that of Messrs Arthur Butler & Co., Ltd., at Muzaffarpur. This workshop has been in existence for more than a century now and manufactures various kinds of steel products and parts of machineries for the sugar and other mills in North Bihar. It was under the management of Messrs Balmer Lawrie Co., Ltd., of Calcutta till recently but it is now managed by an Indian Firm. It has also been given contract for manufacturing structural and wagon building work for the Railway and roller casting for sugar mills. On the average about 800 labourers are employed daily in the factory. Other concerns, namely, Messrs Sri Ram and Brothers, United Engineering Works, etc., are engaged in manufacturing structural steel, repairing and manufacturing general iron articles for the use of the public. They have also set up a Moulding Plant for the casting of pig iron from which a large number of machinery parts and general castings are produced. There are other factories of Messrs C. R. Mukherjee, Dhruv Engineering Works, Eastern Cutlery and Bireshwar Bose and Company that manufacture iron utility articles, cutlery and agricultural implements. The number of workmen engaged by each of them is less than 50 per day.

The number of small-scale iron and steel fabricators in the district is fairly large and they are carrying on their business with the help of the scrap and other steel materials. They are engaged in the manufacture of agricultural utensils, trunks and suit-cases and other iron utility articles. There are about 20 of them; most of whom are situated in the town of Muzaffarpur. The number of workers employed by each of them is, however, not more than 20 per day on the average.

AUTOMOBILE REPAIRING WORKSHOPS.

The two principal automobile repairing workshops are Messrs Ganga Motor Works at Akharaghat and Fairweathers. Messrs Ganga Motor Works happen to be the owner of a fleet of motor lorries and trucks handling transport of both men and materials throughout the district. The number of workers engaged in the Factory is about 100 per day. Messrs Fairweathers at Muzaffarpur was till recently under European management but now it has been taken over by an Indian. The number of workmen employed in this firm is about 50 per day.

HOSIERY MILLS.

There are altogether four big hosiery mills in this district engaged in manufacturing *ganjis* and socks. Their out-put is small but has a ready sale in the local market.

RICE, OIL AND DAL MILLS.

The district of Muzaffarpur is mainly a paddy producing area and a number of rice mills for husking paddy have been established. Most of these rice mills have been located in the northern part of the district, i.e., Sitamarhi subdivision. It is a seasonal industry and, therefore,

to keep this industry alive, the employers have attached oil; *dal* and flour sections to these mills. The labour force in this industry mostly comes from the agricultural population. They are mostly daily-rated or casual. They work in these mills when the harvesting or the sowing season is over. The labour force for these mills is fluctuating.

The important among these rice and oil mills are Shri Sitaram Rice and Oil Mills, Bairagnia, Shri Janki Rice and Oil Mills, Janakpur Road, Shri Lakshmi Rice and Oil Mills, Janakpur Road, Shri Chaurasia Rice and Oil Mills, Sitamarhi and they separately employ on the average 100 to 125 workers a day. There are besides a number of other rice, oil and flour mills distributed all over the district which employ up to 25 to 50 workers a day. Bairagnia situated in the northern part of the district is the centre of rice milling industry and it has got a very advantageous situation having easy access from Nepal. It is growing into a township and is bound to prosper commercially in the future. The rice mills on the borders of Nepal mainly depend on the paddy from Nepal.

OTHER MISCELLANEOUS FACTORIES.

Tobacco industry is important in the district and two factories are situated at Mahnar in Hajipur subdivision with a crushing capacity of about 100 maunds per day. They grind the stumps of tobacco plants, convert them into powder and sell them for use in manufacturing smoking tobacco. Among other factories, particular mention may be made of a number of soap factories scattered in the town of Muzaffarpur with an inferior quality of out-put consumed locally. The Mahesh Glass Works at Hajipur is the only glass factory in the district and is engaged in the manufacture of bangles, jars, tumblers and other articles for the use of the general public and the bulk of the output is consumed locally. Weaving and spinning, *gur*-making, leather industry, *biri*-making, carpentry and smithy work, mat-making, manufacture of *durries*, bell-metal works, indigenous cutlery, rope-making, ice factory and ice-candy, cold storage, printing press, and silicate industry also engage on the whole a large number of workers. Weaving and spinning are spread all over the district on cottage industry basis and are mostly done by Muslim weavers. *Gur*-making is mostly located in the villages situated by the side of the Gandak river and the village Rewa Ghat is the chief centre from where the *gur* is sent outside by boat. It is estimated that not less than 5,000 persons are engaged in *gur*-making which begins in October and lasts up to February. The *biri*-making industry is mainly carried on in the towns and engages about 1,000 persons. The tobacco known as *sukha* is imported from Gujerat and dried leaves from Hazaribagh and other districts of Chotanagpur. The abundance of *sisum* wood both in Muzaffarpur as well as in Nepal Terai has encouraged carpentry and smithy works. The making of furniture was once carried out

extensively at Lalganj and Muzaffarpur towns. Ply wood manufacture was carried on at Hajipur for some time.

There is great possibility for the development of bell-metal industry, cutlery and *durri* manufacture within the district. These are all indigenous to the district and were carried on for generations at different places. The products of cutlery works in Muzaffarpur are exported to Hyderabad (Deccan), Ambala and Bombay.

The Tirhut Institute was started by the Government of Bihar in 1925 with a view to train mechanical apprentices and artisans in different trades. This was converted into Tirhut School of Engineering. The Mechanical and Industrial Sections have turned out mechanics who are readily absorbed in the industries within the district. The Tirhut School of Engineering was raised to the status of a full-fledged Engineering College called Muzaffarpur Institute of Technology, with a four years' course leading to the Degree of Bachelor of Civil Engineering of the Bihar University in 1954. The upgrading is necessitated by or has been necessary due to rapid industrialisation in several parts of Bihar, not to speak of India as a whole, which will need a very large number of Engineering graduates. Construction of separate buildings for the Muzaffarpur Institute of Technology has been taken up at Daudpur which adjoins the town of Muzaffarpur.

The Tirhut School of Engineering which had started in 1949 has not been abandoned. This institution provides a three years' course followed by one year's practical training leading to the diploma of (a) civil, (b) electrical, (c) mechanical engineering awarded by the State Board of Technical Education.

OTHER OCCUPATIONS.

The other concerns that have given employment to a large number of workers include the Electric Supply Company at Muzaffarpur, the three municipalities at Muzaffarpur, Sitamarhi and Hajipur, Public Works Department, District Board and the Public Health Department. Muzaffarpur Electric Supply Company, Ltd., is working under license under section 3 of the Indian Electricity Act since 1926. It has an installed capacity of 1136 K. W. It serves within the municipal limits of Muzaffarpur. The State Electricity Department has constructed a Diesel Pilot Generating Station of 450 K. W. at Hajipur for the supply of power to the tube-wells and the electrification of the township of Sonapur and Hajipur and a number of villages in these areas. The availability of electricity is bound to develop the manufacture and trade of the district.

Besides domestic services and such other vocations as hawking, begging, running of cheap eating shops, *biri*-making, etc., the profession of rickshaw pulling has a large number of adherents. Rickshaw pulling is a profitable occupation in spite of the fact that rickshaw fare in Muzaffarpur town is perhaps the cheapest in the State of Bihar

and it gives employment even casually to any one who loses a permanent job. It is a common complaint that it is difficult to get domestic servants as this class of men prefer to pull the rickshaw or to have a job of a fourth grade employee in any office establishment. The learned professions like those of lawyers, teachers, doctors, clerks in the offices, contractors, lawyers' article clerks cover a small percentage, but represent an important and influential cross-section. It is they who represent what may be described as the brain-trust in the district.

The most important of the commodities for trade, as already mentioned, is rice. Bairagnia Bazar in Sitamarhi subdivision has continued to be the most important centre of rice trade. Bairagnia and the areas near about are surplus for paddy products and borders of Nepal Terai and a portion of Champaran district are counted among the best paddy producing areas of the North Gangetic Plain. The railway station at Bairagnia has facilitated a large turn-over in rice trade. Both milled rice and hand-pounded rice are available in abundance in Bairagnia. The next commodity in importance is timber. Bairagnia controls the bulk of the timber trade also. The decrease in the supply of the Nepali *sal* and other varieties of wood has affected the timber trade of the district. Muzaffarpur has also a big turn-over in the export of hides and skins and these are exported overseas and also to important tanneries of India. Muzaffarpur kid skin is famous all over India and has a good market in America, England and France. In the hide market it is known as the Champaran skin. Muzaffarpur also has an important *ghee* and butter trade. For about 20 years from 1910 to 1930 there used to be a factory of Shri Basanti Charan Sinha in Muzaffarpur for the preservation of fruits particularly mangoes and litchis. Due to various reasons this factory was ultimately closed in 1930. Proper canning of these fruits has a great future particularly as their seasons are short and there is a wide market for these fruits in India and abroad.

HORTICULTURE.

Horticulture is important for the district and an abundance of vegetables is grown within the district of Hajipur. Hajipur sends a big quantity of them every day to Patna by boat. Plantains from Hajipur, litchis, guava and mangoes from different places in Muzaffarpur district are exported to Bengal, Uttar Pradesh and East Punjab. These fruits are important cash crops for the cultivators. It is understood that in the mango season on the average more than one lakh of rupees worth of fruits are despatched from Muzaffarpur district alone. It is difficult to estimate the number of people that find occupation in the trade of these fruits as the business is seasonal. But, nevertheless, the number must be very large and will be well over five thousand. The opening of the Ganga bridge at Mokameh will facilitate all this business. Any link of road-bridge or quicker ferry between Hajipur and Patna would be a great factor to make more turn-over of the produce.

COMMUNICATION.

Trade and industry depend to a great extent on communication facilities. The district is fairly well connected so far as communications are concerned, by railways, road, river and air. Muzaffarpur is served by North Eastern Railway and is a part of the 4,760 miles of this railway system. On 1st November, 1875 Tirhut State Railway connected its first link from Dalsingsarai to Darbhanga, a distance of 38 miles *via* Samastipur and the construction was intended to develop the grain traffic and was meant for providing relief to the famine-stricken people of the area. This mileage was increased by 1890 to 305 and this extension also connected Muzaffarpur. On January 15, 1886, Paleza Ghat was connected with Muzaffarpur and it was then linked with United Provinces (now Uttar Pradesh) *via* Sonapur. The Tirhut State Railway was succeeded by Bengal and North Western Railway which was re-named as Oudh Tirhut Railway when it was taken over by the State from the Company. This section is now under North Eastern Railway from 1953. In the earlier days, the main offices of Accounts and Audit of the Railway was housed in a building where the present Post and Telegraph Offices at Muzaffarpur are situated. Muzaffarpur is now well connected with Motihari and Darbhanga as well as Barauni-Semaria Ghat from where goods and passengers go across the Ganga and take to the Eastern Railway which was previously known as East Indian Railway. Bhagwanpur Station has also a good turn-over in food-grains and comes next in importance to Muzaffarpur, Sitamarhi and Bairagnia. There is also a good despatch of *khari* salt from different stations of Muzaffarpur district.

The railway mileage within Muzaffarpur district is 137. The main stations from commercial point of view are Muzaffarpur, Motipur, Bhagwanpur, Sitamarhi and Bairagnia. There could have been more movement of commodities if the bottle-neck at Barauni-Semaria Ghat and at Digha Ghat had not existed. The two railway systems of Eastern Railway and North Eastern Railway being of different gauges, wagons cannot be transhipped but the commodities have to be de-trained and re-loaded. This bottle-neck has affected the trade and commerce of the district along with that of the other districts of North Bihar to a very great extent. The opening of Mokameh Ghat rail-cum-road bridge connecting the two sides of the river will be a great boon for the quicker movement of the commodities.

There has been a recent expansion of the offices of North Eastern Railway and Muzaffarpur is the headquarters of a region now. A large number of various Railway offices have been located in Muzaffarpur. The Railways have given employment to a sizable population of the district.

The first motor car in the town of Muzaffarpur was said to have been brought by Shri Mahadeb Sha in the twenties. The first motor

bus for carrying passengers appeared in 1925 through the initiative of Shri Gulab Roy, a Guard working on the B. N. W. Railway (now North Eastern Railway). The bus plied on Muzaffarpur-Sitamarhi road and the fare of the passenger from Muzaffarpur to Sitamarhi was Rs. 1-8-0 each and the service also used to carry merchandise. The service could not continue for a very long time due to lack of passengers and goods and heavy toll charges for crossing the two bridges in between Muzaffarpur and Sitamarhi. At present there are a large number of buses and motor trucks in the district for carrying passengers and merchandise. This development of goods traffic through the motor vehicles could only be possible because of better road facilities. From Hajipur, Konhara Ghat, Sitamarhi and other places a heavy goods traffic passes through trucks and bullock carts of which there is a very large number in the district. Carts remain still the chief means of transport from the villages to the market places for grains traffic. The details of the roads within the district will be found in the Chapter on Communication.

There is a considerable river traffic from the *ghats* in the district. Boats cross from Hajipur side to Patna every day with vegetables, cattle and other merchandise besides a heavy load of passengers. Grains, luxury goods, cement, iron goods, etc., are usually transported to Muzaffarpur from Patna through boats. Mahnar has considerably improved its trade and commerce due to its location on the bank of the Ganga. A random survey in one day of the inland boat traffic based on Mahnar Ghat showed that there were 28 boats at the Ghat with a carrying capacity of 7,200 maunds. The inward volume of traffic was 60,000 maunds and the outward volume of traffic was 50,000 maunds. Besides this load carried by boats, a large quantity of commodities running to several thousands of maunds is carried daily from Mahnar through steamers. Lalganj was once a very prosperous market for trade before the introduction of the railways. Being situated on the bank of the Gandak, Lalganj commanded an extensive river-borne traffic both in passengers and in goods. Lalganj has, however, suffered a set back with the introduction of the railways and particularly because the river has receded a few miles from the town. Konhara Ghat, Rewa Ghat and Ghataro Ghat are also important from trade point of view. The personnel associated with river borne traffic is quite sizable. It may be mentioned that the traffic carried by country-boats can only be rather slow moving traffic. Steamers ply only on the Ganga.

The first aeroplane was brought to Muzaffarpur by Shri Bhudeb Mukherjee, an owner pilot in 1930. After him Mr. Fairweathers of Messrs Fairweathers was an owner-pilot and through his initiative the Sikandarpur Maidan and the smaller Chakkar Maidan in the town of Muzaffarpur were marked as air fields. Muzaffarpur has now an air strip at Patahi about five miles to the south of the town where big planes can land. Recently the Air Lines Corporation had put

Muzaffarpur on their air route from Gauhati to Katmandu *via* Patna. Litchis used to be freely air-lifted in the years 1949—51 from Muzaffarpur to Calcutta and had a ready market in Calcutta. There are possibilities for freighter planes for commercial purposes.

MELAS.

Besides the markets in the township, a good deal of trade is cleared through the *melas* and fairs of the district. A description of the principal *melas* and fairs of the district will be found in the Chapter on Directory. All kinds of commodities from grains to cattle are sold and purchased in these *melas* and fairs. It is understood that the great Sonapur Fair at one time used to be held in Hajipur town. It is said that a few years prior to 1850 owing to river action, a portion of Hajipur Town where the *mela* was being held was affected and so the *mela* had to shift to Sonapur on the other side of the river Narayani Gandak. It is peculiar that the names of different areas that grow up in Sonapur Fair are the names of different *mahallahs* in Hajipur Town. Although the fair is now held at Sonapur which is in Saran district there is no doubt that this fair is a great help for trade and commerce to Muzaffarpur district.

WEIGHTS AND MEASURES.

Regarding the weights and measures, it may be mentioned that besides the standard weight Muzaffarpur had five systems of *katcha* weights. Muzaffarpur and Hajipur towns had standard weights while Sitamarhi had *katcha* weights of 56 *tolas* a seer. At Kalyanpur in Mahnar police-station it was found that tobacco was sold on a 60-seer maund basis. At Bhagwanpur in Mahua police-station the *goladars* had standard weights but they made 3,360 *tolas* equal to one maund in wholesale transaction of food commodities such as rice, *urid*, etc.

Before the enforcement of the Bihar Weights Act, 1947, a seer varied in weight at different places as follows :—

Muzaffarpur Town	...	...	...	80 <i>tolas</i> .
Hajipur, Fatehpur, Raghobpur, Mahnar, Sadar				80 ..
Subdivision and Mahua.				
Bairagnia	...	...	...	45 ..
Lalganj, Mahua police-station (Part)			...	48 ..

Measures of length similarly vary, the cloth yard may be of 36 or 40 inches; the *hath* or cubit is generally 18 inches; and for land the *laggi* is used which varies from 5 *haths* 5 inches to 7 *haths* though the standard *laggi* is 6 *haths* or 9 feet.