

Transport and Communication of Goalpara District During British Rule

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Abstract :

The transport and communication is a part and parcel for the economic development of a state. The transport system made the dealings very close between producers and consumers. Every old account of Assam suggested that most of the travelers used horses, ponies, elephants, bullock cart, palanquins and country-boats as a means of transportation and communication. Goalpara was the most important trade centre of Bengal and Assam before the ascendancy of British East India Company.

Keywords : Goalpara, roads ,river, Service, mitres, transport, communication ,etc.

Introduction :

The name of the district Goalpara is said to have originally derived from 'Gwaltippika' meaning 'Guwali village' or the village of the milk men means (Yadav). The history of Goalpara goes back to several centuries. The district came under British rule in 1765. Before this, the area was under the control of the Koch dynasty. In 1826 the British accessed Assam and Goalpara was annexed to the North-East Frontier in 1874, along with the creation of district headquarters at Dhubri. Undivided Goalpara district was located on the western part of Assam.

On 1 July 1983 two districts were split from Goalpara : Dhubri and Kokrajhar. On 29 September 1989 Bongaigaon district was created from parts of Goalpara and Kokrajhar. The district headquarters are located at Goalpara. Goalpara district occupies an area of 1,824 square kilometres (704 sq mi), comparatively equivalent to South Korea's Jeju-do. In 2006 the Indian government named Goalpara one of the country's 250 most backward districts (out of a total of 640). It is one of the eleven districts in Assam currently receiving funds from the Backward Regions Grant Fund Programme (BRGF).

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Objective :

The objective of the present study is to study on the development of transport and communication in undivided Goalpara district of Assam.