

CHAPTER XV.

PLACES OF INTEREST.

ANGARPATHER- A town in Baghmara subdivision with a total population according to the census of 1961 is 6,001, i.e., 4,027 males and 1,974 females. The total number of literate persons is 1,069, i.e., 927 males and 142 females.

There are lower and upper primary school in the town. There are collieries in the town area.

BAGHMARA SUBDIVISION- This subdivision was created in 1957. It has an area of 506.75 square miles. There are a number of Adibasis, Oraons and Santhals in this subdivision. It is on the western side of the district. The Sub divisional Officer of Baghmara has his headquarters at Dhanbad and holds his court and office there (1962).

There are five thanas, namely, Baghmara, Topchachi, Chas, Chandandiary and Katras. The chief executive and revenue officer is the Subdivisional Officer who is assisted by other Magistrates and Block Development Officer . The work of the Land Reforms Department is in charge of a Deputy Collector in charge of Land Reforms who is assisted by four Block Development Officers, Circle Inspectors and Karamcharis . The Community Development Blocks are located at Topchanchi, Baghmara, Chas and Chandankiary.

The northern portion of this sub division is full of hills and forests. The parasnath peak rising to a height of 4,480 feet is close to border of this sub division and forms a conspicuous feature of the landscape.

The important/rivers in the subdivision are Damodar, Katri and Khudia. The Damodar rivers touches this subdivision on the southern side. Most of the rivers dry up more or less completely during the winter months and the hot season.

The Grand Trunk Road passes through this subdivision . The area of the south is well served by roads as well as railways . The northern Half which has the hills is not so fortunate. Gomoh Junction on the Grand Chord line is situated near the western border is connected with Adra Junction in the Purulia district by another line of the Eastern Railways. The south-western portion of the subdivision is well served by the railways.

The soils of this subdivision are mixtures of clay, sand and gravel in varying proportions. Of the varieties in which clay pre-dominates ,Gobra Chita is the only one which yields crops. It is of a blackish colour , very hard when dry and impossible to plough unless softened by sufficient rain.

The Dubhi Chita is mixed with limestone nodules and the clay is impermeable .The Dubhi Chita or Karna can be used only as a source of lime.

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There are plenty of sisho trees and bamboo in this subdivision mainly in Topchanchi police-station. There are also some sandal wood trees in the forests of the subdivision. Besides there are also trees of soft pulp which are useful for cottage industries and paper industry. Wild animals, namely, tigers, boars, etc., are found in the jungles of Topchanchi. Jungle birds are also found all over the subdivision. The important places of this subdivision are Gomoh, Topchanchi, Chas and Chandankiary.

BALLIAPUR- This is a large village in Sadar subdivision which is also the headquarters of a police-station and Block of the same name.

The village has a post office, a high, a middle school, upper and primary schools and a hospital. A metalled road runs from Gobindpur to Balliapur.

BARAMASIA- This village is situated at a distance of 12 miles from Chandankiary police-station on the Chandnkiary-purulia road. It is under the jurisdiction of Chandankiary police-station.

There is a big market of vegetables, and agricultural produce in the village. There are health sub-centres, a veterinary dispensary and a Dak Bungalow in the villages.

BHAGA- A township in Sadar subdivision is situated at a distance of two miles south from Jharia. This is also a satellite town of Dhanbad. It is connected with Jharia by metalled road. There is a mining school here which is run by the State Government.

There are a sub-post office and a rest-house. It is electrified and there are four flour mills here.

BHOJUDIH- This village about 15 miles from Dhandad is important for its colliery and as an export centre of coal. There is a railway station of South-Eastern Railway in this village.

Coal is generally exported from the railway station here to South India. There is a big market in this village. The village has a post office a high school, a middle school and upper and primary schools.

BHOWRAH- It has been treated as a town in 1961 census. The total population according to the census of 1961 is 10,587, i.e., 6,574 males and 4,013 females.

This town is situated on the bank of river the Damodar. There is a colliery in the town. There are a high school, a middle school and a primary school in the town.

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CHAITUDIH- It has been treated as a town in 1961 census with a total population of 6,551, i.e., 4,434 males and 2,117 females. It is under the jurisdiction of Katras police-station of Baghmara subdivision. There is a flag station of South-Eastern Railway. An unmetalled road connects Chaitudih with Katras. There are a public library and a lower and an upper primary schools. There is a big market.

CHANCH- A suburban village in Sadar subdivision under the jurisdiction of Chirkunda police-station, is situated at a distance of 3 miles from Kumardhubi on the Dhandad-Panchet road. The village has an area of 372.16 acres, 674 occupied houses with 2,884 souls, i.e., 732 males and 1,152 females according to 1951 census.

The village is important because of Reliance Firebricks Factory, Ltd., established in 1910 in the village.

As regards medical facilities one Employment State Insurance Dispensary sponsored by Bihar Government has been started in the village in 1959. There are one doctor, three compounders and four dressers in the dispensary. Besides, a ten-bedded hospital is also running on behalf of the factory.

One labour welfare centre has been started by State Government in 1959 in the village which has an attached library with 500 books.

There is only one middle school established in 1951 with 504 students and 12 teachers. The village has a post office established in 1949.

On behalf of the factories 200 houses have been constructed during the years 1960-61 for the employees of the factory. Besides, a canteen, a crèche and one recreation club are functioning in the village. A hatia is held on every 10th and 25th day of the month. There is no permanent market in the village and the villagers have to go to either Kumardhubi or Chirkunda for purchasing commodities. The village is electrified.

CHANDANKIARY- This village is the headquarters of Community Development Block and police-station of the same name. It is at a distance of 14 miles from Chas on Dhanbad-Chas-Purulia National Highway. Prior to 1956, it was under the jurisdiction of Mandhum district but after the creation of the new district it remained in Bihar.

The main produce of the locality is paddy. There are a number of educated families in the village.

CHAS- A village in Baghmara subdivision situated at a distance of about 28 miles from Dhanbad town the village has a police-station of the same. Prior to 1956, Chas thana was under the jurisdiction of Purulia subdivision of Mandhum district. According to the Transfer of Territories Act, 1956, this thana was transferred to Dhanbad which formed into a separate district in October, 1956.

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This village is the headquarters of a Block of the same name. The main produce of the village is paddy, gram and potato. The villagers send their produce to Dhanbad town, Jharia and Gomoh, etc. There are three large tanks in the village. There are also two old temples in the village where the villagers daily congregate to worship.

So far as communication is concerned this village is situated on the junction of two important roads, namely, Dhanbad-Ranchi Road and Dhanbad-Purulia Road. The Ahalyabai Road passes through this road which is extended up to Calcutta.

As regards medical facilities, the District Board has opened a Maternity and Child Welfare Centre in the village. There is a State dispensary attached to the Block. There are a high school, a middle school and lower primary schools in this village. The incidence of literacy is large.

The village has a post office, a *Gram Panchayat*, a Dak Bungalow and a forest rest house. The villas perform *Durga pula*, *Rath mela* festival and *Lakshmi puja* festival every year. People from the neighbouring villages also come to see the performances of this village. CHIRKUNDA.—It has been treated as a town in 1961 census. It is at a distance of about 18 miles from Dhanbad town. The total population according to the census of 1961 is 9,477 persons (males 5,446 and females 4,031). Chirkunda police-station is at the border of Bengal and Bihar. There is an excise check-post here. There are a high school, a middle school, lower and upper primary schools in the town. There are flour mills in the town. Chirkunda is a growing township and has a good market. There is a very heavy vehicular traffic on the Grand Trunk Road at Bengal-Bihar border. Has collieries.

DAMODAR VALLEY CORPORATION*..The river Damodar rises in the Khamarpet Hill in the Palamau district. It is 336 miles long and flows through the districts of Palamau, Ranchi, Hazaribagh, Santhal Parganas and Dhanbad in Bihar and the districts of Burdwan, Bankura, Hooghly and Howrah in West Bengal. Before meeting the river Hooghly some 30 miles below Calcutta, it assumes a deltaic character and starts throwing off distributaries. The principal tributaries are the Maulah, Saphi, Hahmo, Bokaro, Konar, Jamunia, Gowai, Ijri and Barakar. The Damodar is a monsoon-fed seasonal river and as such it has many problems peculiar to itself. It is subject to sudden devastating floods in the lower valley when fed with rain, but during the dry months the river has very little water and in the upper reaches none.

Some of the schemes of P. V. O. are outside Dhanbad district.. The subject-matter has to be treated as a whole and hence it is given here. (P.O.B.C.)

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at all. The hills of the Upper Valley have been denuded of their vegetation due to thoughtless felling of trees, over grazing and over-cropping. This has led to the countryside being badly eroded. The rich top soil of this fertile region is thus washed away periodically by the Damodar. The Valley, however, is the most highly developed belt in the country, industrially, since most of the minerals are located here. There is, however, a greater scope for expansion with a regular source of water and an assured supply of cheap power.

Plans to control the river have been under discussion for a very long time. In fact certain embankments in its lower reaches are said to have existed since the middle of the 18th century. The maintenance of these embankments which were frequently breached by floods constituted a major problem for the existing Government. Ultimately a decision was arrived at after the disastrous flood of July, 1943. A Flood Enquiry Committee was appointed which recommended the construction of a series of reservoirs along the Damodar and its tributaries to control the river. It further suggested that they be multipurpose along the lines of the Tennessee Valley Project in the United States to develop the valley as a whole. This suggestion was examined by the Central Technical Power Board, and in August, 1945, was considered and adopted at a joint meeting of the representatives of the Central Government and the State Governments of Bihar and Bengal. In March, 1948, the Damodar Valley Corporation Act was framed by the Central Legislature and on the 7th July 1948, the Corporation became an established fact. The Damodar Valley Corporation is an autonomous regional organization consisting of the Central Government and the State Government of Bengal and Bihar.

This is the first Multipurpose River Valley Development project on a comprehensive scale to be taken up in India. The nature of this undertaking is clear from the functions of the Corporation as defined in section 12 of the Damodar Valley Corporation Act.

“The function of the Corporation shall be—

- (a) The promotion and operation of schemes for irrigation, water-supply and drainage.
- (b) The promotion and operation of schemes for the generation, transmission and distribution of electrical energy, both hydro—electric and thermal.
- (c) The promotion and operation of schemes for flood control in the Damodar River and its tributaries and the channels, if any, excavated by the Corporation in connection with the scheme for the improvement of flow conditions in the Hooghly river.
- (d) The promotion and control of irrigation in the Damodar river and its tributaries and channels, if any.

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- (e) The promotion of a forestation and control soil erosion in the Damodar Valley.
- (f) The promotion of public Health and the general well being in the Damodar Valley and its area of operation.

The work was divided into two phases. In the first phase we have (1) four dams at Tilaiya, Konar, Maithon and Panchet Hill with Hydro-electric power Stations attached to each. The controlled release of water will be utilized for irrigation in the Lower Valley. The four dams together have been designed to hold back the highest recorded flood of 650,000 cusecs.

- (2) An irrigation barrage with 1,550 miles of canals and distributaries, for irrigation of which 85 miles taking off from the left bank will be navigable as well.
- (3) A Thermal power Station at Bokaro with an ultimate capacity of 225,000 k.w
- (4) A grid of over 800 route miles of transmission lines with a number of sub-stations and receiving stations.
- (5) Soil Conservation.

Tilaiya built on the Barakar 130 miles above its confluence with the Damodar was the first of the four dams to be completed and was opened on the 21st February, 1953. The dam is in Hazaribagh district.

The all-concrete dam some 1,200 feet long and 99 ft. high holds back a reservoir of 23 square miles in area. The attached Hydroelectric power House has an installed capacity of 4,000 K.w. of power. A portion of the old Kodarma Road having submerged, a 7-mile road with a bridge 550 ft. long was constructed by the D.V.C. as a link to the Patna-Ranchi Highway-another 320 ft. long bridge over the Karanjia river-Ranchi-Patna Diversion Road has also been constructed.

Konar dam is situated on the Konar river 23 miles above its confluence with the Damodar. The dam completed in October, 1955 is a composite structure with the concrete gravity type spillway section on the river bed flanked by a long earthen embankment on the left bank and a short one on the right. There is also a saddle dyke. The total overall length of dam is 12,080 ft. and it is 160 ft. high. It is expected to provide water for irrigating 1,04,000 acres of land in the Lower Valley and will supply 400 cusecs of cooling water to the Bokaro Thermal power Station. The attached Hydro-electric power House will have a capacity of 40,000 K.W.

Maithon dam, in Dhanbad district is on the Barakar river about 5 miles above its confluence with the Damodar. It is a composite structure with the rolled earth dam on the river bed and the concrete

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spillway section built on the diversion channel cut in the right bank. The power House is underground in the left bank with a capacity of 60,000 K.W. it is the first one of its type to be constructed in India .there are long stretches of dykes on both and the total overall length of the dam is a little over three miles. It is 162 ft. high.

The controlled release of water from the is expected to irrigate 27,000 acres in the Lower Valley. Maithon dam will act as one of the major modulators of floods.

Panchet Hill is the fourth dam and across the Domodar river itself in the first phase. It is also a composite structure with concrete spillway section on the diversion channel cut in the left bank flanked by earthen embankments on both sides. The main earth is across the river bed. There are long stretched of dykes and the total over-all length of the dam is 22,155 ft. or nearly four and a quarter miles. It is 134 ft. high. The installed capacity of the power House is 40,000 K.W. the dam has been designed primarily for flood-control. The water released from the dam will be utilized for irrigation.

Barrage and irrigation.-the water discharged from the four dams will be diverted into a net work of canals and distributaries by the barrage on the Domodar at Durgapur in the district of Burdwan. There is provision for navigation as well. The project comprises of-

- (a) Headworkes consisting of a barrage acriss the Damodar at Durgapur and head over regulators the canals on the right and left banks.
- (b) Main canals and distributaries on both banks, the principal one on the left bankbeing navigable and connecting the coal-mining areas around Raniguni with the Hooghly about 35 miles above Calcutta.
- (c) A drainage system composed of 442 miles of channels.the barrage has been designed to supply water to 1,550 miles of canals which will irrigate 1,043,762 acres of land in the Lower Valley. The barrage was opened on August 9th,1955.

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Bokaro Thermal power Station.- The Thermal power plant has been constructed to even out the seasonal fluctuations on the grid inevitable arising in the hydro-electric installations constructed on a river system dependent on the monsoon.

The power House is situated on the bank of the Konar River just below its situated on the Bokaro. It has at present an installed capacity of 150.000 K.w. consisting of 3 turbo-generators with a capacity of 50,000 K.W. there is provision for a fourth unit with a capacity of 75,000K.W.

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The plant uses low grade coal with approximately 30 per cent ash content and is designed on the unit system; each turbo-generator being supplied with steam from two boilers and having its own step up transformer. Each boiler has a capacity of 3,00,000 lbs. of steam per hour.

Cooling water necessary for the plant is supplied by the dam at Konar 12 miles upstream. Sufficient local storage has also been provided by a concrete barrage with lift-gates near the Power House. Bokaro and Konar are connected by a road built by the Damodar Valley Corporation.

Soil Conservation.—*Soil* and water conservation is an integral part of the Project. There is a twofold programme of reclamation of waste land and conservation of soil. The upper catchment area has been extensively surveyed in this connection and an experimental farm has been established at Deochanda to develop simple and practical methods of soil conservation. Several thousand acres of badly eroded land are being afforested. A few head-water dams have also been built to prevent soil erosion. These will supply the local areas with water for domestic purposes and irrigation as well. Extension in the resettlement areas to help and advise the local cultivators in better agricultural practices is also being done.

Power Transmission and Distribution System.—The network of the grid comprises 1,725 circuit miles of transmission and distribution lines, of different voltage and 35 sub-stations of various voltage and capacities—.

- (a) 132,000 volt primary transmission (grid) lines—1,520 circuit. miles.
- (b) 33,000 volt distribution lines.
- (c) 19 grid sub-stations located at Bokaro, Putki, Sindri, Maithon, Kalipahari, Burdwan, Durgapur, Belmuri, Howrah, Gola, Ramgarh, Jamshedpur, Mosabani, Kharagpur, Konar, Barhi, Gaya, Patna Dalmianagar.
- (d) 16 receiving and distribution stations of 33,000 volts located at Sijua, Ganeshpur, Digwadih. A. C. Co. works at Sindri, Maithon Right Bank, Kulti Iron Works, Chittaranjan Locomotive Works, Hindustan Cable Works, Kumardhubi, Disergarh, Sibpur, Luchipur Collieries, Fandaveswar (Coalfields) and Indian Iron and Steel Co. (Hirapur), Durgapur and Tilaiya.

Malaria Control.—Most of the valley has been extensively surveyed and widespread Malaria Control Units have been established at all the projects with a Central Malaria Laboratory at Hazaribagh to fight the disease. The incidence of malaria is steadily going down.

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Rehabilitation.—The four D.V.C. dams will together cause the submergence of 75,000 acres of land of which roughly two-fifths are arable. Ordinarily under the law of Land Acquisition, owners of the acquired property would have been paid compensation only in cash. The Corporation regarded itself as a Welfare Organization and tried to rehabilitate the displaced families by providing land for land and house for house, and additional amenities. The people, however, have been given a choice. The additional amenities given in the rehabilitation of villages are Community Centres, temples, parks for children, good roads, drinking water wells and schools.

Development.—A modest programme of development has been taken up by the Corporation at the moment. This includes small scale industries such as—

- (a) A Central Finishing Workshop for hand forged items set up at Maithon.
- (b) Lock manufacturing industry at Tilaiya
- (c) Cold storage industry.
- (d) Fibre industry.
- (e) Irrigation pumping service, etc.

Other schemes on this line, are still under consideration.

The development of fisheries is being taken up seriously in all the reservoirs for commercial purposes under the expert guidance of the Zoological Survey of India and the Central Inland Fisheries Research Station, Calcutta.

Recreational facilities.—In view of the regular stream of visitors to the Valley the 'D.V.C. has drawn up a scheme for providing necessary facilities to the tourists at all the dams particularly at Tilaiya and Maithon. The places will be provided with hotels, cottages, and parks with opportunities for camping arrangements, swimming, fishing and boating in the reservoirs. The face of the countryside will be changed considerably with these beautiful holiday resorts, easily and conveniently accessible both to the common mass and to the tourist.

DHANBAD SADAR SUBDIVISION —This was known as Gobindpur subdivision till July, 1908 with headquarters at Bagsuma village which was later transferred to Gobindpur and then to Dhanbad. This subdivision was a part of Manbhum district and continued as such till the status was raised to that of a sub-district in 1921. In 1956, it became a full-fledged district when Chas and Chandankiary areas came over to Dhanbad sub-district and the rest of Manbhum district went over to Bengal as a result of the recommendations of the State Reorganisations Commission. Dhanbad is the headquarter subdivision of the same name. The population of the subdivision was 2,77,122 in 1901 as compared with 2,43,434 in 1891, the density being 345 persons to the square mile.

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The subdivision previously comprised of the present Baghmara subdivision also. According to the provisional population figures of 1961 census the total population of the subdivision is 7,41,604 persons.

Regarding this subdivision, the District Gazetteer of Manbhum published in 1911 mentions that, Know till July, 1908 as the Govindpur subdivision, is the northern subdivision of the district lying between $23^{\circ} 38'$ and $24^{\circ} 4'$ north and $86^{\circ} 7'$ and $86^{\circ} 50'$ east with an area of 803 square miles. In shape it is an irregular triangle between the Barakhar in the Burdwan districts forming the apex. A third river, the Jamuni, forms a part of its western boundary, the remainder being formed by the lower slopes of the Parasnath Range, and the various spurs and ridges which strike off from it. To the north and east the country is fairly open, marked only by occasional was 2,77,122 in 1901 as compared with 2,21,434 in 1891, the density being 345 persons to the square mile. The south-eastern part of the subdivision, comprising the police-stations of Dhanbad and Jharia and the independent outpost of katras , constitutes the Jharia coalfield , the rapid development of which between the years 1894 and 1901 accounts for the large increase in the population of the subdivision as returned in the latter year: during the succeeding years the development has been even more marked, and there were in 1908 no less than 281 collieries at work in this area employing a daily average of 72,000 labourers. A portion of the Raniganj coalfield falls within the eastern part of the subdivision (police-station Nirsa and independent outpost Chirkunda). The area covered by the remaining police-stations of Govindpur , Tundi and Topchanchi and outpost Rajganj is almost entirely outside the limits of workable coal deposits, and is consequently purely rural in character. There are no towns, but Jharia khas, Katras and Dhanbad are now places considerable size and importance. The headquarters of the subdivision were moved to Dhanbad from Govindpur in July, 1908; for some years before 1846, Bagsuma, a small village at mile 167 of the Grand Trunk Road, was the site of the sub-divisional Officer's residence and office."

At present (1962) this subdivision has 15 towns, namely, Dhanbad, Jharia, Sindri, Tisra, Jorapokhar , Bhowrah, Jamadoba, Loyabad, Sijua, Kerkend, Dumarkunda, Maithon, Panchet, Kumardhubi and Chirkunda. Dhanbad has municipality. Jharia area local affairs are controlled by Jharia Mines Board of Health. There is a Notified Area Committee at Sindri.

For administrative purposes the subdivision is divided in to eleven thanas, namely, Dhanbad, Kenduadih, Jogta, Govindpur, Tundi, Nirsa, Chirkunda, Sindri, Jharia, jorapokhar, and Balliapur. The Chief Executive and Revenue Officer is the subdivisinal Officer who is assisted by other Magistrates and Block Development Officers.

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The work of the Land Reforms Department is in charge of a Deputy Collector in charge of Land Reforms who is assisted by seven Block development Officers, Circle Inspectors and Kramcharis. The Community Development Blocks are located at Dhanbad, Govindpur, Tundi, Balliapur, Chirkunda, Nirsa and Jharia.

The subdivision is well served with road communications and postal facilities. There are telegraph offices at Dhanbad, Jharia, Sindri, Govindpur, etc. There are two Telephone Exchanges at Dhanbad and Jharia.

This subdivision has an attractive landscape. The northern part, i.e., Tundi, Govindpur and Chirkunda area has forests and hills. The southern part of the subdivision, i.e., Jharia, Loyabad, Ladna, etc., is full of coalfields. The subdivision is well served with educational institutions of various types.

Some religious fairs and melas are held at Dhanbad, Govindpur, Sindri, Balliapur, etc., on the occasion of Kartik Purnamasi, Durga puja, Saraswati puja and Id.

The original inhabitants of this subdivision are Santhals, Oraons and Bengalis. The areas of Govindpur, Tundi, Chirkunda and Balliapur are mostly populated with tribal people, namely, Santhals and Oraons. Now the subdivision and Dhanbad town have a population hailing from almost all parts of India. The commercial and colliery interests and the various Government institutions have attracted them.

DHANBAD TOWN- It is headquarters of the district and the Sadar subdivision. The population of the town since 1921 to 1961 is given below :-

Year.	Persons.	Males.	Females.
1921	12,951	8,068	4,883
1931	16,356	9,882	6,474
1941	21,411	12,958	8,453
1951	34,077	20,661	13,416
1961	57,352	34,944	22,408

The *District Gazetteer of Manbhum* (1911) by H. Coupland mentions:- "Headquarters of the subdivision of that name since July, 1908. It is an important station on the East India Grand Chord Line, and is the junction for the Jharia and Katras branches from which radiate most of the short lengths of line which serve the various collieries. The railway quarters cover a considerable area on either side of the line near the station, and quarters have been erected or are in course of erection for a full complement of railway officials besides a very large subordinate Staff, both European and Indian. The civil buildings constructed between 1905 and 1908 lie in the village of Hirapur about half a mile from the railway station and

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comprise a subdivisinal subdivisinal Magistrate's Court, a Munsifi, Sub-Registry Office , Post and Telegraph office combined, and police-station, with residence for the sub-divisional Officer, Munsif , and Sub-Deputy Magistrate . North of these again is the large double – storied office of the Department of Mines in India , with residences for the chief Inspector , an Inspector and a large number of clerks. The purely native town which is still in the early stages of growth consists of a considerable bazar in the village of Dhanbad immediately south of the Railway line and rapidly growing residential quarter for pleaders, clerks, etc., between the offices of the Mines Department and the rural village of Hirapur. The chief feature of the former is the Lindsay market – place recently constructed by private enterprise. There are also several large general merchandise shops and a couple of printing presses.”

There have been fundamental changes since. The town has become the sub-district headquarters of the Dhanbad Sadar subdivision. It is also the headquarters of the Dhanbad district since 1956.

The town has a municipality established in 1919. The limits of the municipality extend over an area of eight square miles. A detailed description of the municipality will be found in the Chapter on ‘Local Self-Government’.

The town is in the most important colliery zone and close to Grand Trunk Road, an inter-state road of strategic and commercial importance. The town has a large number of offices of both Central and State Governments. These offices have been covered elsewhere.

Dhanbad is a very important trade center of the State and has excellent railway and road services. The railway junction station of same name is always extremely busy. Besides being the main center of coal export, there is a large turnover of machines, medicine, cigarettes, grains, and consumers' goods in the town. A detailed description of the Banking, Trade and Commerce will be found in the Chapter on ‘Banking, Trade and Commerce and ‘Communications’.A large number of roads connecting Dhanbad with other districts of the State and other States take off from Dhanbad. Transport of goods by the roadways is enormously increasing. From Dhanbad town there are passenger bus services and carrier truck services to Ranchi, Patna, Bhagalpur, Deoghar, Dumka, Asansol, Purulia, Raniganj, Calcutta, Delhi, etc.

There are a number of high schools and colleges and other technical institutions. They have been covered in the text on Education and Culture. Good medical facilities exist which have been dwelt on separately.

There are recreational facilities like cinemas, playgrounds and clubs. The town has expanded enormously in the last one decade.

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It is the feeder center for a number of satellite urban areas like Jharia, katras, Sindri, etc. There has been a lop-sided growth and there are no regular town-planning schemes. In the recent years the railway station has been given an attractive building and a large number of Government offices and quarters have been built. The growth of the number of private houses is also very remarkable. The town has a cross-section of population in various avocations and from almost all parts of India and abroad.

The facilities for temporary accommodation to tourists and other casual visitors are very poor. The Circuit House, the Inspection Bungalow and the Dak bungalow are mainly meant for touring Government officials. There are very few hotels of good standard although a number of hotels of very poor standard make a good business. The three Dharamshalas and the railway waiting rooms are always overcrowded. The collieries, various technical institutions and Research Centres of high standard, the attractive neighbourhood, and the landscapes, the facilities to visit Ranchi, Purulia, etc., from here indicate a good potential for development of tourism. But the facilities of accommodation for the average tourist are extremely inadequate and thwart tourism.

DUMARKUNDA- A colliery town with a total population according to the census of 1961 of 8, 670 persons, i.e, 5, 430 males and 3, 240 females. An unmetalled road runs from this town to the Grand Trunk Road. The town has a post office, a middle and an upper primary school.

GOBINDPUR- The District Gazetteer of Manbhum (1911) by H. Coupland has the following description:-

“A village situated in 23° 50' N. and 86 32'E at the 169th mile of the Grand Trunk Road, formerly (till 1908) the headquarters of the northern subdivision of the district. Population (1901) 1,293. There were the usual subdivisional offices and a residence and a sub-jail. The last named has now been converted in to a guru-training school, and the subdivisional Officer's residence and a sub-jail. The last named has now been converted in to a guru- training school, and the subdivisional Officer's residence has been taken over by the District Board for use as an Inspection Bungalow. The village has now lost practically all its importance with the removal of the pleaders, mukhtears, Clerks and most of the Shopkeepers to Dhanbad. A weekly market is held, which is attended by a considerable number of villagers from the rural areas surrounding. A single lac factory, and a few big grain merchants' depots remain to testify to the former importance of the place. There are two fine sheets of water, bandhs constructed at the expense of Government during the famine years of 1866 and by public subscription in 1882-83, know respectively as the sahib bandh and the Risley bandh. Both of these are maintained by the District Board. There is also a Government camping ground to the west of the village, and a public works Department Inspection

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Bungalow about three miles west on the Grand Trunk Road at Kandra. Good graveled roads to Tundi and Pokuria (towards Giridih and Jamtara, respectively) take off from the Grand Trunk Road on the northern side, and on the south there is the direct road to Purulia via Pradhankhunta Station and Sarsakunri Ghat, and also a metalled road to Dhanbad and the coalfield.”

Gobindpur has got back some of her old importance owing to the siting of a number of Government offices and development of road –traffic on Grand Trunk Road. The population of Gobindpur in 1951 census was 1,163. The 1961 census figure is not available.

There is a big market of vegetables, cloths, grains, etc. The village hat is held twice a week, i.e., Tuesday and Friday. There are a college, a high school, lower and upper primary schools, one middle school, and a teacher’ training schools in the village. The camping ground of 1911 A.D. has become the permanent residence of Bihar Military police. There are a post office, a block office, a police station, one state dispensary, one leprosy center and one military dispensary at Govindpur. The village is electrified and there are about four mills in the village.

GOMOH:- It has been treated as town in the census of 1961. According to 1961 census its total population is 12,097, i.e., 6,873 males and 5,224 females. It is under the jurisdiction of Baghmara subdivision.

This is a big railway junction of the Eastern Railway of the same name. The railway has established here lower and upper primary schools and a cinema house. The town is electrified and there are high schools, and several lower, upper, primary and middle schools in the town. There is also a loco shed of Eastern Railway here. The town has become important due to some industries and coal-mines. The famous Topchanchi lake is about four miles from here.

Gomoh is well connected by roads with Dhanbad and Purulia. There is an old Roman Catholic Mission at Gomoh. A number of persons have settled down here after retirement. Gomoh and the neighbourhood have a picturesque landscape and the town has potential of expansion.

JAMADOBA:- It has been treated as town in 1961 census. The total population according to the census of 1961 is 6,568 persons, i.e., 4,047 males and 2,521 females.

This town has an important colliery of the Tata Iron and Steel Company. There is a Coal Washery plant in the tow. The coal from different collieries of TISCO is collected in the washery plant for necessary treatment.

The town has a post office, a Gram panchayt, a high school, a middle and lower primary schools. There is a big market in the town.

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JHARIA:- The District Gazetteer of Manbhum (1911) written by H.Coupland mentions as follows:-

“A large village in the Dhanbad subdivision, situated in 23°44' north and 86°27' east. Population (1901) 4,623. The village itself, except in point of size, possesses few features of interest; it contains a market place, built by the local Raja, a charitable dispensary built and maintained by him, and a police-station. There are a number of shops of considerable size dealing grain, cloth, kerosene oil and other necessaries of the large coalfield population; there are also residences, some of imposing dimensions, of Indian colliery owners, managers and others connected with the coal trade. Good metalled roads connect the station, the market, the Rajbari, etc., with the main District Board roads running from Dhanbad, Katras and Pathardih. The residence of the Raja, just outside of and to the north-west of the bazar, is a of considerable size; most of it is of comparatively modern construction and of no special architectural interest; a large house for the reception of guests is under construction. Between the Rajbari and bazaar is a fine tank, and another large tank, the Rani band, recently enlarged and deepened at the Raja's expense lie between the Dhanbad and Katras roads and the Damodar Branch of the East Indian Railway line. On all sides of the bazar, and working right up to if not actually underneath part of it, are numerous collieries some of the best and most easily worked of the Jharia seams underlie the town, which, sooner or later, will probably have to make room for collieries. A quarter of a mile from the present residence of the Raja is a small hill or mound with a few dilapidated ruins on it, said to be the remains of the original fort of Jhariagarh, from which, according to the historians, the whole tract of country including the greater part of Chotanagpur and part of Bihar got the name of Jharkhand, by which it was known in Muhammadan times. The mound also contains traces of having been a Bhumji or Munda burial ground. According to tradition the present Jharia house is an offshoot of palganj in Hazaribagh and was formerly established at Katrasgarh, the original offshoot, having further split up in more recent times into the three houses of Katras, Nawagrah, and Jharia. Twenty years ago, the zamindar's income was some Rs.25,000 to Rs. 30,000 entirely derived from rents of land; his present income from rents and mining royalties is some three to five lakhs per annum, over and above which very large sums have been received as 'salami' on coal settlements.

“Half way between Jharia (East Indian Railway) and Bhaga (Bengal-Nagpur Railway) Railway Station is the Jharia Station Club, which is the common meeting place of the European community of the coalfield; nearer Bhaga Station is a District Board Inspection Bungalow, and also a small lecture-hall where the Mining Instructor gives regular courses of instruction to candidates for Mines Managers certificates. On the other side of Jharia about half a mile from the town on the Dhanbad road is a protestant (undenominational) Church recently erected by private subscription.”

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Jharia has now become a very important colliery centre and has extensive commerce. It is really a satellite town of Dhanbad having expanded enormously. The population of the town is given below:-

Year	Persons.	Males.	Females.
1941	18,037	10,717	7,320
1951	26,480	15,689	10,791
1961	33,683	19,676	14,007

The population has increased by about fifteen thousands in 1961 census as against 1941 census. Jharia is the centre of coalfield area. There are big colliery merchants in the town. The town is the head quarters of a block office, a police-station and a post office. There are a good number of colliery factories and commercial office in the town.

There are a college, five high schools including one girls' school and lower and primary schools in the town. There are two cinema houses in the town and the students are the best patrons of the pictures. The sanitation work of the town is done by the Jharia Mines Board of Health. The water is supplied to the town by the Jharia water Board. The Board has constructed about 60 free stand-posts in the town for the benefit of public. There is one state dispensary and many dispensaries run by the collieries in the town.

Jharia is well served by rail and roads. A large number of buses, taxis and trucks are on the move throughout the day and night. There is a railway station of the Eastern Railway Station and go to Jharia by vehicles.

JORAPOKHAR- It is a small town in sadar subdivision with a police-Station of the same name. The total population according to the census of 1961 is 15,595, i.e., 9,765 males and 5,830 females.

The town has a post office, a middle school, an upper and lower primary schools. There is statutory Gram panchayat in the town. The town has a good market where commodities of daily use are sold.

KATRAS OR KATRASGARH- The District Gazetteer of Manbhum published in 1911 mentions as follows:- "A village of considerable size about miles from the railway station of that name, and six miles south of the police outpost Rajganj on the Grand Trunk Road. Along with the new bazar which has sprung up near the station and is locally called panchgarhi it is now a place of considerable importance being surrounded on three sides by colliery areas. Panchgarhi contains an independent police outpost, an Inspection Bungalow, post and telegraph office combined, school, and a large market place which is the chief centre of distribution in the western half of the Jharia coalfield. The village of Katras

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itself contains the residence of the local zamindar, and according to tradition was formerly the headquarters of the Jharia Raj before this was split up in to the separate houses of Katras , Jharia and Nawagarh. There are traces of ruins of numerous temples and other building,of which a small temple half ruined, know as the Dewal is described by Mr.Beglar as an interesting and ancient example of the single cell type. It stands on the crest of high undulating ground know by the name of Jhinjhi pahari, where a fair is held in the month of Chitra (March-April). The temple faces west; on the architrave of the entrance is a sculptured human head with matted locks, apparently intended for siva,and within is an argha centrically placed.South of katras about eight miles off on both banks of the Damodar river at Chechgaongarh and Belonja are a number of ruined temples, marking the site of a very ancient Buddhist or Jain religious establishment, succeeded by a Brahmanical. The ruins, for the most part very dilapidated, are principally of saivic temple but indications of the earlier Jain establishment remain in large naked and obviously Jain statue now at Belonja, south of the river, besides various Jain and Buddhistic figures and emblems sculptured on the fragments in situ or scattered about. The ruins are very extensive, traces of 16 temples, large and small, are extent in a space of about a quarter of a mile broad and half a mile in length, besides others, half a mile away on either side on the south bank, and there is every indication that the buildings were elaborate and profusely ornamented with sculpture, some of which in beauty and delicacy of workmanship views, according to Mr.Beglar, with the similar work in the superb temple of Udaipur in Central India."

According to the Census of 1951 its total population was 3,960, i.e., 2,235 males and 1,725 females with 753 occupied houses. It has an area of 753.70 acres. It has been treated as town from 1961 census. The total population of it is 17,224, i.e., 9,784 males and 7,440 females.

This town is about 12 miles from Dhanbad. It has a police-station of the same name. There are a high school, a middle school, upper and lower primary schools, a *Gram Panchayat* and a library. It is an important centre of coal-mining industries adjacent to Jharia coalfields,

Katras is also a satellite town of Dhanbad.

KERKEND-This town is situated at a distance of about five miles from Dhanbad. It is a business centre for cloth and foodgrains. There is a railway station at a distance of half a mile from the main bazar. The bazar area is electrified.

There are lower, upper and middle schools in this town. There are also flour mills in this town.

According to the census of 1961 its population is 6,498,i.e., 3,989 males and 2,509 females.

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KUMARDHUBI- Kumardhubi on the Grand Trunk Road is at a distance of 27 miles from Dhanbad town and about thirteen miles from Asansol. The town has a railway station of Eastern Railway of the same name . It has an area of 194.53* acres and according to the Census of 1961 the total population is 16,542, i.e., 9,825 males and 6,717 females. There are four big industrial concerns in this town, namely, Kumardhubi Fireclay and silica works, Ltd., Eagle Rolling Mills, Ltd., Kumardhubi Engineering works, Ltd., and McNally Bird Engineering company, Ltd., is under construction(1963) and is expected to go under production in 1964-65. At present (1963), there are about 8,000 workers engaged in the flour concerns. The details have been given in the Chapter on 'Industries.'

Education- The town has a primary school, a Bengali middle school, a Hindi middle school and a high school.

A brief description of the schools is as follows:-

Bengali Middle School- It was started in 1945. It has 600 students on the roll ,i.e., 400 boys and 200 girls and six teachers including two lady teacher. It has a library consisting of 600 books. The medium of instruction is both Bengali and Hindi. The school building has been donated by Bird and Company.

A private Bengali Girls' High School is also running in the building of the middle school. In 1963, eight girl student of this school appeared at the secondary schools Examination, Bihar.

Hindi Middle School- It was started in 1950. It has 400 students, i.e., 350 boys and 50 girls and four teacher. It has a library consisting of 200 books. This school receives grant-in-aid from state Government. This school is managed by Bird and Company.

Kumardhubi High School- It was started in 1961. It has about 600 students both boys and girls. There are fourteen teachers in the school. It has a library consisting of 1,000 books.

There is no college in the town. There are about 100 students including girl students of this town reading in the colleges in Asansol(west Bengal).

Hospital and medical facilities- The Kumardhubi Hospital with 57 beds and a staff of doctors, nurses,etc., is maintained by Bird and Company and is meant for the employees of the company as well as for the general public. There is also an Employees' state insurance Dispensary in which there are eight doctors, three nurses, six compounders and six dressers to look after the health of workers. The E.S.I.Dispensary has also arrangement for ten beds in Kumardhubi

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Hospital. The average daily patients at the dispensary are 100. The Employees' state Insurance Dispensary is meant for employees of the factories only. The dispensary is run by the contribution made by the central and state Governments and workers of the factories. According to the Employees' state insurance Act, 1948, the following five benefits are given to the workers of the factories of the town:-

(1) Sickness benefit, (2) Maternity benefit, (3) Disablement benefit, (4) Dependents' benefit, and (5) Medical benefit.

Sanitation:- Bird and Company looks after the sanitation of company areas only and the Jharia Mines Board of Health looks after the other areas of the town. Bird and company has employed about 200 sweepers scavengers, and sanitary Inspectors for looking after the sanitation of the factory quarters and factory areas. The areas of the town which does not belong to the company is very congested, dirty with narrow lanes and very little of proper sanitation facilities.

Housing:- There are 2,000 houses of various types for the employees. The houses have sanitary fittings. The Industries Department has also constructed about 500 houses for the workers.

Non-Company area: - Due to growth of industry and population the housing problem has become acute in the town and rent has gone up. At the time of investigation it was found that a 3- room house was rented at Rs.100.

Transport and communication:- There is a large number of rickshaws and tangas which are easily available when needed at reasonable rates. There is neither licensing system nor any fixed schedule of rates. The state of Bihar runs a transport service from Maithon to Deoghar and Bhagalpur via Kumardhubi town. The number of privately owned cars in the town is also large. A large number of taxis and private buses pass through this town. Kumardhubi being on Grand Trunk Road, is well connected to Maithon, Asansol on one side and Delhi and the Punjab on the other side.

Amusements:- There are four recreation clubs, viz., Kumardhubi Club, Bani Mandir Club, Evening Club and Labour Welfare centre

Kumardhubi Club:- It was established in 1917. This is one of the oldest clubs of the town. There are 105 members of the club. This club is meant for officers only. There is a library with 500 English books. There is also a swimming pool in the club campus; and indoor game facilities are also available. The membership fee is Rs. 6 per month.

Bani Mandir Club:- It was established in 1925. There are about 300 members in the club. Indoor game facilities are available in the club. It has a library with 300 books. The membership fee is annas eight per month.

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Evening Club;- It was established in 1930. There are 250 members in the club. It has a library with 320 books.

Labour Welfare Centre:- It was established in 1957 by Bihar Government. Recreational games and reading facilities are provided to the workers and their dependents. Instruction in sewing, knitting, embroidery and fine arts is also given. The centre has also got a film projector and propaganda-cum-health van.

Libraries:- There are two public libraries in the town, namely, Bihar pustakalaya and kashanai-Adab Library.

The Bihar pushtakalaya was established in 1953. There are 2,500 books and 200 members in the library. The average number of daily visitors is ten.

Places of public worship and burial grounds:- There are about ten temples, three mosques, one church and separate burial ground for Muslims and Christians and the Hindus go to the Barakar river for cremation purposes.

Water-supply and lighting arrangement:- There is a scarcity of water in the town. The town people, except factory workers, drink well water. There is a Buriha khad tank from where water is supplied by the company to the quarters and bugalows of the factories free of charge. The lighting arrangement is also done by the factories free of charge. The Jharia Mines Board of Health sells electricity to the non-company area.

Commodity supply sources:- There are about 15 wholesale dealers and 40 retailers in the town that sell the usual requirements. There are also a number of shops selling pan, cigarettes, etc.

A hat is held twice on Tuesday and Sunday. The hat is attended by about 200 traders. On the average about 10,000 persons visit the hat. Vegetables, fish and fruits are brought from Asansol and other adjoining villages.

Union:- There is a workers' union in Kumardhubi town. It was established in 1950. There are 5,000 members of the union. The registration charge of the union is Re. 1 and subscription per member is 25 np. per month. This union is affiliated to Indian National Trade Union Congress.

Liquor shop:- There is a foreign liquor shop in the town. But the common people of the town generally prefer country liquor sold at Chirkunda.

LODNA:- There is a railway station of Eastern Railway here. This village is important for coal industries and other industries such as the salimar tar factory.

The village is situated in the south-east corner of Jharia and south of Dhanbad. There is a daily market.

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LOYABAD:- It is a town in Sadar subdivision at a distance of about 19 miles from Dhanbad. The total population according to the census of 1961 is 11,553, i.e., 7,919 males and 3,634 females.

There are a post office, a middle school and upper and lower primary schools. The town is important for collieries. There is a large power house which supplies electricity to the coalfield areas. The electric power house is controlled by Bird and Company. There are about ten big collieries in the town area and the bulk of the population is associated with the collieries.

MAITHON TOWN:- Maithon is at a distance of 30 miles from Dhanbad town and two miles off the Grand Trunk Road. It is served by the Kumardhubi Railway Station on Grand Chord line (three miles) and by Barakar (five miles) on the main line. Asansol is 16 miles from Maithon. It has an area of about three square miles with 8,033 souls, i.e., 4,791 males and 3,242 females according to 1961 census.

The name Maithon is derived from Mai-ki-than (the mother's abode) and is associated with the old temple of Kalyaneshwari in Burdwan district in West Bengal, about two furlongs from the dam. During the second Great War there was a military colony at Kalipahari village. The military cleared up the shrubs and raised a large number of military hutments. The present township of Maithon is located mostly on the site used by the military.

The town has grown out of the construction of Maithon dam and Hydel power station. Previously, there were scattered hamlets of the Bauris, Goalas, Suris and Santhals. The place was selected for constructing a dam in 1951 and in 1957, the Damodar Valley Corporation completed the construction of the dam here. A brief history of the dam is given below:-

The Damodar river rises in the Palamau hills at an approximate elevation of 2,000 ft, and moves in a generally south-easterly direction for a distance of nearly 180 miles through Bihar. On entering the plains of West Bengal it follows the same general course until it reaches the vicinity of Burdwan where it partly changes its course to a southerly direction and debouches into the river Hooghly some 30 miles below Calcutta. The general slope of the river in the first 150 miles of the course is approximately ten feet per mile. This flattens out in the next 100 miles to about three feet per mile and in the last 90 miles the general slope is less than one foot per mile. The river is approximately 336 miles in length and is fed by six tributaries of which number one is the Barakar.

Measures to control the river had been under discussion since the middle of the last century. The old records of the Bengal Government indicate the serious concern of that Government for the Damodar floods. The existing embankments on both the banks of the lower valley were frequently breached. Various palliative

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measures used to be taken from time to time. In 1857 the right embankment for a distance of 20 miles was breached to relieve the last embankment. In 1889 a further length of ten miles of the right embankment was abandoned.

The flood control problem was undertaken after the disastrous flood in July, 1943. This flood interfered with the military movements when the Second War was at a critical stage so far as India was concerned. The Central Government decided that some permanent measure is necessary to control the ravages of Damodar river. Lord Wavell appointed Mr. W.L. Voorduin an American Engineer, as the hydro-electric member of central Technical power Board to study the problems of the Damodar and to make his recommendations. In August, 1944 Mr. Voorduin submitted his preliminary memorandum on the unified development of the Damodar river system.

This preliminary memorandum was considered at a number of inter-provincial conferences consisting of representatives of the Central, Bengal and Bihar Governments. The unified scheme was also examined by the four consultants appointed by the Government of India- Messrs. Ross Reigel and Fred Schlemmer, two top ranking engineers of United States, and Mr. A. N. Khosla and Mr. Narasimhaiya. The consultants broadly approved of the main technical features of the scheme and recommended the early initiation of construction work to begin with at Tilaiya, in Hazaribagh district which was followed by Maithon after one season.

Maithon dam:- The dam is located on the Barakar river in Dhanbad district and is about eight miles above its confluence with the Damodar. It is a composite structure of concrete and earth dams. The river bed has an alluvial deposit of sand with a maximum depth of 70 feet above bed rock. This was one of the main reasons for building the earth dam on the river bed and the spillway structure on the right bank.

The lay-out includes a concrete gravity type spillway 618 feet long, abutment section of 379 feet 6 inches to the right and 175 feet 6 inches to the left of the spillway, a contiguous earth embankment approximately 2,160 feet long on the river bed, an earth dike 6,228 feet long on the right bank and three saddle dikes on the left bank of the river. The maximum height of the main earth dam is about 165 feet and that of concrete dam about 150 feet above diversion channel and 185 feet above the lowest foundation.

By the construction of the dam at Maithon, 1,588 houses and 26,176 acres of land were submerged. Out of 4,602 families in Dhanbad and Jamtara subdivisions (Santhal Parganas) only 650 families opted for "land for land" According, 1,951 acres of land were reclaimed by the Damodar Valley Corporation, out of which only 128 acres in Dhanbad district were finally accepted by 50 families. About 86 villages and 28,030 persons were affected. The

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persons affected were rehabilitated at villages Deochanda and panch-madhav in Hazaribagh district. The displaced persons were given compensation by D.V.C. About Rs. 185.05 lakhs were paid to the persons as compensation payable under Land Acquisition Act and Rs. 223.05 lakhs were spent on rehabilitation including cash compensation. The average number of persons daily employed at the time of the construction of the dam by D.V.C. was 5,442 most of whom came from the local villages, Shahabad and Saran districts in Bihar and Ganjam district in Orissa. The work-site at Maithon was then a small township.

Safety measures to prevent accidents had also been adopted. Temporary structures, scaffolding, centering, ladders, etc., were regularly inspected every week by the officer incharge in order to ensure that they are safe and fit for use by workers. Use of safety belts, where necessary, was resorted to. Necessary precautionary railings and guards were provided at danger zones to cover the moving parts of machinery. Safety posters and caution notices were exhibited at conspicuous points and particularly at near danger zones. Flood lights were arranged during night shifts and first-aid measures were constantly kept in readiness.

There were a large number of hutments constructed with facilities for electricity, piped water and sanitary arrangements. A small hospital was sponsored. As a matter of fact, most of these hutments, bungalows and the hospital are still there as they were before.

Power Station:- The unique feature of the maithon power station is that it is located underground in the left bank and is the first of its kind in India and second in Asia. The power station has a total generating capacity of 60,000K.W. with 3 units of 20,000 K.w. each.

The power station vault is 234 feet 6 inches long, 45 feet 4 inches wide and 70 feet high. The access to the power station is provided through an access tunnel 700 feet long having a 12 $\frac{1}{2}$ percent grade. The three transformers are located in the transformer vault at the junction of access tunnel and generator vault at elevation level of 328 feet. The design of the power station was made by the Hazra Engineering Company of U.S.A.

Growth of Tourism:- The Maithon dam and its neighbourhood, the underground power house, the drive towards Chittaranjan by kalyaneshwari temple are attractive features and attract visitors. The D.V.C could probably have taken more interest to develop tourism. The facilities provided are, more or less, for the richer folks who have cars and arrange accommodation from before by contacting the D.V.C headquarters. For the common men there are not many facilities and even permits to the power station are refused on the

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ground that previous has not been made. The boating facilities provided by the D.V.C at Maithon are expensive. The Yacht Club which has beautiful surroundings and attractive features is a private expensive club and meant for the members naturally. The accommodation provided by the D.V.C. in their bungalows is meagre and very expensive for the common man, the middle class and the students. If D.V.C. could have provided proper facilities for accommodation, transport and guide there could have been a tremendous development of tourism with Maithon as a centre and visits planned to the colliery and other mining areas, Kumardhubi, Chittaranjan, Durgapur and Shanti Niketan. There are no cheaper middle class hotels either run by the D.V.C or for the public or private sector, no cheap transport and no planned tours. At Maithon itself the transport commonly available is a couple of rickshaws or some anti-diluvian Ekkas drawn by an emaciated pony. Taxis are available at Chirkunda about four miles away. The public Relations office gives only very routine information about the dam and the power station collected from the printed literature which are also not available to the average tourist. This office is not equipped with literature about D.V.C. at Maithon.

After the construction of the dam there does not appear to have been any attempt to develop the township. The area could have been utilised by encouraging buildings of planned houses by the private sector. There could have been proper market places, shopping centres, play grounds, parks, recreation centers, etc., Maithon as it is, hardly even caters to the creature comforts for the middle class tourists. The facilities through very small in nature or extent are for the D.V.C employees only.

The survey of the attitude of the D.V.C employees indicated some peculiar features. The small moribund club employees indicated some peculiar features. The small moribund clubs do not appear to be patronised by the very few high D.V.C. officials. A few uncomfortable chairs and deal-wood tables, an old radio, a few books and papers are their assets. The clubs are threatened with charges for the furniture and electricity. The previous football ground is now used for the construction of the school house. The prices of fish and meat have gone up by 25 per cent within the last few months (March, 1963). There is a fishery Department of the D.V.C. at Maithon. The houses are scattered, spreading and mostly temporary hutments raised in the construction days. The offices are at different areas. The Engineering offices is at a distance of a couple of miles from the colony with no transport facilities. There did not seem to be much of community life in the colonies although the people are almost all of the one class. It strikes one that the D.V.C. has probably missed a great opportunity during the years that have followed the construction days to develop Maithon in to a proper

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planned town with modern facilities. The attitude survey of the colonists suggested that if it had been developed properly there would have been a more contented environment.

The Damodar valley Corporation has Inspection bungalow, an Island Rest House, one Yatre Niwas and two tourists' cottages with a total accommodation of the less than 70 persons. The availability of accommodation at all these places is uncertain and depends on the local D.V.C. authorities. The best accommodation is given by the inspection Bungalow which has a very well maintained garden in pleasant surroundings. It is one of the beauty spots in the state

The Government of the India have provided two Tourist Buses with 28 and 10 seats which could be had on hire if available.

There are two motor boats in the lake available at 50 np. per head subjects to minimum of Rs. 6 for fifteen minutes only. Fishing facilities is also given to them by D.V.C by paying Rs. 5 each for a permit for a whole day. All the motor vehicle are charged 50 np. for going over the dam bridge one way. The charges are too high.

Amusements:- There are five recreation clubs, viz., Station club, Maithon Club, Recreation Club, Mahila sang and Hindi Sahitya parishad. A brief idea of the clubs is given below:-

- (1) Station Club:- It was established in 1959 and is meant for officers only. It has a small library and receives grant from Damodar Valley Corporation.
- (2) Maithon Club:- It was established in 1953 with the help from Damodar valley Corporation. It has a small library.
- (3) Recreation Club:- It was established in 1949. It receives a grant from Damodar valley Corporation. It has a small library.
- (4) Mahila Sangh:- It was started in 1953 with a grant from Damodar valley Corporation. This institution has a small library. It has started one music school and two lady teachers from Calcutta come once in a week to take music class.
- (5) Hindi Sahitya parishad:- It was established in 1962. It has a library with 1,000 books. It also receives grant from Damodar valley Corporation.

The membership of these clubs is poor. The readership at the libraries in these clubs is poorer.

Some of the clubs have occasional sporting tournaments. Indoor games are common. The clubs get a few newspapers in English, Bengali and Hindi. The Calcutta papers are more popular. The circulation figures of these papers are very small.

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Education:- Maithon has one primary, one kindergarten, one senior basic and one higher secondary schools. The primary and middle schools are maintained by the state Government. The primary and middle schools are maintained by the state Government. The higher secondary school is maintained by Damodar Valley Corporation.

There are about 50 students including twenty girl students who go to Asansol by bus for college education as there is no college at Maithon or Kumardhubi. The medium of instruction in some of the schools at Maithon is both Hindi and Bengali.

Hospital and Medical Relief:- The Damodar valley corporation has a hospital since 1950. The hospital has 26 beds for patients. The following are the statistics of the patients for 1960-61 and 1961-62:-

Year	Outdoor patients treated.	Indoor patients treated.
1960-61	6,151	86
1961-62	6,361	105

The indoor beds are not specifically meant for outsiders but in cases of emergency admission are not refused. The doctors also do domiciliary services at the residence of the people at Damodar Valley Corporation. One 100-bedded Employees' state Insurance hospital by Bihar Government is to be started and the site has been selected in Maithon town.

Post office:- The town has a post office established in 1947. It is under the administrative control of the superintendent of post offices at Dhanbad. On the average 232 money- orders are received every month for the average amount of Rs.12,464. The average number of money- orders sent out every month comes to 1,115 with the amount of Rs. 47,792. They show that the place is inhabited by outsiders mostly who send money to their families. The total amount of pay distributed to the Damodar valley corporation employees was not available.

Telephone Exchange:- There is a telephone exchange at Maithon since 1953 with 87 local installations. There are two exchanges, viz., Asansol and Dhanbad . Asansol Exchange has 19 extensions and Dhanbad Exchange has 21 extensions. Both Asansol and Dhanbad Exchanges are managed by Dhanbad Telephone Exchange. Besides, there are carrier telephones connecting Damodar Valley Corporation grid and power stations and has 11 extensions.

Housing:- The Damodar Valley Corporation has built about 1,200 houses of various types (1962). The standard of minimum accommodation for the Damodar Valley Corporation employees has been fixed at two living rooms with ancillary conveniences. Most of the austere temporary hutments built in the construction days still exist. Even the Nysen huts taken over from the military by the Damodar Valley Corporation still exist. Besides, there are some

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dormitories where some of the employees of Damodar Valley Corporation live. There is a proposal for construction 500 quarters for employees and a master plan has been prepared. The present housing accommodation appears inadequate. The Damodar Valley Corporation employees of different grades number about 3,000. The town has very few private houses where the businessmen and shopkeepers reside. There are no churches or mosques or proper burial or cremation grounds. Not much attention has been paid to housing.

Economic condition:- There are about 3,000 employees in the town. Out of this about 30 per cent are office peons, chowkidars and drivers, etc. About 60 per cent are subordinate staff of technical and non- technical branch and about 10 per cent are superior staff of technical and non- technical branch. Besides Damodar Valley Corporation employees, and other services. About four hundred Santhals live in villages purulia and Kalipahari within the Maithon township . The Damodar Valley Corporation has not acquired their lands. Most of the Santhals earn their livelihood by working in the colliery and industries at Kumardhubi and other areas. A firebricks factory is under construction near Maithon town. This employees about 100 workers, most of whom are the aboriginals of Maithon town. The factory is a private one of a merchant of Chirkunda.

The standard of living of the low-income group people in service classes is very low and the incidence of indebtedness is high. The income of lower income group varies from Rs. 60 to Rs. 100. About 70 per cent of their income is spent on food and drink.

So far as the middle- income group is concerned about 60 per cent of their income is spent on food items about 40 per cent in educating their children, transport, entertainments and others. There are hardly any savings. the cost of living i Maithon town is slightly higher than the neighbouring town of Kumardhubi or Baraker. The middle classes have a better standard of life and often go to Asansol to see the pictures.

The office of the higher income group have more chances of savings as they have very little expenditure on entertainments. probably none of them is a member of the Yacht Club or the neighbouring Kumardhubi Club.

General level of prices:- Maithon has one small retail market where most of the commodities locally consumed are found. The retail shopkeepers get their stock from the wholesale dealers mostly from Kumardhubi , Chirkunda and Baraker. Pan, Bidi and cigarette shops are also available in the town. The market is attended attended by about 30 sellers of different commodities. The bi- weekly hat is attended by about 35 sellers of different commodities and attended by about 400 persons. The retail prices of the commodities are slightly higher than that of Kumardhubi and Chirkunda. There is no wholesale dealer at Maithon.

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Vegetables are available in the hat at Maithon. Fish is imported from Asansol. There are four retail dealers of fish. The fish farm of Maithon also supplies a small quantity of fish, about 20 seers and the rate is Rs. 2.40 per kilogram. To meet the demand the dealers have to import fish from Asansol. There are two meat sellers who come to Maithon market daily to sell the meat. They have to pay Rs. 50 per month for the meat stall as rent to Damodar Valley Corporation.

The people of the town have started an Employees' Co-operative store in 1962. The number of customers is very small as purchase on credit basis is not allowed.

The town has two liquor shops. The average number of visitors at either place is about 100.

MUGMA:- A suburban village in Sadar subdivision is situated at a distance of five miles from Nirsa. It is under the jurisdiction of Nirsa police-station. It has an area of 811.26 acres with 1,931 souls, i.e., 1,110 males and 821 females according to 1951 census.

The village is important from industrial point of view. There are three firebrick Industries, viz., Bengal- Bihar firebricks Industry, Jowahar firebricks Industry and Bihar Firebricks Industry in the village.

There are three tanks in the village. There are also two temples in the village where the villagers daily congregate to worship.

So far as communication is concerned this village has a railway station, viz., Mugma station where passenger trains running to Asansol, Burdwan and back halt.

There are ten permanent shops in the village and a hatia is also held on every Saturday. There are two liquor shops.

As regards medical facilities this Company on behalf of the three industrial concern has started one dispensary with one male doctor, three compounders and five dressers.

There are two middle schools with 200 students and five teachers each in the village. The incidence of literacy is very low because the villagers are mostly employed in the factories. The village has a post office started in 1925.

As welfare facilities to the industrial labourers, the industries have started a voluntary welfare centre in the village and an attached library. There is also a recreation club, viz., Narendra Nath institute established in 1983 which is run on behalf of the factories. For labourers one creche and one canteen have been provided. Besides, the employees of the industries have started an Employees' Co- operative store in February, 1963. The village is electrified.

NAGARKEARI:- This village is under the jurisdiction of Sadar subdivision. This village was the seat of Nagarkeari Raja before. The ruins of the old palace of Raja are still existing in the village. The family of the Raja is living in the village.

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There are a state dispensary and an upper primary school in the village. The village is connected with the District Board road.

PACHET:- Panchet is at a distance of about 36 miles from Dhanbad town and 29 miles from Govindpur. According to the census of 1961 the total population of the town is 4,700, i.e., 2,752 males and 1,948 females.

The Damodar Valley Corporation has constructed a dam over Damodar river known as Panchet Dam. It is the biggest and the last of the four major dams constructed by the Damodar Valley Corporation. In its first phase programme it was declared open and dedicated to the nation by a women worker in the presence of the prime Minister on December 6, 1959.

The four mile long dam of earth and concrete, running north to south, with a vast reservoir full of water and a hydel station producing 40,000 K.W of power, is a major undertaking. Standing against the background of the Panchet Hill (the original name is Panch-kot, a cluster of five hills) the dam is a lovely sight. The dam has a surface power house with a provision for two units of 40,000 K.W. each.

It is ten miles from Maithon now connected by a metalled road. The dam area was full of jungles and sparsely inhabited by the tribal people only a few years ago. But today spread over many square miles of hilly and undulating lands, a new town risen as an emblem of regenerated India. All the facilities of a modern town are there and there is a great scope for expansion. Tourism could well be developed and even now many tourists visit the dam. There is at the moment scarcity of accommodation for the tourists. The details of the Panchet Dam have been dealt in Chapter 'General'.

Due to the construction of Panchet Dam 41,461 people were displaced from 19,046 acres of land and 2,119 houses. All the 10,339 families involved have accepted cash compensation for lands and houses. In Purulia districts some displaced families wanted waste land to be acquired at their own cost for their resettlement. The work is in progress. Provisions for roads, wells, community centres, etc., have been made for the displaced persons at the sites, where they are resettling.

The Damodar Valley Corporation has constructed an inspection bungalow, a 25-bedded hospital and a basic school at Panchet.

The civic affairs of the town are managed by the Damodar Valley Corporation. The roads are also maintained by the Damodar Valley Corporation. All the roads of the town are metalled. The town has a post office, police-station, hospital and a basic school.

PATHARDIH:- A village in Sadar subdivision and is a business centre on Dhanbad- Pathardih section of Eastern Railway. There are a railway station and loco shed here.

PLACES OF INTEREST.

There are lower, upper primary and middle schools in this village. A hat is held twice in a week, i.e., on Tuesday and Saturday.

PINDRAJORE:- It is situated at a distance of 37 miles from Dhanbad on the bank of river Guai. It is said that the pandavas so journeyed in this village for a certain period at the time of their stay in the forests (Banvas) and the place has been named after them.

A weekly hat is held on Friday and it is visited by five to eight thousand people. All articles of daily use are purchased and sold in this hat. There are a Basic Training school, a Health sub-centre, a veterinary dispensary, a P.W.D rest-house and a community Development hall in the village.

PUNDRI:- It is under the jurisdiction of Chas police-station and Baghmara subdivision.

This village is famous for its indigenous ironsmiths. There are about 15 families engaged in this industry. They manufacture sword, tangi, kudali, etc., which are sold in local markets of the district.

PUPUNKI:- This village is situated on the bank of the Damodar river and by the side of Dhanbad-Purulia Road. It is under the jurisdiction of Baghmara police-station and Chas police-station. It is said that Swami Swarupanand Paramhans had started his ashram here. At present (1962) his disciples live in the village.

RAJGANJ:- This village is situated 10 miles west of Dhanbad on Grand Trunk Road.

It is said that during the Mughal period there was a military colony in the village.

The working class of the locality is engaged in the Katras Collieries and paddy cultivation. There are lower and upper primary schools, two middle schools and a high school and an Inspection Bungalow in the village.

SIJUAH:- It has been treated as town in the census of 1961. According to 1961 census its total population is 9,997 persons, i.e., 6,229 males and 3,768 females.

This is in the colliery area of the district and there are a number of collieries located here. Fire has recently broken out inside the mines of this town area which is posing a big problem to the authorities.

SINDRI:- Sindri is a satellite town of Dhanbad at a distance of 16 miles from Dhanbad town. The total population of the town according to 1961 census is 41,315, i.e., 24,750 males and 16,565 females. The town has grown mainly out of the siting of the fertilizer factory followed by other factories.

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The town had been originally sited on high land and has now extended. The annual total production of the fertilizer Corporation of India located at Sindri is 3,50,000 tons. This is the largest fertilizer and chemical factory in Asia. Now there are also a modern coke plant and a cement factory close to it. The annual production of the superphosphate factory is 15,000 tons.

The fertilizer corporation of India, Limited, Sindri, has employed about 5,727 persons and a large number of quarters have been constructed by the company. A hundred-bedded hospitals at Sindri has been constructed by the Corporation.

So far as education is concerned the fertilizer corporation has opened two high schools for boys and girls, one middle schools, one upper primary school, two lower primary schools and one kindergarten school in the town. There is a Bihar Institute of Technology in the town for engineering student

The civic affairs of the town are managed by a Notified Area committee and Sindri fertilizer corporation of India. The roads are maintained by the sindri fertilizer corporation. All roads of the town are metalled. The details will be found in the Chapter 'Local self- Government'.

The fertilizer corporation has opened a welfare centre in which recreational and culture facilities are provided to the workers. The centre has provisions for indoor games, library, adult literacy centre, training in sewing, knitting, embroidery and fine arts. For outdoor games the fertilizer corporation has opened a sports Association. Besides there is also a cinema house in the town for the recreation of the people.

The town has a police-station, an employment exchange office, a notified area committee and a post office.

It is a place of commercial and trade importance. The commodities like cement, super phosphate fertilizer, etc., are exported to Bombay, Calcutta, Patna and places in Uttar pradesh, etc.

The town is well connected by roads and the Railways. There is no dearth of passenger buses and taxis. With the growth of the town, shopping centres are being opened up but the main shopping centre and the railway station remain to be Dhanbad.

TISRA:- This town in the sadar subdivision has according to the census of 1961 a total population of 7,470 persons, i.e., 4,815 males and 2,655 females.

There are collieries, lower and upper primary schools in the town.

TOPCHANCHI:- It is the headquarters of police-station and community Development Block of the same name. It is under the jurisdiction of Baghmara subdivision and is situated near Grand Trunk Road. It is within easy access of railway communication also.

PLACES OF INTEREST.

The location with a picturesque background of the parasnath Hill, 4,400 ft. high and the forest-card hill round the Topchanchi Lake has made it an attractive spot of tourist in Eastern India. The Topchanchi water Reservoir has an area of 214 acres and has facilities for picnic and boating in the lake. For the tourists, there are well furnished lake home and a pavilion and Island home in the middle of the lake for the visitors. There is arrangement for cruising and fishing. Jharia water Board which manages the supply of drinking water to the Jharia Coalfield has its supply of water from the lake and water is taken to the Tila bandh reservoir. There is also a Dak Bangalow near the lake and the area has got electricity facilities.

TUNDI:- It is a village in sadar subdivision situated at a distance of 22 miles north from Dhanbad on Dhanbad- Tundi Road. There are police-station and Block office of the same name.

The village is inhabited by mostly santhals. There is a daily market.

TUNDOO:- It is a village in Baghmara subdivision situated at a distance of about five miles north from Katras town. It is under the jurisdiction of Baghmara police-station . It has an area of 301.33 acres, 183 occupied houses with 771 souls, i.e., 445 males and 326 females, according to 1951 census.

The importance of the village has much increased because of a factory for lead smelting and refining industry at this place.

So far as communication is concerned this village is situated on the junction of one important road, namely, Dhanbad- Chandrapura Road. It has a halt station where passenger trains from Dhanbad to Chandrapura (Eastern Railway) stop.

As regards medical facilities the lead factory has opened a dispensary with two indoor beds.

There are one primary school and one middle school with 100 and 200 students respectively. The incidence of literacy is very low because the village is surrounded by collieries also. Hence the majority of the villagers get employment in the collieries and lead factory. The village has a sub-post office.

The villagers perform Durga puja, Dewali and other festivals every year.

The factory has constructed 100 houses for its employees with free electricity. It has also constructed one canteen where the factory employees get their meals by paying Re. 0-6-0 per meal. The village is electrified.

COMMUNITY DEVELOPMENT BLOCKS.

BAGHMARA-CUM-KATRAS BLOCKS:- This Block was established in 1961 as pre- extension block and was converted into

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Community Development Block stage I in september, 1962. It covers an area of 102 square miles with 228 villages and 20 Gram panchayats.

According to the provisional figures of 1961 census its total population was 125,724 persons, i.e., 70,876 males and 54,848 females.

The Block has encouraged cottage industries and organised co-operative societies in the villages. It has also sunk a few wells for irrigation and drinking purposes.

Important hats are held at Baghmara and Katras.

BALLIAPUR BLOCK:- This Block was established in 1960 as pre-extension block and was upgraded in to community Development Block stage I in 1961. It covers an area of 4,637.25 acres with 69 villages. There are 13 Gram panchayats under the Block. According to the provisional population figures of 1961 census its total population was 44,547, i.e., 22,462 males and 22,085 females.

During 1959-60 the total demand of the revenue was Rs. 58,726.73 and collection was Rs. 42,142.46, i.e., 79 per cent and in 1960-61 the total demand was Rs 69,213.61 and collection was Rs. 69, 213.61 and collection was Rs. 54,976.93, i.e., 92 per cent.

The Block has constructed wells for drinking and irrigation purposes. It has also opened night literacy centres.

Meals are held at Jiasi, pradhanmata, Balliapur and at paharpur. There are a state dispensary and two veterinary dispensaries under this Block. A few minor cottage industries like basket-making, ropetwisting, etc., are carried on in certain villages.

CHAS BLOCK:- This Block was established in 1956 as pre extension block but it was converted in to community Development stage I in 1958. It covers an area of 1,13,758.48 acres with 148 villages and 23 Gram panchayats. According to provisional population figures of 1961 census its total population was 1,10,549 persons, i.e., 56,215 males and 54,334 females. There are 10 per cent tribal people in this Block area. The total collection of revenue during 1961-62 was 82 per cent.

The Block has constructed drinking wells and irrigational wells in the villages for the benefit of the public. The Block area is mainly paddy-growing.

So far as the cottage industry is concerned, the Block has opened Weavers' Co-operative Society and Multi-purpose Co- operative Society, etc., The important hats are Chas and pindrajore and melas are held at Chas, Tugri and Pochora.

This Block comes within the belt of the mining area. Recently some coal deposits have been located by the Geological Department in villages Burihinose and Tugri. The eastern portion of this Block comprising 34 villages will come under the extension of Bokaro steel project.

PLACES OF INTEREST.

CHANDANKEARY BLOCK:- The Block consists of 130 villages with an area of 91,881 acres. About 14.4 per cent of the population are tribal people. It is divided into 10 halkas. The revenue demand 1956-57 due to the fixation of rent under Schedules 5,6 and 7 of the Bihar Land Reforms Act. This Block is functioning since 20th January 1956. The Block has 24 *Gram Panchayats*.

Three Medium Irrigation Schemes located are Arita, and camaharia are nearing completion and the scheme at Modidih has recently been taken up. Cultivators are being encouraged to adopt Japanese method of cultivation and to use more chemical fertilizer, etc.

There are two collieries at Amlabad and Sitanala within this Block.

There are one state Dispensary and an Inspection Bungalow at Chandankiary; three Health sub-centres at sabra, Mahal and Baramasia; and seven Branch post offices at Jhalabardsa, Rangamatia, Bhojudih, Arita, Chandankeary, Chandadra and Mahal. Bhojudih and Telgoria are the two railway stations within this Block.

A dam has been constructed over the river Gobai near Bhojudih Railway Station with a view to supply drinking water to sindri but sindri does not require water- supply from this dam. This dam can very well be utilised for rural water-supply from this dam. This dam can very well be utilised for rural water-supply from in the neighbouring villages.

DHANBAD BLOCK:- This Block is functioning since Ist April 1962 as community Development block stage I. It covers an area of 32,204.89 acres with 85 villages and 14 Gram Panchayats. According to the provisional figures of 1961 census its total population is 92,131 persons, i.e., 55,785 males and 36,346 females.

During 1960-61, the net demand of revenue was Rs. 72,976.76 and the net collection was Rs. 57,403.45, i.e., 79 per cent.

The Block has opened grain-goals and has encouraged a few cottage industries.

GOVINDPUR BLOCK:- This Block was opened in 1956. It covers an area of 151.72 square miles and 225 villages. There are 21 Gram Panchayats under this Block. The total percentage of annual revenue collection was 96 per cent. According to the census of 1961 the total population of the Block area was 78,456, i.e., 40,029 males and 38,427 females. About 12 per cent of population under the Block area are aboriginals.

The Block office is electrified and about 20 per cent of villages are also electrified. The Block has sunk 100 wells for drinking purposes. There are three grain- golas.

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There are 13 industrial co-operative societies. Rope-making, basket-making, carpentry, soap-making, etc., are the main cottage industries of the Block area.

There are five villages under this Block where melas are held, namely, Kulbera, Dhijora, Machamahul, Udaipur, Rangdih and Birajpur. A big hat is held at Govindpur.

The important roads which pass through the Block area are Govindpur- Tundi Road, Govindpur- Balliapur Road, Grand Trunk Road, Rajganj- Tundi Road, etc. All these roads are metalled.

There are a state Dispensary and three Health sub-centres under the Block. For the facility of officers and tourists there are three Dak bungalows- one at Govindpur, another at Sarkadih and the third at Murradih in this Block. There are post offices at Sarkadih, govondpur, Asnan, Sungalpur, Birajpur and Nagarkeari.

NIRSA BLOCK:- This Block was established in 1958. It is 20 miles east of Dhanbad on Grand Trunk Road. It covers an area of 172 square miles with 267 villages, 26 Gram Panchayats and 12 Halkas. According to the provisional population figures of 1961 census its total population was 1,19,096 persons, i.e., 63,271 males and 55,825 females. About 19 per cent of the population are aboriginals.

During 1960-61 the net demand of the revenue was Rs. 1,27,686.12 and the collection was Rs. 1,20,210.92, i.e., 94 per cent.

The Block has repaired 36 *bandhs* and sunk 32 wells for irrigation purposes and for drinking purposes, it constructed 41 wells (1961-62). There are three Health sub-centres under this Block. There is a seed Multiplication farm at poddardih.

There are one higher secondary school, seven high schools, four senior basic schools, three junior basic schools, ten middle schools, 21 upper primary schools and 112 lower primary schools under this Block. Besides these, 20 social education centres and 24 libraries are also running.

The important cottage industries of this Block are shoe-making, tile-manufacturing, basket-making, etc. About 100 families are engaged in these business. Hats are held at Nirsa, Kumardhubi, Bhaluk sunder, saluk chapra, and melas are held at Patharkua, Gopalganj, sarsapahari, Pandra, pindrahat, etc.

For commercial purposes Nirsa and Chirkunda are very important places. There are one radio assembly unit and one glass factory in this Block. Eight dispensaries are running under this block. The post offices in this Block are located at Nirsa, Chirkunda, Maithon, panchet and Kumardhubi.

PLACES OF INTEREST.

TOPCHANCHI BLOCK:- It was established in 1954 as pre extension block and was upgraded as community Development Block on Ist April 1956. It covers an area of 48,362.12 acres or 74.7 square miles with 121 villages, 10 Halkas and 19 Gram Panchayats. According to the provisional population figures of 1961 its total population was 46,583, i.e., 23,640 males and 22,943 females. About 8.14 per cent of the total population are tribal people.

In 1960-61, Rs. 48,116.59 as rent, Rs. 5,990.88 as cess and Rs. 5,330.75 as miscellaneous was collected by the Block.

The Block headquarters (Topchanchi) and about 15 villages have also been electrified. it has excavated 92 tanks and constructed 307 minor irrigation wells and 141 drinking wells . It has also constructed four pucca roads.

The hats are held at Gomoh, Laludih, and Topchanchi. The villages of more than 2,000 population are Hariharpur, Kheshmi, Gunghusa and Topchanchi. There are eight dispensaries in this Block and one Dak Bungalow at Topchanchi. Post offices are located at Topchanchi , Gomoh, Hariharpur, Brahmandiha, Tantri and Pradhankhunta.

TUNDI BLOCK:- This Block was opened on 2nd October 1957. It covers an area of 152.0 square miles with 296 villages and 24 Gram Panchayats. According to the provisional figures of 1961 census its total population is 59,545 persons, i.e., 30,252 males and 29,293 females. The Block area is populated with 49 per cent tribal people, i.e., santhals, Oraons, etc.

During 1960-61, the net demand of the revenue was Rs. 1,01,557.02 and the collection was Rs. 78,336.55, i.e., 77 per cent.

The Block has sun 78 wells and 30 tanks for the benefit of the villagers.

There are two dispensaries and 2 Dak Bungalows under this Block. The whole Tundi Block area is covered with forest and hillocks.

There are grain-*golas* in this Block