Transport and communication is one of the major motivators of socio-economic transformation of a community. Before initiation of the blocks the transport and communication systems were at the lowest ladder of its development. Except the existing rail-way tracks and the national high-ways other routes were in the form of cart tracks and could be used for vehicular traffic in fair weather only. At that time most of the inter and intra village roads which are now comparatively in better condition, were foot paths and some of them were cart tracks without culverts. Most of the main roads are still narrow and unsurfaced. Fig. no. 9.1 and 9.2 show the bus routes in the year of 1952 and in 1979 respectively; and fig. no. 2.9 gives an idea of rail and road connections to the neighbouring areas. Borjhar (Gauhati) air-port is located in Borjhar village of Rani block, but it does not come under the block authority.

With the progress of Community Development Programme, along with other development projects, the road communication also phenomenally improved in the area. Number of measures have been taken for the development of roads in the villages, under the Community Development Programme. During the period
of 1966-67 to 1975-76 two hundred seventy two kilometres of dirt-roads and mud-roads (katcha roads) have been constructed under Community Development Programme (Table 12.1). Rampur Development Block has got roughly one-third of the said mud road. In this respect the achievement of Rani Development

Table 12.1
Improvement of Village Roads*
(1966-67 to 1975-76)

<table>
<thead>
<tr>
<th>Particulars</th>
<th>Dimoria</th>
<th>Rani</th>
<th>Rampur</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New Katcha Roads Constructed (km)</td>
<td>99</td>
<td>3</td>
<td>170</td>
</tr>
<tr>
<td>2. Existing Katcha Road Improved (km)</td>
<td>124</td>
<td>126</td>
<td>84</td>
</tr>
<tr>
<td>3. Culverts Constructed (Nos.)</td>
<td>108</td>
<td>1</td>
<td>33</td>
</tr>
<tr>
<td>4. Culverts Repaired (Nos.)</td>
<td>88</td>
<td>Nil</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: C.D.P. - Progress.

Block is insignificant. For the construction of roads financial assistance has been given by the block authority to the concerning village people; and the financial aid ranges from rupees fifty to one thousand only. Such financial assistance is too meagre even with people's participation. A small amount of such grant is used for tea and smoking during construction work of a road and the major portion is saved for construction of

* for detail see Appendix D.24.
library, namghar, school or other social institution. Under these programmes, repair and construction of small portion of a road can be taken up for convenience of a village or a group of village. Impact of such schemes is absolutely transitory and without much benefit to the community as a whole.

The road constructed, under such scheme, requires frequent repair and improvement. Flood and monsoon rain damage specially small village roads which are below the level of flood. During rainy season and floods the roads become muddy and during dry period these become dusty. Unsurfaced and ungraveled village roads or roads constructed under the care of block authority cannot solve the communication problem in rural areas. Three hundred thirty four kilometres of existing mud roads have also been improved during the period mentioned above. Dimoria and Rani development block have almost same amount of length of improved roads but the condition of Rampur development block in this respect is still deplorable. The Dimoria block constructed 108 culverts and repaired 88 culverts. Rampur block constructed 33 culverts and repaired 5 culverts during the period of 1966-67 to 1975-76.

It is observed that the village roads constructed and repaired at the initiative of block office or panchayat have given direct benefit to 15 per cent of the total households in these three blocks. In this regard the position of Rampur development block is better in comparison to the other two
development blocks, because of sumptuous financial help offered to it by the government. Fig. no. 12.1 shows the spatial distribution of beneficiaries from the road constructed and improved under the Community Development Programme.

The construction and improvement of village roads have helped movement of the people as well as their commodities partially. These roads have encouraged inter and intra village communication and have acted as an approach to the Public Works Department's road, National High-way and Rail-way. Such improvement of road communication has helped in developmental works, and to obtain service facilities of different developmental projects. Market facilities have become better than before. Some of the roads under block authority have gone to the Public Works Department for better care and improvement. Thus in reality the block authority initiated the development of roads. The construction and improvement of roads and culverts is generally dependent upon the pressure of villagers on the block authorities and the availability of financial resource. In order to receive financial assistance the villagers have to persuade the block authorities constantly which often culminates in complete loss of enthusiasm. As per report of the respondents, they have often to give a share of the sanctioned amount to the officials as gratification. In spite of the efforts of the block authority, large areas are yet to be connected by roads. Most of the roads are frequently breached at many places. The villages on the southern border of
the Blocks have not got transport facilities and there are villages - which are completely out of touch with the Block Headquarters (Fig. no. 3.1). The southern border region is a forest area with large number of scattered forest villages. These villages are not connected even by a foot path. People of these scattered forest villages are still in primitive stage of life. In the fig. no. 3.1, these villages are shown. Inadequate communication and transport facilities are the major hindrance in the movement of bulky agricultural products and in the flow of service facilities. Diffusion of facilities under Community Development Programme is impossible to the people living in isolated, remote and scattered settlements. Agricultural productivity largely depends upon the proximity of a market centre and a cheap and easy transport system. The Community block authorities have failed to make much headway in regard to radical changes in communication development.

Transport and communications are not the only responsible factors for the slow progress of the community development movement. There are some other factors which may also influence the people in adopting the modern innovations which are offered through the Community Development Blocks for the development of the rural people. In order to evaluate the influence of such factors on the people a quantitative analysis has been made in the next chapter.