

# Origin and Growth of Bilaspur City- A Historical Approach

Dipankar Bera\*\*and Dr. (Mrs) Z.T. Khan\*

\*\*Research Scholar of SOS in Geography, \*Ex-Professor of SOS in Geography

Pt. Ravi Shankar Shukla University, Raipur, (CG) India

Correspondence Email: [beradipankar79@yahoo.com](mailto:beradipankar79@yahoo.com)

Submitted: 14 May, 2020

Revised: 05 June, 2020

Accepted: 12 June, 2020

## Abstract

The study of the origin and evolution of a city is mainly depends on the study of difference stages of Chronological growth through which the life of the city has been passed. Till the 19<sup>th</sup> or 20<sup>th</sup> century the people had not come in contact with industrial development. In India, most of the cities grew from small villages due to physical, cultural, political, and historical factors. In the case of Bilaspur once it was a small fishery village which was situated on the bank of Arpa River but day by day the cultural and the historical events changed it into a small town and it became a city. The main objectives of the research paper is to study the sequence of growth, in four historical periods, which is the main changing characteristic of the basic fundamental elements of the city and analyses the evolution of Bilaspur city over almost 400 years. The present study is based on field survey and imperial data, which was collected from the District gazetteer. Several old maps and present maps are compared to get the details of changes in the city. At the beginning of the year, 1571 city had the 'infantile stage' of a city began to rise with one state among the residential house. In the British period, the city was included in 'Juvenile Stage' of urban growth. But presently the city belongs to 'Late Mature Stage'. In the last decade the growth showed a peculiar tendency of urbanization outside area which layout of the limit of the town and were suburban. Some multi-growth centers have started functioning as urban center and these have been later on included into the Municipal limit. The expansion crossed the railway lines too in some places.

**Key Words:** Multi-Growth Centre, Suburban, Infantile Stage, Juvenile Stage, Late Mature Stage.

**“We shall not obtain the best insight into things until we actually see them growing from the beginning”.**

**Aristotle**

## Introduction

The origin of towns came into being as early as 6000-5000 B.C. (Davis et al.1954) But these were mostly based on Neolithic agrarian culture. According to Wheeler urban culture of Indus-valley flourished during 2500-1500 B.C. With its prime center Mohenjo-Daro, where presence of copper and bronze affected the way of life. Egypt had earlier beginning and was the crossroad of ancient world civilization. The Nile valley as well as the copper belt of Sinai Peninsula gave impetus to the contemporary urban revolution. Mesopotamia forms the Doab of Tigris and Euphrates rivers where a fertile belt, also known as 'Fertile Crescent' gave rise to empires known as Sumerian, Babylonian, Syrian and Chaldean (Varma, 2006). Around 1000B.C. in the Gangetic plains Aryans settlement spread from Kurukshetra to Pataliputra.

The study of the origin and evolution of a city is mainly the study of different stages of its growth through which the life of the city has been experienced. Thus it gives a living and interesting study of the physical and cultural reformation of the present urban landscape, which the city has attained so far. Till 19<sup>th</sup> or 20<sup>th</sup> century the people had not come in contact with industrial development. In India most of the cities grew from small villages due to its unique physical, cultural, political and historical factors. In case of Bilaspur, Chhattisgarh it was a small fishery village, was situated on the bank of Arpa River but with the time the cultural and the historical events changed it into a small town and it became a city (Khan, 1994).

## Literature Review

Ahmad (1945) has summarized in the case of India, the origin and religion as village well as industrial, commercial, transport and whim of rulers as factors of urban origin and growth. Dickinson (1967) argued that “having determined precisely the physical conditions of situation and site which affected the beginnings of the urban settlement, the geographer examines how, with the passage of time, the settlement utilizes adapts itself to, and transforms these conditions in the process of its formation and expansion. History must be made subsidiary to this main object”. Taylor (1945) has observed the cyclic character of city development and argued that a town reaches the end stage of one cycle with the decay of previous civilization and it begins a new life with the imposition of a new civilization. Cultural background of an urban center cannot be fully comprehended without knowledge of its past history of origin and evolution. Garnier et al. (1967) concluded that the establishment of a factory, discovery of

minerals deposits and good network communication in the area or crossing point has role to transform a village to a town.

**Study Area**

Bilaspur City, Chhattisgarh has a population of 3, 35, 293, (2011 census), which is the Third-largest city after Raipur and Bhilai-Durg. Bilaspur city is located on the bank of Arpa River with latitude 22°6'5''N to 22°6'30''N and longitude 82°6'45''E to 82°12'5''E. The Bilaspur City is the commercial capital of the state of Chhattisgarh (Figure 1)

**LOCATION MAP**

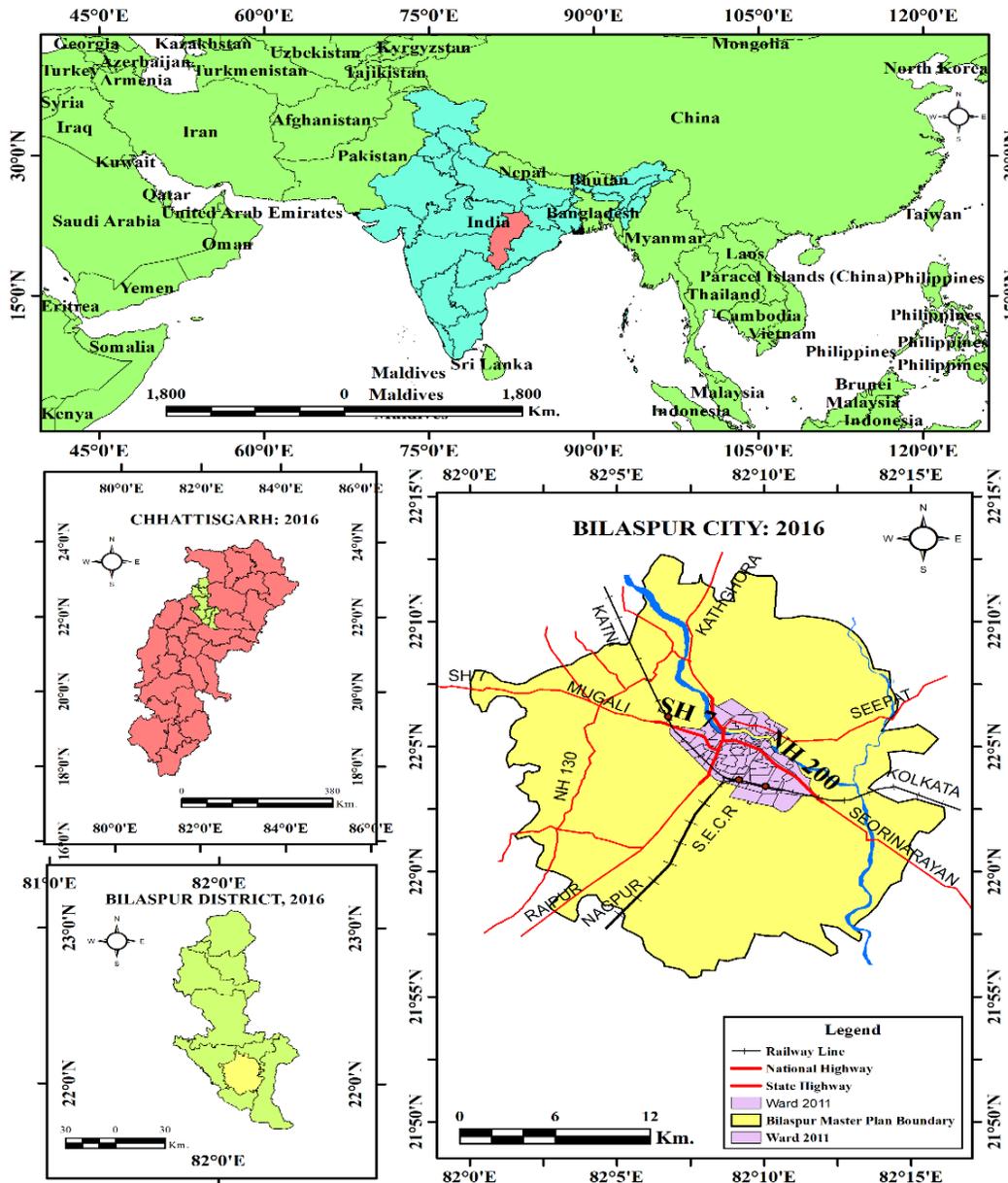


Fig. No. 1

**Objectives**

1.

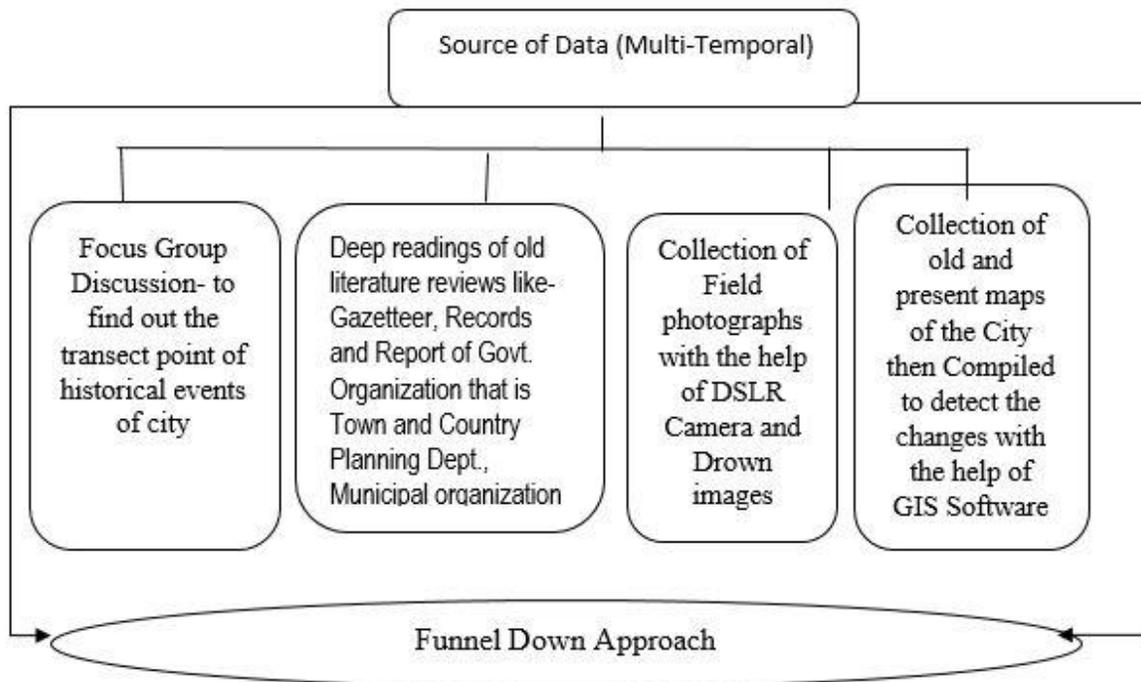
The main goal of the research paper is to study the sequence of growth, in five historical periods, what are the main changing characteristics of the fundamental elements of city.

2. than 400 years.

To analyses the evolution of Bilaspur city in past more

**Sources of Data and Methodology**

The present study is based on field survey and secondary imperial data, which was collected from District gazetteer. Several old maps and present maps are compiled to get the details of changes in the city. Advance cartographic techniques have been used for preparation of evolution maps (Figure 4).



**Nomenclature**

According to historical records and the settlement evidence, there is a vivid description about history and its source and establishment of the city of Bilaspur. Approximately four hundred years ago, Bilaspur was the center of transportation of Chhattisgarh, and this was a densely forest area. The river Arpa, a non-perineal tributary of the Seonath River, were running through North to South. Some huts of the fisherman located on the bank of the river. The available records and life nature tells about the tragic story of a fisherwomen and their hamlet, from where the name Bilaspur was coined. The name ‘Bilaspur’ was kept to give a lasting commemoration to a fisher woman rolled Belasa.

The name of the city (Bilaspur) came from the name of a girl, ‘Bilasa’ daughter of a poor fishermen who used to live in the slum area (Kila ward). Ratanpur raja was having a feeling towards Bilasa and expressed to marry her but being conflicted this issue she sunk in the Arpa river to protect her dignity. In popular belief, many people consider this that the settlement covered with palash tree as palashpur or Belaspur also known as Bilaspur. The mention of the settlement Bilaspur before 1770.

**Origin and Historical Growth of Bilaspur City**

First settlement in Bilaspur come up found in the 16th century by a group of fishermen. When the Mughals ruled in India. This settlement was named ‘Bilaspur’ after a fisherwoman named ‘Bilasa’ at that time. This settlement was in the form of a small settlement along the eastern bank of the Arpa River, this place is known as Pachri Ghat of Juna Bilaspur. In 1571 Chhattisgarh was under Haihay Vanshi Rajputs, whose capital was at Ratanpur. Under the Bilaspur settlement, there was only a road developed that connects the fishermen’s houses and some retail shops.

The origin and historical growth of Bilaspur city can be divided into the four historical periods there are following

- I. Haihay Rajput Period (After1570)
- II. Maratha Period (1741-1818 and 1830-1853)
- III. British Period (1818-1830 and 1853-1943)
- IV. Post-independence Period (1947-2016 )

### **I. Haihay Rajput Period (After1570)**

In 16<sup>th</sup> century, when the Mughals ruled over India, the Haihay Vonsai Rajputs reached its last stage. The 44<sup>th</sup> Kalyan Sai, who obtained the title 'Mahammad' from Akbar, was first extended to the land-locked and isolated region of Chhattisgarh. He maintained an army consisting of 14,200 men to protest against the external foreign attacks. During the Haihay Dynasty Bilaspur seems to have come into its real existence. The original center (Kila Ward, Right bank of Arpa River) of Bilaspur from where the general characteristics of the 'sub infantile stage of a city' began to rise (The Gazetteer, 1984). But there was no evidence and existence of this slum are before 1770. In 1742 Bhaskar panth who belonged to Haiya Dynasty defeated Raghunath Singh and became the king of Ratanpur and took over and established the administration. Raghunath Singh established again own administration after the death of Bhaskar panth in 1755. Ratanpur was regained by Radhaji-I. Biswaji achieved the state of Chhattisgarh and Ratanpur was its Capital. Biswaji lived in Ratanpur for a duration of 1758-1787. One day Biswaji stayed at night in the slum (Fishermen's huts) to take rest and he started to build a kila on the bank of the river Arpa in 1770 but he could not complete that kila. Pachari Ghat was built where water transport (Boat) was made available to go to Ratanpur.

After the death of Biswaji, his widow wife, Anada Bai got the power and wanted to keep his own dynasty and she appointed a commander-in-Chief from on 1788 to 1816. She was attracted by the Maratha. Later on Chhattisgarh and Bilaspur were controlled by the Power of British and both were controlled by their administration.

### **II. Maratha Period (1741-1818 and 1830-1853)**

Maratha General, Bhaskar Panth declared the whole Chhattisgarh from 1741-1853 but in middle, from 1818-1830 it was ruled by British but later on the Maratha ruled again until 1853. In 1770 the Maratha commander, Keshav Chhose Bilaspur as his administrative headquarter and started to build a fort named 'Pachri Ghat' at Juna Bilaspur. But it could not be completed due to some unavoidable reasons. Still this fort is seen on that place. Thus Bilaspur achieved its political importance in the Maratha period because of its site and over all situation.

### **III. British Period (1818-1830 and 1853-1943)**

In British period Bilaspur was headquarters of the Central Provinces Agency for recruiting labour for the Assam Tea Gardens. Britishers started developing railway in the name of Bengal-Nagpur railway. The railway line passes through Bilaspur, for that reason Bilaspur developed into an important commercial and transport hub. In 1856, the British declared Bilaspur as a tehsil and started establishing administrative offices here. In 1861 Bilaspur got designation of a district and later on in 1867, this city got the status of a Nagar Panchayat. The Bilaspur Nagar Panchayat constitute three villages, namely Bilaspur, Chantapara and Kududand. At that time it was divided into 3 wards- Chantapara, Golbazar and old Bilaspur. Golbazar developed into a major market along the east bank of the Arpa River. The place is located on western part of old Bilaspur. In the west part of Golbazar a new residential area Chantapara was developed. Expansion of Bilaspur rail station took place in 1890 on Bengal-Nagpur railway line, about 3 km. from the city towards south direction. This led to the development of the city in the south direction as well. Railway colony was also proposed to settle railway employees in the area of 1 sq. km. of station. The town hall was established in 1859 and the church in 1907. In 1891, the railway line was extended up to Katni in the northeast direction. This led to Bilaspur becoming an important rail junction and finally it was made a divisional headquarters. The city had become a population of 18,937 in the year 1901.

In the 19<sup>th</sup> century areas like Sadar Bazar, Masanganj juna line and Chantapara developed in this period. Important land marks like railway station, railway colony, court building, hospital, Golbazar, police line, high school, main post office, rest house, tehsil office and company garden were also constructed during this period. Some industries such as tasar (kosa) silk, cotton, brass utensils, etc. also flourished during this period.

#### **In the first half of the 20<sup>th</sup> century**

After First World War the Sarakanda pool (Purana Pool) was built on 30 July 1926 over the Arpa River (Fig.No.2). Flow of city expansion and development was started from western part to Eastern part of the Arpa River due to the Arpa pool construction. Villages in the north a new construction was started such as Sarkanda and Chantidin. This resulted in further expansion in the urban area. In order to provide better facilities in the newly developed areas, the Nagar Panchayat was expanded in 1913 and divided into 14 wards. The total population of Bilaspur in 1921 was 24,295 Koni village was situated near Bilaspur- Katghora road on 5 km distance from Bilaspur city.

In 1941, the boundary of Bilaspur Nagar Panchayat was redefined and divided into 14 wards (Table1). They were Juna Bilaspur, Bilaspur Najul (Formerly Umbrella or Bilaspur Cantonment), Kududand, Jarabhata and Talapara.



Fig.2

- A. Sarkanda (Purana) pool, which is connected both sides (N-S) of Arpa River.
- B. Indira Pool.



Fig. No. 3

Field Photographs

- C. Purana Arpa Pool (Since after 2<sup>nd</sup> world war)
- D. Town Hall (Old Administrative Division since in British Period)
- E. Bilaspur Railway old Station.
- F. The Gole Bazer area ( Heart of the City)

HISTORICAL DEVELOPMENT OF BILASPUR CITY

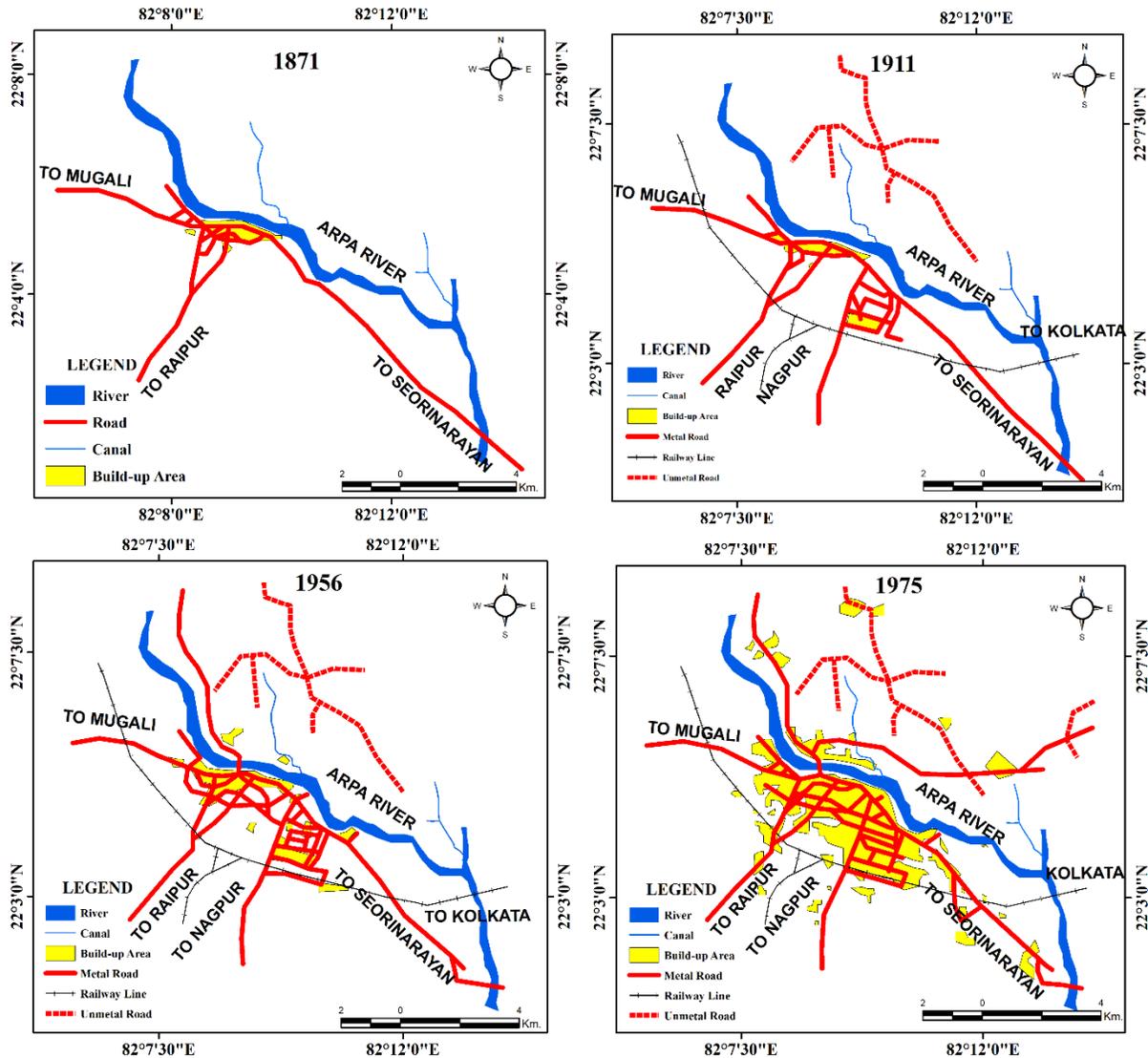


Fig. No. 4

**After independence in 1947-71**

In 1958, the range of Nagar Panchayat was expanded to include 2 villages, Sarakanda and Chantidih, north of the Arpa river and Torwa village east of old Bilaspur. Now the area of Nagar Panchayat is increased into 21.24 sq. km., which covers 24 wards. Special attention was paid to the development of social facilities, such as educational institutions, government offices, banks, etc., following are some of the major factors that have helped in the growth and development of the city (Fig.no.4).

**1. Immigration**

After independence many Sindhi people migrated from Pakistan to India and settled in Bilaspur. This caused the population of the city increased from 39,099 in 1951 to 86,706 in 1961. Due to relocation of the locomotive workshop from Kharagpur to Bilaspur in 1961, the Railways had to build new colonies for its employees. All these events increased the population of the city rapidly and increased to 86,706 in 1961 and 1,36,636 in 1971 (Census of India).

**2. Koni-An Emerging Educational Center**

In 1980, in the view of the needs of the people the government came up with one Technical Institute and established an engineering college (polytechnic) at Koni village. Due to this development activities increased here

even though the village was not in the Nagar Panchayat limits. Guru Ghasidas University was also established in 1983 in this village.

**3. Public Facilities**

The Nagar Panchayat built many types of infrastructure such as water supply, rain water drainage, solid waste disposal, street lights, roads, education, health and recreation etc. that enhanced population growth at that time. In 1967, without any change in the limits of the Nagar Panchayat, the wards were re- delimited from 24-31.

**4. Industrialization**

Industrialization among the main industries of the city were cotton and Tasar silk-cutting mills, other industries including paddy dal, saw and steel rolling mills. In the 1970s, 25 such industries had been registered at the district industries center. But at present major industries are in the following:

Cement Industries (Lafarge India Pvt. Ltd., Abuja Cement, Kalyani Cement Industries, Bramha Cement Products, Laxman Cement Pvt. Ltd., Patel Interior Products, Tiwari Traders, Ultra Tech, ACC Cement, M.P. Birla Cement, Konark Cement, Nuvoco Duraguard Cement, Star Cement etc.)

**5. Technical Institution**

With the establishment of technical colleges in the academic and administrative Koni village, Bilaspur city developed into an educational center for the surrounding areas. District headquarters like Town and Country Planning, State High Court, South Eastern Coalfield limited administrative offices were established here for these reasons. These reasons greatly encouraged immigration and urban development in the city.

After 1971, Bilaspur city emerged as a city cluster in addition to Nagar Panchayats, surrounding villages such as Tifra, Deorikhurd, Kududand, Ameri and Mangla were also involved. In these villages, like the city, physical development was taking place due to this reason, they were called outgrowth. In 1973, the boundary of the Nagar Panchayat was rerecorded without any increase, enumerated and divided into 35 wards (Figure 5). Bilaspur Municipal Council was up graded into corporation (Nagar Nigam) on dated 01.01.1981. The growth of the city was instrumental in the establishment of metallurgical and thermal power plants at Korba and Amrkantak. Industrial development on regional routes such Mungeli marg, Raipur road, Shivrinarayan Marg and Katghora road gave impetus to development in the outlying areas of the city. A new bus terminal was also established on Raipur road in this interval. The place of development was found in the north of the Arpa river due to establishment of Guru Ghasidas University at Koni in 1983. Following this, Central Mine Planning and Design Institute (CMPDI) and South Eastern Coalfields limited (SECFL) also set up headquarters and staff colony at Chantidih, which gave many new employment activities occurred in the area.

According to the census report of the years 2001 and 2011, 55 wards were included under the Bilaspur Municipality, whereas in the year of 1991 number of wards was 48 (Figure 6,7,8,9). In 2014 during municipal election, Municipal boundary was extended and reconstructed and later on ,some wards were divided and finally formed 66 wards. Ultimately, wards were divided on the basis of total voters in wards (Table1). While the northern part developed as an institutional cum residential area and the southern part like Silpahri, Sirgitti etc. were emerged as industrial centers. Major activities related to transport in this industrial center such as Transport Nagar at Parasada, Bridgeat Sirgitti (which are connected with Raipur road) etc. were also established. From these industrial areas, a number of ancillary industries originated in the nearby villages where common people would get employment. With the establishment of the state of Chhattisgarh in November 2000, the High Court was also established with employee accommodation in Bodri village. When the High Court was established, several residential colonies were setup. Apollo Hospital was established in October 2001 at Chatidihi village and this is the first multispecialty hospital in Chhattisgarh. This 300 bed hospital had been set up on a 19 acre campus with several modern instrumental facilities with competent team of medical staff.

Table 1. Structural changes in Bilaspur Municipal Corporation.

Census years/ Middle year	No. of wards of Railway colony	No. of Ward of Bilaspur City		Total No. of Ward	Area of Bilaspur Municipal Corporation in sq. km	Brief description of gain and loss in Territorial Units (City Boundary/Areas/Names)
		South part of Arpa River	North part of Arpa River			
1951	12	14	Nil	14	16.28	Since 1951 only 14 wards had been included in Municipal limit.
1961	12	21	3	24	21.24	According to the year of 1961 census, there

						were 21 wards in southern part and 3 new wards were built in northern part of Arpa River.
1971	12	27	4	31	21.24	According to 1971 census Sarkanda had been divided and created two new wards like old Sarkanda and new Sarkanda.
1981	12	30	5	35	26.5	In 1981 census, two new wards were adding in the west part of Arpa river like civil line and Tarbahar. And Torva ward was broken and made a new ward is Vivekananda Nagar. In the east part of Arpa river Shyamaprasad Mukherjee Nagar had been reconstructed new ward Sastri Nagar.
1991	12	35			26.5	According to the year of 1991 census records, five wards were newly included with the west part of Arpa river.
2001	7	39	7	42	(26.50+3.28)= 29.78	In the year of 1999, 12th Railway wards (3.28sq.km) had been merged into 7th wards, In 2000s 1st Nov. Chattishgarh state was newly formed.
2011	7	39	9	55	29.78	No changes
2016	7	44	15	66	29.78	The total number of wards in the south of Arpa river was 39, which has increased to 44 as per the new limit. The total population is 215913. In the north side of Arpa river, there are located 9 wards, now it is delaminated in 15 wards. The total population of these wards is 86375. From 60 to 66 no wards are under the South Eastern Central railway colony Whose total population is 24, 875.

Source: Bilaspur Municipal Corporation, 2016.

After independence in 1958, the boundary of Municipal Council (Nagar Panchayat) was expanded to include two villages with the north part of the Arpa River. The villages are Sarkanda, Chantidih and Torva village, which was included with the south part of Arpa River. The area of Municipal Council was extended into 21.24 sq. km. The special attraction was paid to the development of Social facilities, such as educational Institutions, Govt. Office and Bank etc.

In 1971 census, Bilaspur was regarded as an Urban Agglomeration status. The Municipal Council area 21.24 sq. km was not extended from 1961 to 1971. But in 1973s 31 wards had been divided into 35 wards with vide notification No. 162-18-1 dated on 21<sup>st</sup> March, 1973, which was published in Madhya Pradesh 'Rajpatra'. The area of 5.205sq.km in Bilaspur was included with the area of municipal boundary, which was recorded in Bilaspur Municipality.

Area of Municipal Corporation limits had been changed according to vide notification No. 111-18-3-94, Bhopal dated on 12-07-1994. But this same notification was published in govt. Gazetteer, ('Rajpatra') which notice Sl. No. 380 was effective from the date of publication in 12-08-94. According to notification the Municipal Corporation, area comprises about 26.50 sq. km of land which was divided into 48 wards (39 in south part and 9 in north part of Arpa river). About 5.367 sq. km area of adjacent village had been included with the municipal Corporation area (Record of Town and Country Planning Dept. 2001, P.19). The villages like Juna Bilaspur, Kududand and Talapara were attached completely under the Municipal Corporation Area, while 2.673 sq. km area of Mangla and 0.50 sq. km area of Ameri had been included in the Municipal Corporation and the remaining parts of these villages were still located outside of the Municipal limits.

Municipal Corporation area remained unchanged up to year 2001 to 2014. According to 19 September 2014 notification sl. no. 1444 Bilaspur Municipal Corporation had been divided into 66 wards on the basis of total population of Municipal Corporation (Records of Bilaspur Municipal Corporation). Out of 66 wards of Municipal corporation, 59 wards came under the Corporation and ward no. 60 to 66 (7wards) came under the South Eastern Central railway Headquarter. A total of 66 wards of the city have been formed in to 4 zone. Bilaspur Railway Headquarters (SECR) has provided the basic facilities to the railway colonial wards. And it is proposed to include 29 villages bordering the Municipal Corporation. According to proposed masterplan, Municipal Corporation limit will be expanded and increased to 180.15square kilometer.

The Present city growth is based on Multi-nuclear model and frog jump model. More no of Bridge has been built on Arpa River and connected both sides of Arpa river such as Indira Pool, Sarkanda Pool, Rapta pool, New lingiyadihi pool, Torba pool, Koni pool,etc. Another important railway station was established in Uslapur. Six major roads pass through different direction in the city. Different workplaces are built along these roads such as high court and bus stand are along Bilaspur-Raipur road, Uslapur Railway station is built near Bilaspur Amarkantak road. Bilaspur Central University is located near Bilaspur Katghora road. NTPC Bilaspur and South Eastern Coal Field Ltd. (SECL) is situated through Bilaspur-Seepath Road, Bilaspur -Seorinarayan road passes through Tifra, Sirgitti Industrial area. These are vibrant center of city growth

**GROWTH OF BILASPUR CITY, 1961-2016**

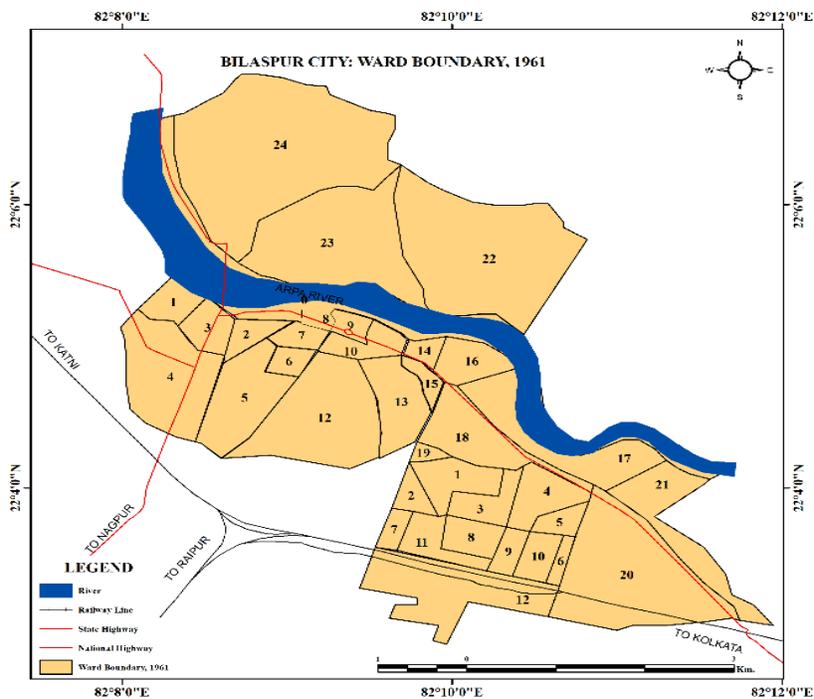


Figure 5

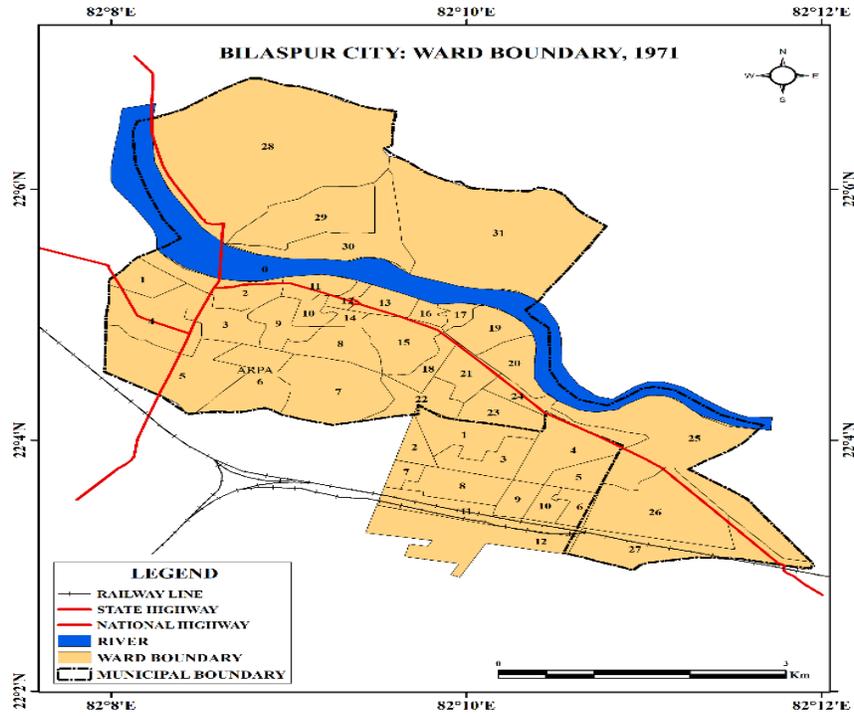


Figure 6

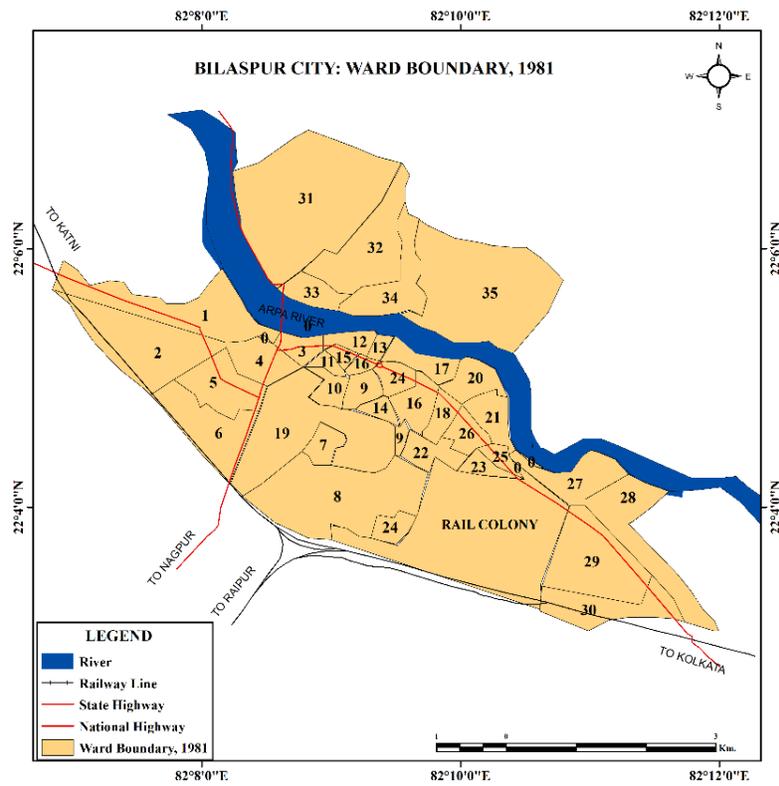


Figure 7

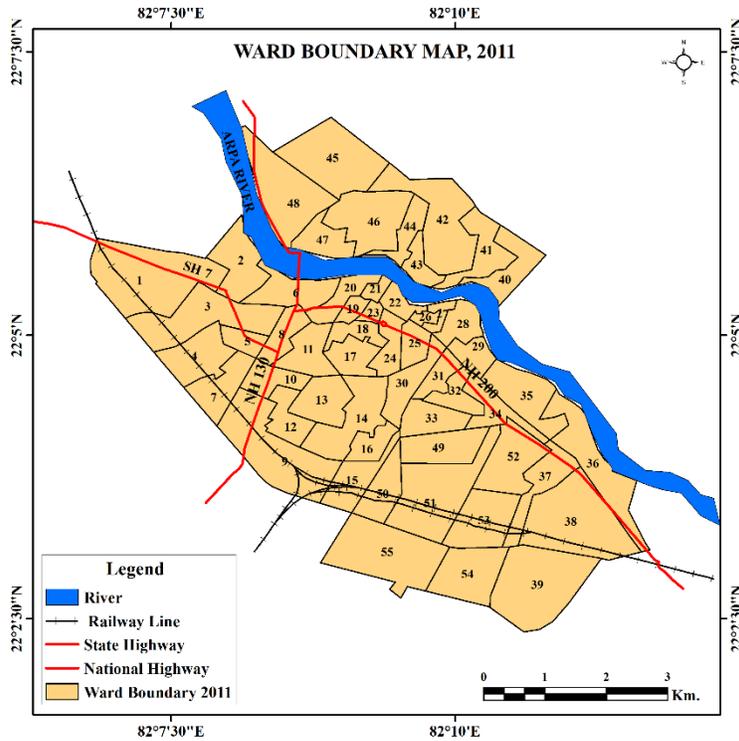


Figure 8

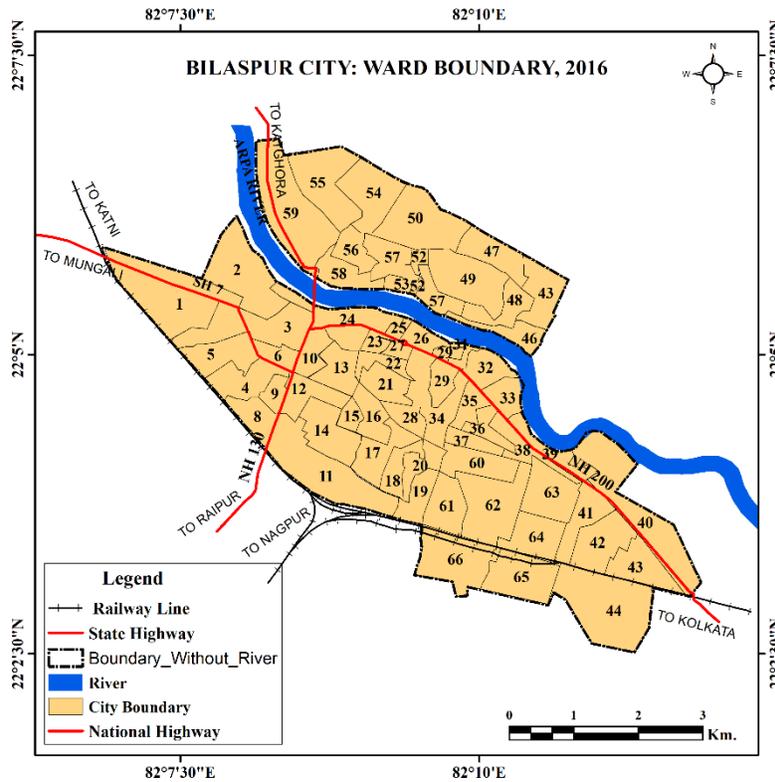


Figure 9

**Potential Development Centers**

In Sakri village on Mungali-Bilaspur road had emerged as a major development center. But with the development of the bridge, the connection between Bilaspur and Sakri become smooth and many new colonies started to develop at

Sakri. A bridge over the railway line is under construction in Mahmand village on the Bilaspur-Shivrinarayan route with the completion of this bridge, the development will increase at Mahmand and nearby villages also.

Major events in the history of Bilaspur are as follows:

1. In 16<sup>th</sup> century establishment of Bilaspur settlement.
2. 1856-The British declared Bilaspur as a tehsil
3. 1861-Bilaspur was declared a district.
4. 1867-Bilaspur city got the status of a Nagar Panchayat (Municipal Council).
5. 1859-Town hall was established.
6. 1907-Church was established.
7. 1889- Development of Raipur-Bilaspur railway line
8. 1890-Development of Raigarh-Bilaspur railway line.
9. 1890- Construction of Bilaspur railway station building which was completed and formed as a divisional headquarters of South Eastern Central Railway.
10. 1891- Railway line extended to north-east Katni line.
11. 1920-The Sarakenda bridge was constructed over the Arpa River. After development of communication network some power loom and small scale industry was came up at Chatidihi and Sarkanda village.
12. 1939-1945 During II world war Koni village, which is nearby Bilaspur-Katghora road was converted into a cantonment.
13. 1961-The locomotive shed and workshop was moved from Kharagpur to Bilaspur.
14. 1960-I.T.I. and Engineering college was established at Koni village.
15. 1983- Establishment of Guru Ghasidas University in Koni village but at present it is an only one central university in Chhattisgarh.
16. November 2000-HighCourt established in Bodri village.
17. October 2001-Apollo hospital was established.
18. In 1930 - KutaGhat Dam was built as a tourist spot and for the purpose of irrigation.
19. In 1050 AD Mahamaya Temple was established at Ratanpur

### **Conclusion**

Concluding the trend of origin and growth of city around the world as well as in India, this may be strongly established that the underlying reasons are multifarious ranging from economic to cultural, social and political (Verma, 2006). Whereas physical factors like relief, slope gradient, drainage pattern, underground water, soil fertility etc. affect its location, cultural, social and economic factors play dominant role in affecting its evolution and growth. The changing equations of these factors lead to rise and fall in the importance and growth of city. In the Ganga plain during ancient time due to the utilization of rivers as means of transport and big cities thrived along their banks. But during the British period and modern time the development of rail and road transport has led to the decline of a number of cities (Tiwari, 2020).

Infact Bilaspur is an over grown village. Its growth is mostly unplanned and uncontrolled (Khan, 1994). In Haihay dynasty period Bilaspur had political importance. But in British period city was developed as a transport city. Now city includes a commercial hub in central India. In the beginning of the year 1571 city has 'Sub-infantile stage' (Taylor, 1945) of a city began to rise with one state among the residential house. Juna Bilaspur (Kila ward near Pachari Ghat) has dominated as origin place of city. In British period city was included in 'Juvenile Stage' (Taylor, 1945) of urban growth. But presently city belongs to 'Late Mature Stage'. The city has enhanced its economic growth including all other development.

In ancient and medieval period maximum cities were built on bank on river. But facing the present urban issue if new city will be set up in new site. Some parameter will be required for choosing best suitable site. Plane land or uncinal slop of land will be required for the construction of road network and sewerage and well drainage system. Climatic chart and Trend should be followed by planner so that city does not make heat Iceland. Urban hydrology is depend on urban Geology, which is influenced the quality and Quantity of ground water and rate of fluctuation of ground water table. Green belt or vegetation concentration also required for healthy city environment. City should be protected from sinking into rainy water or inundation due to the haphazard and pocket development. Pattern and character of land use is depended on soil fertility Urban planners should make a plan of weightage of land on the basis of soil fertility. More or less Bilaspur city has all condition but lack of proper planning for implementation of city.

**References:**

1. Ahmad, Enayat, *Geographical Essays in India*, Kusum Prakashan, Patna, 1945.
2. Davis, K. and Hertz, G. *The Pattern of World Urbanization*, University Press, New York, 1954.
3. Dickinson, R. E. *The Scope and Status of Urban Geography-An Assessment*, in Mayer, H. M. and Kohn, C. F. *Readings in Urban Geography*, Central Book Depot, Allahabad, 1967.
4. Garnier, J. B and Chabot, G. *Urban Geography*, Longmans, Green and Co. Ltd., 1967.
5. Khan, Z. T. *Bilaspur- A Study in Urban Geography*, Northern Book Centre, New Delhi, 1994.
6. The Gazetteer of the Central Provinces of India, 1984.
7. Taylor Griffith "Age The Seven Age of Town" in *Journal of Economic Geography*, Taylor and Francis Ltd. Vol.21, No.3, July, 1945 PP. 157-160.
8. Tiwari, R. C. *Settlement Geography*, Pravalika Publication, Prayagraj, 2020.
9. Varma L. N. *Urban Geography*, Rawat Publication, Jaipur, 2006.
10. Wheeler, Mortimer *Civilization of the Indus valley*, Archeological survey of India, 1944.