

## CHAPTER VII COMMUNICATIONS

### OLD TIME TRADE ROUTES AND HIGHWAYS AND MODES OF CONVEYANCE

The account of the roads given by Buchanan at the beginning of the nineteenth century presents a vivid picture of the deficiency of communications at that time. "During the rainy season", he says, "all internal commerce is at a complete standstill, as the roads are then so bad, as not to admit of even cattle travelling with back loads. I have seen no country, where so little attention has been paid to this important subject, and even in the vicinity of the jails, where many convicts sentenced to labour are confined, very little has been done. The cross roads from market to market are those which are chiefly wanted, and no one who has not seen the condition of these could believe that a country so extremely populous and rich, and having such occasion for land conveyance, could be so ill provided." The object in such roads is not to enable gentlemen to drive their curricles, but to enable cattle carrying back loads to pass at all seasons from one market to another, and in the fair season to enable carts to do the same."\* The two great historic roads of the district are those which run by the Ganga and Son. The first runs from Koilwar through Maner, Danapur, Patna, Barh and Dariapur, whence it ran to Monghyr and Bhagalpur and the east. That was the ancient route from Bihar by Sakrigali to Bengal. It was metalled from Maner to Fatwa, and was well-shaded throughout. The second one ran through Phulwari, Naubatpur and Bikram to Kanpa, whence it ran parallel with the Son into Gaya district. This was the old road from Patna to Delhi. The best *mufassal* roads were those from Patna to Hilsa through Fatwa; and from Patna to Bikram, through Maner and Bihta.

The west of the district was well provided with good roads; but in the centre and east much of the internal traffic was carried on by means of pack-bullocks, owing to the obstruction of rivers, streams and irrigation channels to carts. It was not until the end of the cold weather that the interior of this part of the district was opened to them. The carts in use were similar to those used in other parts of Bihar†. The internal communication were almost entirely confined to pack-bullocks. The Ganga was the great highway between the district and other parts of India, and it continued to form practically the only route to Bengal until 1862, when the main line of the East India Railway was extended through the district. In 1877 the Patna-Gaya

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\* Patna District Gazetteer (1924), p. 129.

† *Ibid.*, p. 130.

was opened, and thus provided another means of traffic; in 1879 the Patna-Gaya State Railway was started; in 1903 the Bakhtiarpur-Bihar light railway was opened for traffic and later this line was extended to Rajgir\* and another light railway was also opened from Fatwa to Islampur.

Among the old time conveyances boats of various dimensions, *e.g.*, *bajrahs* for heavy load and *dingis* for lighter one may be mentioned. Bullock-carts were popular all over the district, both for carrying goods from interior to market places as well as for passengers. Some of them had *tappars* or even makeshift canvas arrangement to provide *pardah* to lady passengers. Pack-ponies or bullocks were also largely employed for carriage of goods. The countryside aristocracy used to maintain riding horses. People of modest means used to travel in *dolis* made of wood or *khatoli*, *palkis* or palanquins, usually with ornamentation and carried by a number of *kahars* on their shoulders was the usual conveyance of Zamindars. Elephants were popular in rainy season, particularly in countryside. *Tamtam* and *ekka* used to be popular conveyance on the roads all over the district even till about the middle of the present century. The aristocrats in urban areas maintained phaetons and broughams drawn by elegant horses.

## DEVELOPMENT OF COMMUNICATIONS

### Roads.

In early 1920s the District Board maintained 157 miles of metalled and 455 miles of unmetalled roads, while 24 miles of metalled roads were under the charge of the Public Works Department. This shows a great improvement on the state of affairs prevailing in the second half of the nineteenth century when the total length of all the provincial and district roads was only 469 miles. In addition to these main roads, there were a number of village roads, with a length of 756 miles, maintained by the Local Boards\*†. The roads of the later nineteenth century included a first class road which ran from Patna to Gaya, but has since disappeared‡.

The present roads may be classified as Public Works Department Roads, District Board Roads and Municipal Roads.

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\*The narrow gauge line from Bakhtiarpur to Rajgir was converted into broad gauge in 1956.

†*Patna District Gazetteer*, (1924), p. 130.

‡This was taken for the Patna-Gaya railway and the track which now runs by the railway line is usually impassable for wheeled traffic. In order to travel by road to Gaya from Patna one has to go via Biharsharif and Rajgir or via Arwal and Jahanabad.

*Public Works Department Roads.*—The district is served by a network of Public Works Department roads. The National Highway nos. 30 and 31 pass through it. The National Highway no. 31 enters the district near Giriak and leaves it a little beyond Hathidah, midway on the Rajendra Pool on the Ganga and then goes to Barauni. The National Highway no. 30 which is one of the branches of National Highway no. 31, starts from Bakhtiarpur, about 30 miles east of Patna, and leaves the district at Pareo near Koilwar. The total length of National Highway no. 31 is 66 miles and that of no. 30 is 59 miles. These Highways link this district both with North and South Bihar. Besides, at present (1966) the State Public Works Department has 442 miles of metalled and 101 miles of unmetalled roads, of these the following may specifically be mentioned\* :—

Name of the road.	Total length (in miles).	Metalled (in miles).	Unmetalled (in miles).
1. Bihar-Ekangarsarai .. .. .	23.2	23.2	..
2. Bihar-Rajgir .. .. .	13.4	13.4	..
3. Bihar-Daniawan <i>via</i> Chandi .. .. .	23	23	..
4. Bihar-Barbigha (12 miles under Patna district) ..	14	14	..
5. Bikram-Paliganj-Arwal to Patna district border	18	18	..
6. Bihta-Naubatpur .. .. .	10	..	10
7. Bihta-Lai .. .. .	7	7	..
8. Fatwa-Hilsa-Ekangarsarai .. .. .	21	18	3
9. Mokameh-Sarmera .. .. .	14	8	6
10. Sadikpur-Fatehpur-Pabhera-Masaurhi .. .. .	26	..	26
11. Bankipur-Nadaul .. .. .	21	6	15
12. Raghapur-Patut .. .. .	13.5	13.5	..
13. Ekangarsarai-Islampur-Kowain-Rajgir-Giriak ..	45	20	25
14. Barh-Saksohra-Harnaut .. .. .	18.5	1	17.5
15. Saksohra-Asthawan (meets Bihar-Barbigha Road near Jana).	12	..	12
16. Harnaut-Chandi .. .. .	10	..	10
17. Biharsharif-Nijan .. .. .	10	..	10
18. Phulwarisharif-Janipur Raj Ghat .. .. .	5	..	5

\*SOURCE—Public Works Department, Patna.

Name of the road.	Total length (in miles).	Metalled (in miles).	Unmetalled (in miles).
19. Ekangararai-Mosinganj	..	2.5	..
20. Kankebagh Road	..	3	3
21. Kani Talab-Dulhin Bazar	..	18	..
22. Hissar-Nardiganj-Benganga	..	5	5
23. Danapur-Maner	..	12	12
24. Danapur-Khegauli	..	3	3

**District Board Roads.**—At present (1966) there are 1,245 miles of roads maintained by the District Board (65 miles metalled, 290 miles unmetalled and 890 miles *kutchas*).

The following statement shows the road mileage and expenditure incurred on them by the District Board, from 1962-63 to 1964-65\* :—

Year.	Metalled roads (in miles).	Expenditure (in Rs.)
1962-63	..	62½
1963-64	..	64½
1964-65	..	64½

Year.	Unmetalled roads (in miles).	Expenditure (in Rs.).	Village roads (in miles).	Expenditure (in Rs.).
1962-63	..	292½	890½	1,00,963
1963-64	..	290½	890½	22,982
1964-65	..	290½	890½	29,626

**Municipal Roads.**—The length and type of such roads are as follows :—

Jurisdiction.

Metalled. Unmetalled.

Patna Municipal Corporation	145.07	14.687
Danapur Nizamut Municipality	8	2½
Barh Municipality	10	2
Khegauli Municipality	7.4	3.4
Biharsharif Municipality	9.33	10.03
Danapur Cantonment	3	..
Mokameh Notified Area Committee	14	3.68
Rajgir Notified Area Committee	12	4.6

\*SOURCE—District Board, Patna.

## VEHICLES AND CONVEYANCES.

The mechanically propelled and power driven vehicles are replacing the indigenous vehicles, particularly on metalled roads. The well-groomed ponies and elephants are now rarely seen as they are uneconomic to maintain. But pack-bullocks and ponies and bullock-carts are still the chief means of transport for agricultural products in the interior as many villages have not even a jeepable road. The old ceremonial *palki*, *mahafa* and *khatoli* carried by men are still largely in vogue in the Bihar subdivision. The horse drawn old *tamtams* and carriages are one of the chief means of transport for the low income groups in urban areas of the district. Rickshaws have multiplied enormously, particularly in Patna. The conveyances on the roads and the traffic problem has become rather serious. The Patna Improvement Trust has recently been trying to give a few road a two-way traffic system but such roads are too few. The main road, known as Asok Raj Path from B. N. College onward to Patna City and the Lower Road (*Nichali Sarak*), now known as Bari Path, has no such two way movement facility. There are also quite a few bad corners and crossings which have no traffic islands to regulate the flow of traffic.

The following statement shows the number of conveyances non-mechanically propelled registered in the district during 1964-65\*:-

	Bullock-carts.	<i>Ekka</i> and <i>tamtam</i> .	Rickshaw.	Cycle.	<i>Thela</i> .
1. District Board ..	3,350	800	100	Not available	Not available
2. Patna Municipal Corporation.	295	200	8,659	13,878	715
3. Barh Municipality ..	450	150	200	200	Not available
4. Biharsharif Municipality	650	150	530	1,800	..
5. Danapur Nizamat Municipality.	280	255	363	580	..
6. Khagaul Municipality ..	175	320	400	690	..
Danapur Cantonment Board.	150	210	340	580	..

Besides, there may be a large number of such vehicles that have not been registered. Cycles are most popular conveyance.

\*SOURCE—Local Bodies.

The number of power-driven vehicles from 1955-56 to 1966-67 is given below\* :—

Year.	Motor cycles and scooters.	Trucks.	Motor cabs.	Buses.	Cars and Jeeps.	Others.	Total.
1955-56 ..	137	670	46	209	1,337	38	2,437
1956-57 ..	157	711	50	196	1,353	66	2,433
1957-58 ..	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
1958-59 ..	224	1,199	104	193	1,703	55	3,482
1959-60 ..	299	1,404	106	247	1,857	95	4,008
1960-61 ..	324	1,410	103	293	2,012	37	4,179
1961-62 ..	509	966	101	343	2,377	36	4,322
1962-63 ..	556	1,662	130	396	2,406	39	5,189
1963-64 ..	1,120	1,588	147	291	3,137	101	6,384
1964-65 ..	1,304	1,635	190	379	3,778	118	7,404
1965-66 ..	1,266	1,321	178	213	3,258	86	6,322
1966-67 ..	1,939	954	184	243	3,684	147	6,851

#### BIHAR STATE ROAD TRANSPORT CORPORATION.

Before 1953 the bus services were entirely private except that the Eastern Railway used to run a passenger bus service for the railway travelling public from Patna Junction to Digha Ghat Station.

On 26th January, 1953 a nationalised road passenger service under the State Government was started. This organisation was known as 'Bihar Rajya Transport' up to 30th April, 1959 when its name was changed to 'Bihar State Road Transport Corporation'. This organisation is entirely owned and managed by the State Government and is one of the earliest instances of nationalised services in Bihar. It serves public not only within this district, but also connects Patna district with Arrah, Nawadah, Ranchi, Gaya, Daltonganj, Jamshedpur, Dhanbad, Barauni, Muzaffarpur, Jayanagar (Darbhanga), Purnea, etc.

\*SOURCE—State Transport Commissioner, Patna.

The traffic flow within the town is maximum on Bankipur-Chowk, Bankipur-Danapur, Bankipur-Malsalami and Patna Junction-Danapur routes. The traffic flow of Patna-Danapur is also heavy and the buses ply at short intervals.

The passenger traffic on the Patna-Pali and Patna-Naubatpur routes on the west and the Patna-Nawadah route on the south-east is heavy.

#### RAILWAYS.

The main line of the Eastern Railway traverses the north of the district parallel to the Ganga from east to west, entering it at a short distance from Barhiya Station and leaving it west of Bihta, where a fine lattice-girder bridge is across the Son. This work was commenced for a single line of rails in 1855, and after many interruptions during the revolt of 1857, was completed in 1862; the second line was begun in 1868 and finished in 1870. The total length of the bridge from back to back of the abutments is 4,199 feet, divided among 28 spans of 150 feet each. Underneath each line of rail is a sub-way for foot-passengers and beasts of burden\*. There are 21 railway stations on the main line of the Eastern Railway, viz., Rampur-Dumra, Hathidah, Mokameh Junction, Mor, Pundarak, Barh, Athmalgola, Bakhtiarpur Junction, Karauta, Khusropur, Hardasbigha, Fatwa Junction, Bankaghat, Patna City, Gulzarbagh, Patna Junction, Phulwarisharif, Danapur, Neora, Sadisopur and Bihta\*†.

Formerly there was steamer service to and from Mokameh Ghat and Simariya Ghat on the river Ganga. But since the opening of the Rajendra pool (road-cum-railway bridge) in 1960, this service has been closed as there is now a direct rail link between Mokameh Junction and Barauni Junction.

There is a branch line of the Eastern Railway which runs north to south from Patna Junction to Gaya. There are six railway stations on this section, namely, Parsa Bazar, Punpun, Pothahi, Nadwan, Taregna and Nadaul.

Another branch line of the Eastern Railway which also runs from north to south from Bakhtiarpur to Rajgir, the entire section falls in this district. There are eight railway stations, viz., Harnaut, Wena, Rahui Road, Biharsharif, Pawapuri Road, Nalanda, Silao and Rajgir. This railway line is important for the tourists as it connects Nalanda and Rajgir, the two ancient sites‡.

\*Patna District Gazetteer, (1924), p. 131.

†All India Railway Time Table, April 1965, pp. 151-152.

‡Formerly there was a light railway line running parallel to the Patna-Ranchi Road but that has been dismantled and replaced by the broad gauge line of the Eastern Railway.

There is also a branch railway line of the Eastern Railway from Patna Junction to Digha (8 kilometres).

The total length of the Eastern Railway in the Patna district is 232 kilometres (main line 137 kilometres, Bakhtiarpur-Rajgir 58 kilometres, Patna-Gaya 29 kilometres and Patna-Digha 8 kilometres).

Besides, there is a light railway line which runs north to south from Fatwa to Islampur over 44 kilometres. There are 12 railway stations on this line, viz., Machhriawan, Daniawan, Singriawan, Diawan, Lohanda Road, Hilsa, Juniar, Ram Bhawan, Ekangarsarai, Aungari, Khurampur and Islampur.

The North-Eastern Railway maintains a steamer service to and from Mahendru Ghat (Patna) and Paleza Ghat in Saran district. Patna is linked with North Bihar by this steamer service. Formerly there was a steamer service from Digha Ghat also, but due to the shifting of the river Ganga this *ghat* has now been closed.

The old railway station of Patna Junction was replaced by a large and attractive building in 1939. The platforms were very much broadened and more amenities were provided. In 1964, further improvements were made and the third class waiting halls and ticket counters were given an imposing building and connected with the main block. Retiring rooms have been added. A small garden has been laid in front of the railway building. With the pulling down of some very old and ugly buildings in the immediate vicinity of the railway premises by the Patna Improvement Trust one will no longer have a depressing environment immediately going out of the station. A separate goods shed has been constructed opposite Rajendra Nagar Colony, about a mile and a half away from the Junction Station. This relieves congestion at the station yard. In 1958 a separate platform has been added for the Gaya trains.

Danapur, the Divisional Headquarters of Eastern Railway is at a distance of about 7 miles from Patna Junction.

Details of the goods and passengers handled by Patna Junction are given in Appendix F at the end of this Chapter.

#### RAIL-ROAD COMPETITION.

In Patna district roads run almost parallel to railways. But so far there is no competition between them in respect of passenger traffic. Overcrowding is a normal feature both in trains and buses. The earnings of Patna Junction Railway Station have been showing a progressive rise, year after year.

However, it seems that the railways are affected by road competition concerning goods traffic. The roadways have an edge over the railways.



in carriage of goods in as much as they offer advantages in respect of speedy transport, particularly for perishable goods and direct service from point to point whether from field or factory and without elaborate packing. Pilferage and damage of goods are negligible through road transport and unlike railways they settle claims much more quickly.

An important feature of outward goods traffic is that potato is exported, particularly from Biharsharif subdivision by roadways to coalfields in Jharia and Dhanbad and on return journey they bring coal, both for domestic as well as industrial purposes. Chillies, goats, hides and skins and bricks are also carried by roadways to various points in Chota Nagpur and also to West Bengal including Calcutta and the return load is usually mill-made clothes, foodgrains, oil-seeds, *biri* leaves, timber and small parcels. On account of difficulties of transshipment from the narrow gauge to broad gauge, comparative delay in movement and inability to lift goods from the local store-houses including cold storages, the railways find it difficult to compete with roadways.

Over the last one decade, public carriers have multiplied fast on the roads of this district. There are a number of regular road services between Patna and places such as Arrah, Varanasi, Kanpur, Delhi, Ranchi, Jamshedpur, Calcutta and Assam *via* Purnea.

#### WATER COMMUNICATION.

Early in the present century, the Ganga used to be the chief waterway of the district, but owing to the diversion of its upper waters for irrigation purposes, it could only be navigated above Digha by small steamers of light draught. The Indian Navigation and Railway Company jointly with the Rivers Steam Navigation Company, maintained regular steamer services along it. Large stern wheel steamers plied between Goalundo and Digha, which contained the local head office of the Company. Passengers and goods were transhipped at Digha, whence smaller steamers plied to Buxar on the Ganga and Barhaj on the Gogra. Steamer stations in Patna district were at Hardi Chapra, Marufganj, Fatwa, Baikatpur, Barh and Mokameh. Due to maximum diversion of waters in its upper reaches, the Ganga becomes to shallow in the dry and cold weather for heavy tugs and steamers. The rail and roadways have also largely snatched its trade.

Navigation on the Son was intermittent and of little commercial importance. In the dry season the small depth of water prevented boats of more than twenty maunds burden proceeding up stream. The other rivers were, as now, not navigable.

They were almost dry throughout the hot and cold weather; in the rains they fill quickly, but rapidly subside. When they were in flood, they soon became unfordable, and, as a rule, no boats were obtainable, except at the ferries, which were few and far between. The Patna-Gaya canal, which traversed the Danapur and Patna subdivisions was navigable and a large number of bamboos were brought down by it to Digha. There was a bi-weekly steamer service on it between Khagaul and Mahabalipur in the south of the headquarter subdivision\*, which has since stopped.

The riverine traffic of passengers and goods has always been a remarkable feature of Patna. From time immemorial Patna *ghats* used to transact heavy business. From the seventeenth century onwards the Europeans started their factories in Patna. The river Ganga was the main artery through which both the raw materials and the manufactured goods used to be sent out, mainly to Calcutta port till the railways were opened after the Great Revolt of 1857. At one time Messrs. Kerr Turruck Company also used to run their passenger and cargo boats on the Ganga from Allahabad to Calcutta and Patna was an important station for this service. This was acquired by the Indian General Steam Navigation and British Indian Steam Navigation concern who continued till 1957. The turnover of livestock traffic by this steamer service was considerable.

The Central Government established the Ganga-Brahmaputra Water Board Office at Patna in 1958. It was running a tug service for goods from Patna to Buxar, Patna to Chapra and Patna to Rajmahal. It has closed its services in Patna district since 1962. The North-Eastern Railway, which serves North Bihar, had two *ghats*, namely, Digha Ghat† and Mahendru in Patna from which their steamers used to ply to Paleza Ghat on the other side of the Ganga and from there regular trains used to run *via* Sonapur.

At present (1965) the North-Eastern Railways run steamer services between Paleza and Mahendru. Besides a private steamer also plies to and from Bansghat (Patna) and Paleza Ghat. The volume of inward and outward traffic of both passenger and goods handled at Mahendru Ghat is given in the Appendix II.

Early in the present century, besides Patna and Bankipur, the principal ferries on the Ganga were at Hardi Chapra, Sherpur and Daudpur in Danapur subdivision. Besides, ferries were at Bakhtiarpur, Barh, Athmalgola and Mokameh in the Barh subdivision. There were first class ferries managed by the District Board of Patna. The *ghats*

\* District Gazetteer of Patna (1924), pp. 131-132.

† Digha Ghat is closed now due to silting of the river bed.

in Bankipur and Patna were at Digha, Mahendru, Ranighat, Pathrightat, Adrak, Marufganj, Damriahi and Jethauli\*. At present (1968) eight ferries are maintained by the District Board, namely, Mohre-Jhanki, Gaurichak, Chamtha-Nawada, Bakhtiarapur, Rampur Patila, Fatwa-Maksudpur, Ram Nagar-Athamal and Marchi-Alhipur.

Important ferry *ghats* in the district including those in Patna proper as shown in Appendix III are under the control of the Collector of Patna, who auctions them.

#### IMPORTANT BRIDGES

The most important bridge in the district is Rajendra *Pool* on the river Ganga at Hathidah (Mokameh) connecting this district with Barauni in North Bihar. This has given a great impetus to trade linking North Bihar directly to Calcutta markets. It has also facilitated movement to and from Patna to all over North Bihar and also Assam. As noticed above part of the bridge on the river Son fall in this district and provides a road link with western Bihar and Uttar Pradesh.

#### AIRWAYS AND AERODROMES.

There are three landing grounds in the district, namely, at Patna, Bihta and Biharsharif. Those at Patna and Biharsharif are mainly for civil aircrafts. The Patna aerodrome is mainly used by the Indian Airlines Corporation, Royal Nepal Airlines, Bihar Flying Club, Ltd. and the aircrafts of Bihar Government. The aircrafts of Tata Iron and Steel Co. and Indian Air Force, etc., also occasionally land here.

Two important routes operating *via* Patna are Calcutta-Patna-Kathmandu and Calcutta-Patna-Varanasi-Allahabad-Lucknow and Delhi. Thus passengers from Patna have been provided with quicker means of transportation to the major cities of the Gangetic Plain and also to Kathmandu (Nepal). On average a total of 3,000 passengers, 20,000 lbs. of postal mail and 60,000 lbs. of cargo are handled at Patna airport per month†.

Royal Nepal Airways with their headquarters at Kathmandu regularly fly their services from Kathmandu to Patna and back. The Airways operating from and through Patna take a large number of foreign tourists to Kathmandu throughout the year.

The aerodrome at Biharsharif is a small landing ground. It is serviceable only in fair weather and is used occasionally for small aircrafts of State Government.

\* *Patna District Gazetteer* (1924), p. 132.

† Source—Office of the Indian Airlines Corporation, Patna.

## DAK BUNGALOWS, INSPECTION BUNGALOWS AND REST HOUSES.

The State Government maintains State Guest House, Circuit House, Kosi Rest House and Officers' Hostel. The District Board maintains dak bungalows and inspection bungalows. The Patna Railway Station has a few retiring rooms. The Bankipur Club has a few rooms for people recommended by the members of the club. There are a number of hotels of different standard. There are also quite a few boarding establishments. The Mahendru Ghat Railway Station has also some retiring rooms. There are also a few *dharmashalas*, large and small scattered in all parts of the city. Birla *Dharmashala* at Sabzibagh is the largest of them. Harmandir provides accommodation for the Sikh pilgrims for a few days. There are small *sarais* which provide free accommodation to Muslims for short periods.

The statement below gives the list of dak bungalows, rest houses in the district\* :—

*State Government Bungalows.*

## Location.

- |                      |    |    |                               |
|----------------------|----|----|-------------------------------|
| 1. State Guest House | .. | .. | Near Government House, Patna. |
| 2. Circuit House     | .. | .. | Gardiner Road, Patna.         |
| 3. Officers' Hostel  | .. | .. | Gardiner Road, Patna.         |

*District Board Bungalows.*

## Nearest Railway Station and distance from it.

- |                                     |    |    |                      |
|-------------------------------------|----|----|----------------------|
| 1. Harnaut Inspection Bungalow      | .. | .. | Harnaut—0 mile.      |
| 2. Paliganj Inspection Bungalow     | .. | .. | Bihta—18 miles.      |
| 3. Bihta Inspection Bungalow        | .. | .. | Bihta—0 mile.        |
| 4. Hilsa Inspection Bungalow        | .. | .. | Hilsa—0 mile.        |
| 5. Sarmera Inspection Bungalow      | .. | .. | Mokameh—12 miles.    |
| 6. Bikram Inspection Bungalow       | .. | .. | Bihta—9 miles.       |
| 7. Maner Inspection Bungalow        | .. | .. | Bihta—6 miles.       |
| 8. Masaurhi Inspection Bungalow     | .. | .. | Taregna—0 mile.      |
| 9. Ekangarsarai Inspection Bungalow | .. | .. | Ekangarsarai—0 mile. |
| 10. Islampur Inspection Bungalow    | .. | .. | Islampur—0 mile.     |

\*SOURCE—*District Census Handbook*, Patna (1961), pp. 175—179.

		Nearest Railway Station and distance from it.
11. Chandi Inspection Bungalow	..	.. Daniawan—9 miles.
12. Bakhtiarpur Inspection Bungalow	..	.. Bakhtiarpur—0 mile.
13. Barh Inspection Bungalow ..	..	.. Barh—0 mile.
14. Giriak Inspection Bungalow	..	.. Pawapuri—4 miles.
15. Punpun Inspection Bungalow	..	.. Punpun—0 mile.
16. Biharsharif Inspection Bungalow	..	.. Bihar—2 miles.
17. Rajgir Old Inspection Bungalow	..	.. Rajgir—0 mile.
18. Rajgir New Inspection Bungalow	..	.. Rajgir—0 mile.
19. Rajgir Rest House ..	..	.. Rajgir—5 miles.
20. Parwalpur Inspection Bungalow	..	.. Ekangarsarai—8 miles.
21. Asthawan Inspection Bungalow	..	.. Bihar—8 miles.
22. Maner Inspection Bungalow	..	.. Bihta—6 miles.
23. Mokameh Inspection Bungalow	..	.. Mokameh—0 mile.
24. Dharahra Inspection Bungalow	..	.. Bihta—18 miles.
25. Lalganj Sehra Inspection Bungalow	..	.. Bihta—22 miles.
26. Fatwa Inspection Bungalow	..	.. Fatwa—0 mile.
27. Bankipur Inspection Bungalow	..	.. Patna Jn.—0 mile.
28. Khagaul Inspection Bungalow	..	.. Danapur—0 mile.
29. Barh Inspection Bungalow ..	..	.. Barh—0 mile.
30. Biharsharif Inspection Bungalow	..	.. Biharsharif—2 miles.
31. Mokameh Inspection Bungalow	..	.. Mokameh—0 mile.

*Irrigation Department Inspection Bungalows.*

1. Biharsharif Inspection Bungalow	..	.. Bihar—2 miles.
2. Bakhtiarpur Rest Shed ..	..	.. Bakhtiarpur—0 mile.
3. Ekangarsarai Rest Shed ..	..	.. Ekangarsarai—0 mile.
4. Bihta Inspection Bungalow	..	.. Bihta—0 mile.
5. Khagaul Inspection Bungalow	..	.. Danapur—0 mile.
6. Mohabalipur Inspection Bungalow	..	.. Bihta—24 miles.
7. Naubatpur Inspection Bungalow	..	.. Danapur—8 miles.
8. Bikram Inspection Bungalow	..	.. Bihta—9 miles.

			Nearest Railway Station and distance from it.
9. Jalpura Inspection Bungalow	..	..	Bihta—18 miles
10. Sedura Inspection Bungalow	..	..	Bihta—24 miles.

*P. W. D. Inspection Bungalows.*

1. Bihta Inspection Bungalow	..	..	Bihta—0 mile.
2. Rajgir Rest House, Circuit House and Dormitory	..	..	Rajgir—0 mile.
3. Nalanda Inspection Bungalow	..	..	Nalanda—2 miles.

*Forest Department.*

1. Rajgir Rest House	..	..	Rajgir—5 miles.
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*Kosi Project Department.*

1. Kosi Rest House	..	..	Patna Jn.—2 miles.
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*State Government Youth Hostel.*

1. Rajgir	..	..	Rajgir—0 mile.
2. Nalanda	..	..	Nalanda—2 miles.

The Department of Tourism has a proposal to construct a Tourist Reception Centre near Patna Junction at a cost of Rs. 4 lakhs for the benefit of tourists, specially foreign tourists. A modern cafeteria will also be attached to this centre. A seventy-bedded rest house at Rajgir has already been constructed by them at an estimated cost of Rs. 3 lakhs.

**RECOGNISED TRAVEL AGENTS.**

The Department of Tourism takes the tourists by departmental bus to Rajgir, Nalanda, Pawapuri, Bodh Gaya, Varanasi, etc., on moderate charges.

There is a branch office of Tiwari Tirtha Yatra Company, located at Patna which take pilgrims to religious places all over India by trains on a time scheduled.

Besides, there is an office of Bihar State Haj Committee at Patna to look into matters regarding passport, visa, etc., of the Muslim pilgrims going to Mecca.

There is a branch office of International Travel Agents (air and sea) of Calcutta at Patna which helps the travellers intending to go abroad by air and sea.

### POSTAL COMMUNICATION.

The Superintendent of Post Offices with headquarters at Patna is the head of the Patna Postal Division. He is assisted by four inspectors, three having their headquarters at Patna and one is at Biharsharif. Besides, there is one Complaint Inspector with headquarters at Patna. The total length of the postal communication in 1965 (June) was 3,109 kilometres in the district, distributed as follows: by railways 119 kilometres; by motor buses 252 kilometres; by cycle runners 259 kilometres; and by foot runners 2,125 kilometres.

There are two Head Post Offices, 90 Departmental Sub-Post Offices, eight Extra Departmental Sub-Post Offices, one Departmental Branch Post Office, and 396 Extra Departmental Branch Sub-Post Offices in the district. The Branch Post Offices are located in villages. Some of the Branch Post Offices are located at headquarters of police-stations and block offices.

In all post offices ordinary postal work including money orders is transacted. All the Sub-Post Offices conduct savings bank business. National Savings Certificates are sold in all except Extra Departmental Sub-Offices.

The details of business transaction in post offices are given in Appendix IV of this Chapter.

### TELEGRAPHS AND TELEPHONES.

There are 72 Postal Telegraph Offices in this district which despatch and receive telegrams. They are : Bankipur, Chaughara, Anishabad, Cheraiyatar, Begampur, B. G. Compound, B. V. College, Digha, Dighaghat, Gulzarbagh, Kadankuan, Mahendru, Patna City, Patna University, Sadaquat Ashram, Gurhatta, Himalaya Press, Indian Nation, Kurjee Holi Hospital, Machharhatta, Madavjee Mills, Mahabir Asthan, Marufganj, Mithapur, Nanmuhia, Navrashtra Press, Patna Aerodrome, Patna Bus Stand, Patna Civil Court, Patna Collectorate, Patna High Court, Patna Medical College, Patna Secretariat, Rajendranagar, Searchlight Press, Atasarai, Bakhtiarpur, Bihta, Bikram, Daudpur, Danapur, Danapur Cantt., Danapur Bazar, Ekangarsarai, Fatwa, Harnaut, Hilsa, Khagaul, Khusrupur, Maner, Masaurhi, Naubatpur, Paliganj, Phulwarisharif, Punpun, Asthama, Athmalgola, Barh, Barh R. S., Bihar Cutchery, Biharsharif, Chandi, Hathidah, Mokameh, Mokameh Ghat, Nalanda R. S., Noorsarai, Parbalpur, Silao, Sohsarai, Giriak, Rajgir and Mogal Kuan.

There are 15 Telephone Exchanges in the district. There is now a direct telephone line connecting Patna to Delhi. The following statement gives details of different exchanges functioning in the district:—

Name of telephone exchange.	Type.	Capacity.	Working connection.
Patna proper .. ..	Automatic Exchange ..	5,000	4,736
Patna City .. ..	Ditto .. ..	1,200	701
Danapur .. ..	Battery Manual System ..	240	190
Barh .. ..	Ditto .. ..	100	55
Biharsharif .. ..	Ditto .. ..	200	110
Bakhtiarpur .. ..	Small Automatic Exchange ..	25	15
Bihta .. ..	Ditto .. ..	25	19
Fatwa .. ..	Central Battery Manual System	50	29
Hathidah .. ..	Ditto .. ..	25	9
Khusrupur .. ..	Small Automatic Exchange	10	7
Masaurhi .. ..	Ditto .. ..	25	9
Mokameh .. ..	Ditto .. ..	100	71
Nalanda .. ..	Ditto .. ..	10	5
Rajgir .. ..	Ditto .. ..	25	22
Noorsarai .. ..	Ditto .. ..	10	3

#### RADIO AND WIRELESS.

There is a broadcasting station of All India Radio at Patna. In 1967 there were 12,110 licensed radios and transistors in the district.

The Police have five wireless stations, one each at Patna, Barh, Bakhtiarpur, Fatwa and Danapur. They are meant for administrative purposes only.

#### ORGANISATION OF TRANSPORT OWNERS AND EMPLOYEES.

There is no organisation of transport owners in this district.

The following organisations of employees in the field of transport and communication claim to look after their interest\* :—

Name.	Registered no.	Date of registration.	* Affiliation with.
1. Patna Electric Supply Workers' Union	15	16th December, 1939	U. T. U. C.

\*Source—Labour Department, Patna.



Name.	Registered no.	Date of registration.	Affiliation with.
2. The Bihar Provincial P. W. D. Workers' Union.	76	10th February, 1946.	U.T.U.C.
3. Masaurhi Palledar-Gariwan Union ..	525	..	
4. Bihar Rajya Transport <i>Karmachari</i> Union.	642	31st October, 1953.	
5. Bihar Rajya Jal Mazdoor Sangh ..	567	28th October, 1952.	
6. Patna District <i>Tamtam</i> Mazdoor Union	677	8th June, 1954 ..	A.I.T.U.C. ✓
7. Rickshaw <i>Mazdoor</i> Union ..	707	14th January, 1965.	
8. Rastriya Purbottar Railway Coolie Congress Union.	774	2nd May, 1955.	
9. Patna Auto Rickshaw Drivers' Union ..	974	14th September, 1960.	✓

The political affiliation of many of these organisations is elsewhere. Their membership is also not known. There is not much evidence of activity on their part.

The statement given below shows the number of outward passengers handled by Patna Junction Railway Station and earnings from them from 1960 to 1964\* :—

APPENDIX I.

Months.	1960.				1961.				1962.				1963.				1964.					
	Outward.		Earnings.		Outward.		Earnings.		Outward.		Earnings.		Outward.		Earnings.		Outward.		Earnings.			
January	3,18,201	6,34,607	3,23,677	6,38,660	4,01,246	7,38,279	3,75,654	7,32,875	4,21,757	8,48,357	..	..	..	..	..	..	..	..	..	..	..	
February	2,86,866	5,68,522	2,79,317	6,33,243	2,54,495	5,34,732	2,85,459	6,84,346	3,08,929	7,75,879	..	..	..	..	..	..	..	..	..	..	..	..
March	2,90,402	6,00,771	3,13,341	6,59,347	3,89,707	7,32,966	3,28,268	8,17,644	3,99,903	9,46,942	..	..	..	..	..	..	..	..	..	..	..	..
April	3,42,798	6,26,980	3,93,735	6,52,210	3,45,208	7,17,175	3,57,170	7,66,461	3,91,557	8,01,064	..	..	..	..	..	..	..	..	..	..	..	..
May	3,48,769	7,99,980	3,35,907	8,02,526	3,63,940	8,38,872	3,99,534	10,09,560	4,58,231	10,43,442	..	..	..	..	..	..	..	..	..	..	..	..
June	2,88,883	5,66,899	3,46,621	7,56,700	3,76,381	9,77,416	3,89,345	11,79,520	4,87,864	12,21,618	..	..	..	..	..	..	..	..	..	..	..	..
July	3,14,429	6,05,558	3,48,753	8,17,629	3,74,000	9,95,693	3,98,974	9,92,891	5,41,899	11,08,586	..	..	..	..	..	..	..	..	..	..	..	..
August	2,87,011	5,97,830	3,13,551	6,81,187	2,88,049	7,52,844	3,60,800	7,77,685	4,51,057	9,19,556	..	..	..	..	..	..	..	..	..	..	..	..
September	2,78,848	6,37,394	3,53,537	6,33,119	2,93,562	7,64,437	3,70,164	7,50,278	3,93,040	8,44,526	..	..	..	..	..	..	..	..	..	..	..	..
October	3,19,185	6,57,804	3,36,011	8,93,851	3,60,403	9,22,251	3,88,958	8,77,280	6,66,633	10,73,409	..	..	..	..	..	..	..	..	..	..	..	..
November	3,15,927	6,43,295	2,67,179	6,87,071	3,35,648	7,64,650	3,23,578	8,51,877	3,45,157	9,50,085	..	..	..	..	..	..	..	..	..	..	..	..
December	2,88,162	7,03,656	2,80,965	7,38,354	2,81,125	7,79,109	4,38,359	9,53,638	5,26,131	10,27,022	..	..	..	..	..	..	..	..	..	..	..	..

\*Source—Office of the Station Master, Patna Junction Railway Station.

## APPENDIX I—contd.

The following statement shows the number of the inward passenger traffic received at Patna Junction railway station:—

Months.	1960.	1961.	1962.	1963.	1964.
January	1,96,801	2,24,100	1,85,056	1,99,475	2,11,017
February	1,82,787	2,02,045	2,01,345	1,96,867	1,97,403
March	2,25,795	2,13,787	2,05,103	2,26,931	2,34,508
April	2,31,050	2,39,765	2,30,965	2,23,730	2,33,571
May	2,31,109	2,24,700	2,50,769	2,75,048	2,63,183
June	2,39,183	2,13,357	2,80,101	2,61,183	2,72,048
July	1,95,659	4,27,414	3,01,102	2,50,816	3,01,041
August	2,08,876	2,54,461	2,90,470	2,61,183	2,72,043
September	2,25,361	1,81,943	2,18,320	2,55,960	2,88,603
October	2,31,173	2,04,820	2,10,420	3,17,235	3,00,457
November	2,10,885	2,26,087	2,02,410	3,37,534	3,25,599
December	2,22,396	1,50,586	2,20,121	2,88,630	3,72,476

APPENDIX I—*concl.*

The following statement shows the volume and value of both outward and inward traffic in goods at Patna Junction Railway Station :—

Months.	1963.				1964.				1965.			
	Outward.		Inward.		Outward.		Inward.		Outward.		Inward.	
	Weight (in quintals).	Earnings (in Rs.).	Weight (in quintals).	Earnings (in Rs.).	Weight (in quintals).	Earnings (in Rs.).	Weight (in quintals).	Earnings (in Rs.).	Weight (in quintals).	Earnings (in Rs.).	Weight (in quintals).	Earnings (in Rs.).
January ..	N.A.*	N.A.	N.A.	N.A.	18,476	32,185	2,46,378	4,16,324	11,197	48,635	2,39,231	5,35,006
February ..	N.A.	N.A.	N.A.	N.A.	11,058	22,948	1,75,851	3,34,902	9,862	30,212	2,34,760	5,98,882
March ..	N.A.	N.A.	N.A.	N.A.	14,229	21,099	1,47,486	3,45,810	11,352	38,496	2,61,211	6,35,506
April ..	15,541	21,686	1,45,844	4,47,733	13,262	23,320	2,76,105	4,39,506	..	..	..	..
May ..	13,631	20,259	1,61,299	2,49,336	10,260	13,715	1,43,627	3,45,011	..	..	..	..
June ..	14,526	29,638	1,37,658	3,60,923	15,160	29,768	1,86,601	3,65,648	..	..	..	..
July ..	18,005	39,688	1,55,668	3,97,884	15,040	37,290	1,86,811	4,42,946	..	..	..	..
August ..	14,127	33,698	1,48,721	3,64,996	14,594	36,189	1,78,100	4,22,753	..	..	..	..
September ..	16,812	27,192	1,26,531	3,77,685	14,231	48,717	2,41,251	5,67,515	..	..	..	..
October ..	14,952	32,375	1,31,131	3,65,478	9,984	45,543	1,54,144	4,90,375	..	..	..	..
November ..	10,736	28,547	1,13,970	3,22,595	13,004	53,989	1,91,754	4,49,099	..	..	..	..
December ..	15,355	42,436	1,49,296	4,43,577	15,939	51,538	1,44,832	4,41,615	..	..	..	..

\*N.A.—Not available.

APPENDIX II.

The following statement shows the inward and outward traffic in passengers at Mahendru Ghat Steamer Station and earnings from them from 1960 to 1964\*:-

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PART I

Months.	1960.			1961.		
	Outward.	Earnings (in Rs.).	Inward.	Outward.	Earnings (in Rs.)	Inward.
January .. ..	71,399	1,69,482	60,620	72,000	1,61,828	71,311
February .. ..	77,303	1,85,179	80,802	74,901	1,61,468	55,620
March .. ..	90,138	2,01,837	97,421	83,500	1,88,494	91,017
April .. ..	97,442	2,23,496	74,470	91,018	1,92,518	89,483
May .. ..	1,05,430	2,44,324	85,923	97,636	2,08,623	72,490
June .. ..	83,362	1,90,543	71,399	1,13,489	2,38,780	72,000
July .. ..	86,818	1,79,936	91,200	99,600	2,01,530	89,483
August .. ..	74,470	1,71,720	97,442	89,483	1,78,773	91,018
September .. ..	91,200	1,89,711	71,399	84,112	1,75,664	92,000
October .. ..	95,776	1,95,643	86,818	1,05,930	2,56,638	99,600
November .. ..	85,860	1,95,967	N.A.	1,15,167	2,14,222	N.A.
December .. ..	85,923	1,96,081	85,860	72,490	1,60,654	1,15,167

\*Source—Office of the Station Master, Mahendru Ghat.

APPENDIX II—contd.

Months.	1962.			1963.			1964.		
	Outward.	Earnings (in Rs.).	Inward.	Outward.	Earnings (in Rs.).	Inward.	Outward.	Earnings (in Rs.).	Inward.
January .. ..	1,08,992	22,521	55,510	61,431	1,62,011	75,310	64,786	1,74,052	69,101
February .. ..	59,000	1,29,100	74,901	65,579	1,29,100	76,973	86,737	1,94,390	76,330
March .. ..	94,541	2,11,390	94,541	76,973	2,10,776	64,786	76,330	1,98,858	59,000
April .. ..	96,044	2,05,055	92,910	79,373	2,10,711	80,574	84,020	2,15,290	91,115
May .. ..	1,09,069	2,09,083	93,251	90,759	2,46,797	73,722	1,01,355	2,56,159	1,23,813
June .. ..	1,02,392	2,28,655	94,541	81,294	2,28,956	76,973	1,01,891	2,31,052	76,330
July .. ..	92,510	2,13,458	1,02,892	80,574	1,97,116	81,294	91,115	2,29,127	1,01,891
August .. ..	74,770	1,73,432	96,044	71,660	1,71,731	79,373	78,701	1,93,653	84,020
September .. ..	72,292	1,84,139	1,08,992	69,742	1,84,139	61,431	77,307	2,00,513	4,786
October .. ..	92,886	2,23,157	92,570	88,076	2,24,211	80,574	98,361	2,51,348	91,115
November .. ..	93,251	1,94,362	N.A.	73,722	1,83,550	72,292	1,23,813	2,53,906	69,742
December .. ..	67,268	1,67,642	93,251	76,674	1,76,597	73,722	77,920	2,00,536	1,23,813

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The following statement shows the outward and inward traffic in goods at Mahendru Ghat Steamer Station and earnings from them from 1963 to 1964 :-

APPENDIX II—*contd.*

Months.	1963.		1964.	
	Quintal. Earnings (in Rs.)	Quintal. Earnings (in Rs.)	Quintal. Earnings (in Rs.)	Quintal. Earnings (in Rs.)
January	6,296	16,779	5,091	18,116
February	7,330	26,498	4,448	16,134
March	4,669	10,421	6,472	18,631
April	7,001	18,996	7,187	21,866
May	10,164	28,483	8,804	24,819
June	7,204	26,126	5,809	18,723
July	4,274	14,846	6,811	21,270
August	5,254	14,626	6,107	19,222
September	7,532	21,909	7,760	26,863
October	1,100	30,602	6,493	22,766
November	4,048	16,136	5,488	19,216
December	4,606	18,316	4,636	16,670
			530	530
			791	791
			1,669	1,669
			2,363	2,363
			690	690
			723	723
			1,976	1,976
			1,061	1,061

## APPENDIX III.

Serial no.	Name of important ferry <i>ghats</i> .*	No. of boats.	Nature of traffic.
1	Digha Ghat to Paleza Ghat .. ..	30	Passengers, foodgrains and other commodities.
2	Digha to Sabbalpur-Mahendru .. ..	20	Ditto.
3	Digha to Ranighat .. ..	20	Ditto.
4	Digha to Sonapur .. ..	25	Ditto.
5	Digha to Konhara .. ..	15	Ditto.
6	Digha to Barabanki .. ..	20	Ditto.
7	Digha to Litiahi .. ..	20	Ditto.
8	Mahendru to Paleza .. ..	40	Ditto.
9	Mahendru to Sabbalpur .. ..	30	Ditto.
10	Mahendru to Sabbalpur-Ranighat .. ..	30	Ditto.
11	Mahendru to Sonapur .. ..	40	Ditto.
12	Mahendru to Konhara .. ..	25	Ditto.
13	Mahendru to Barabanki .. ..	20	Ditto.
14	Mahendru to Litiahi .. ..	15	Ditto.
15	Ranighat to Paleza .. ..	35	Ditto.
16	Ranighat to Sabbalpur-Mahendru .. ..	20	Ditto.
17	Ranighat to Paleza-Sabbalpur .. ..	20	Ditto.
18	Ranighat to Sonapur .. ..	25	Ditto.
19	Ranighat to Konhara .. ..	20	Ditto.
20	Ranighat to Barabanki .. ..	15	Ditto.
21	Ranighat to Litiahi .. ..	18	Ditto.
22	Khajekalan to Paleza .. ..	40	Ditto.
23	Khajekalan to Sabbalpur-Mahendru .. ..	20	Ditto.
24	Khajekalan to Sabbalpur-Ranighat .. ..	20	Ditto.
25	Khajekalan to Sonapur .. ..	20	Ditto.

\*SOURCE—Patna Collectorate, Patna.



APPENDIX III—*contd.*

Serial no.	Name of the important ferry <i>ghats</i> .	No. of boats.	Nature of traffic.
26	Khajekalan to Barabanki .. ..	15	Passengers, foodgrains and other commodities.
27	Khajekalan to Konhara .. ..	15	Ditto.
28	Khajekalan to Litiahi .. ..	20	Ditto.
29	Marufganj to Paleza .. ..	45	Ditto.
30	Marufganj to Sabbalpur-Mahendru .. ..	25	Ditto.
31	Marufganj to Sabbalpur-Ranighat .. ..	25	Ditto.
32	Marufganj to Sonapur .. ..	30	Ditto.
33	Marufganj to Konhara .. ..	20	Ditto.
34	Marufganj to Barabanki .. ..	15	Ditto.
35	Marufganj to Litiahi .. ..	16	Ditto.
36	Damriyahi to Palezaghath .. ..	20	Ditto.
37	Damriyahi to Sabbalpur-Mahendru .. ..	25	Ditto.
38	Damriyahi to Sabbalpur-Ranighat .. ..	30	Ditto.
39	Damriyahi to Sonapur .. ..	30	Ditto.
40	Damriyahi to Konhara .. ..	20	Ditto.
41	Damriyahi to Barabanki .. ..	15	Ditto.
42	Damriyahi to Litiahi .. ..	20	Ditto.
43	Jethuli to Paleza .. ..	30	Ditto.
44	Jethuli to Sabbalpur-Mahendru .. ..	30	Ditto.
45	Jethuli to Sabbalpur-Ranighat .. ..	20	Ditto.
46	Jethuli to Sonapur .. ..	20	Ditto.
47	Jethuli to Konhara .. ..	20	Ditto.
48	Jethuli to Barabanki .. ..	14	Ditto.
49	Jethuli to Litiahi .. ..	20	Ditto.
50	Bârh-Banari Sultanpurghat .. ..	30	Ditto.

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APPENDIX III—*contd.*

Serial no.	Name of the important ferry <i>ghats</i> .	No. of boats.	Nature of traffic.
51	Umanathghat .. .. .	15	Passengers, foodgrains and other commodities.
52	Gauri Shankarghat .. .. .	15	Ditto.
53	Dhobaghat .. .. .	20	Ditto.
54	Maganpalghat .. .. .	20	Ditto.
55	Shegorighat .. .. .	15	Ditto.

## APPENDIX IV.

The following statistics show the Postal business done during 1963-64 and 1964-65 :-

	1963-64.	1964-65.
1. Inland	Rs. 3,84,44,464	Rs. 3,53,28,416
2. Foreign	Rs. 9,07,500	Rs. 10,14,028
3. Postal and Telegraph Service	Rs. 18,22,522	Rs. 15,91,598
4. Insured Articles—		
Number	36,054	38,640
Value	Rs. 76,53,628	Rs. 83,53,121
5. V. P. P. Articles of all types—		
Number	87,550	95,589
Value	Rs. 2,20,320	Rs. 3,80,720
6. Indian Postal Order—		
Number sold	1,08,198	82,781
Value	Rs. 4,62,972	Rs. 3,78,082