CHAPTER XII

TRANSPORT AND COMMUNICATION.

General Introduction:

If agriculture and industry are the body and bones of a national organism, communications are its nerves. The industrial development of a country depends on adequate provision of means of transport and communications. Agricultural resources too, can neither be developed nor properly utilised with inadequate means of transport and communication. In fact the progress of man corresponds with the evolution of the means of transport. Not only are goods carried by their means, but the cultural, social and moral advancement of a country directly depends upon them. They diffuse knowledge, remove prejudice and destroy ignorance.

The provision of good transport is the surest way of stimulating agricultural production and raising the standard of life in rural areas by facilitating the substitution of commercial for subsistence farming. In the words of Agricultural Commission, "Transportation as an integral part of marketing and modern commercial development tends everywhere to enhance the value and importance of good road communication."

Impact of Community Development Programme
on the Rural Economy of
NORTHERN MAHAKOSHAL (M. P.)

Under the programme of community development, communication has been understood as one of the important aspects. There is also close affinity between the learning process and communication which is adopted as a tool in community development and organisation. The facilities of communication are also important to develop effective means of mass contact with the village people thereby creating consciousness in the rural people regarding the activities of community development. The people’s participation in all phases of development activities has also been given due importance for creating communication facilities. In the programme the communication has been envisaged in term of improving the transportation facilities.

From the very beginning an immediate need has been felt of linking the village roads to the district roads in the rural areas and it was also recommended in the Abu Conference. With this view provision was made of an Extension Officer for the construction and repairing work who was of the rank of an Overseer in civil Engineering. Though other types of reconstruction works were also undertaken by the extension officer such as construction and repairing of school buildings, wells etc., Under the programme of communications only construction of approach roads, Kacha and pucca roads and repairing of existing roads and construction and repairing of culverts have been undertaken according to the block reports.

Communication in the Blocks and Villages:

The whole survey of the area revealed that
approach roads joining the villages with the pucca roads have been constructed in all the blocks. These roads have worked as media of approaching and meeting the village people. The 50 per cent cost of constructing these roads have been met by the village people, in the form of volunteer labour. The information regarding the communication works for the period of years five from 1961-62 to 1965-66 in the blocks could be available in 10 out of 12 blocks. On an average 12.2 miles of kacha roads have been constructed per block in ten blocks and for the same number of blocks on an average 16 miles of existing roads have been repaired per block during the above period. Regarding the culverts, on an average 3.6 and 2.3 culverts have been constructed and repaired respectively per block in the period of five years in ten blocks. Pucca roads have been constructed in two blocks where the average length of such roads worked out to 3 miles only. It has also been reported that due to the emergency conditions operating in the country after Chinese aggression in 1962, the allotment of funds for communication was stopped and after 1962 no activities of construction works were taken up on a significant large scale except the construction and repairing of Kacha roads on a very small scale due to paucity of funds.

In the rural areas it has been a problem to reach villagers specially in rainy season which are not on the roads. But after the inception of community development programme, the situation has improved and the construction of approach roads has also solved it to some extent.
Out of 24 villages under study 12 or 50% had approach roads of the length spreading up to two furlongs. These roads connected the villages with the main roads and made them approachable even in rainy season. Nine or 37% villages were situated just beside the roads and were approachable in all weathers. Three or 13% villages had no approach roads while the distance of the villages was more than one furlong from the main roads. The approach roads were constructed with 50% grant from the block and 50% cost met by volunteer labour of that particular village. The villagers admitted that transport and communications facilities had improved in their villages after the inception of the blocks and even in rainy season the villages were approachable. In the blocks most of the roads were connected with main roads which made the marketing facilities convenient.

The survey revealed that very limited field has been covered under communication and in later years it was stopped. It the beginning at the stage I of the blocks the communications gained more importance and people also enthusiastically participated in it but later on the participation of the people reduced in this programme.

The general conclusion is that communication facilities have improved in the villages but the blocks reported that the villages which were in black soil region had to face much difficulty in the communication in rainy season due to slippery earth and due to the shortage of stones in such areas, approach roads could not be properly constructed.

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