

CHAPTER VIII

COMMUNICATION

110. Old Time Communication

No authentic information regarding old time communication in Mayurbhanj region is available to us. On the basis of archaeological finds in the district, as well as in the neighbouring areas we may, however, suggest the existence of trade routes in ancient times. Punch marked coins of the Maurya period have been discovered in Bahalda area and large hoards of Kushan coins belonging to early Christian centuries have been unearthed at Bhanjki and Khiching, while Roman gold coins have come to light in Bamanghaty region. It is very likely that an ancient trade route which was coming from the south to Viraja (modern Jajpur) was diverted towards north-west through Sitabinjhi in Keonjhar district where from it was going towards Gaya and Pataliputra in Magadha. The finds of Roman gold coins indicate that the Bamanghaty area was connected with Tamralipti (modern Tamluk in West Bengal) which was a flourishing port of Graeco-Roman trade at the apex of the Indian Ocean. During medieval period some of the old trade routes were found in existence. In 1361, Firoz Shah Toghluq, the Sultan of Delhi invaded Orissa through Mayurbhanj and his route was lying through Khiching, Sitabinjhi, and Viraja to Cuttack, as suggested by the *Tarikh-i-Firuz Shahi* written by Shams-i-Siraj-Affif. A glimpse of the communication system existing in the 18th century can be had from the map of the province of Bengal, drawn by J. Rennell and published on the 14th October 1779. The map shows that the most important road then existing in Mohurbunge (Mayurbhanj) was the one from Balasore to Singhbhum. It passed through Mauntree (Mantri), Harriorpour (Harikerpur), Burpuddah (Baripada) and Coоче (Kuchai). This road bifurcated further west near about Baumeen pass (Bamanghaty pass). One branch passed through Doarsunny pass (Duarsuni Pass) and Asnaha (Asna) and the other passed through Burrumtula (Baramtola), Baumeengaut (Bamanghaty) and Gomahni (Gorumahisani). They met at Currecgaut (Karaighat). A few miles to the east of the point of bifurcation, a road passed through Midnapore to Calcutta which was joined by another road from Baripada, thus roughly forming a triangle of roads.

The tour notes of Mr. Motte preserved in the Asiatic Annual Register throw light on this point. He was sent by Lord Clive to enquire and if possible to establish a factory at Sambalpur for the purchase of diamonds. Starting from Calcutta on the 13th March 1766, he reached Jaleswar on the 23rd of the same month. There he crossed the Subarnarekha on the 25th and entered Mohurbhunge (Mayurbhanj territory). He describes the details of the Amarda Fort which was located at a distance of one mile from Subarnarekha to the right of the road. The village Multani also finds mention in his report. The location of this village was to the west of Amarda Road Station. After passing Multani, he reached the first Maratha out-post at Basta—an old Moghut Thana. Then he reached Garhpada Fort which had been fortified by Asadullah Khan, an officer in Mayurbhanj Service. The entire fortification had been dismantled by the Marathas with the exception of a single fort to the southern side of the road where Asadullah's son Bulaiuz-man was then residing.

It is borne out from the report of G. Toynbee that the old roads for pilgrims from the upper provinces went through the territory of the Rajas of Mayurbhanj and Nilgiri both of whom appeared to have levied taxes on them. The collection of taxes on behalf of the Maratha Government commenced at a place named Khunta ghat on the border of the Mayurbhanj territory. This tax continued to be openly levied in Mayurbhanj and Nilgiri until a new Jaganath Road was completed and Rani Srimati Sumitra Devi of Mayurbhanj claimed and obtained compensation for the loss of revenue. Speaking of the internal communication then existing, Toynbee says "when we took the province in 1803 there was not a road in the modern sense of the word in existence". Proceeding northward, the line from Puri passed through Cuttack, Padmapur, Arakhpur and Jajpur and then to Bhadrak. Then the line followed as clearly as possible the route of the present road. It was not however, until 1804 that this line was adopted.

The former route was through Nilgiri and Mayurbhanj. The following extracts from Judge Mr. Ernst to the Chief Secretary to Government on the 13th December 1803 proves interesting in this connection.

"The great source of revenue in the Moharbhunj Estate has been derived from toll, levied at a place called Koeter ghaut (Khunta ghat) about 6 crose beyond Jallesore which lies on the only good and the most frequent road to Jugganauth. × × ×

There are two places in the State named Rajaghaut and Moultaun Ghat situated near the bank of the Soeburnricca (Subarnarekha) at which the duty was formerly levied on all travellers”.

It further appears from the report of Mr. Melville, dated the 20th May 1807 that “Khoontah Ghaute is the narrow path or Defile through a wild tract of the jungle territory of Moharbunge and the only road from Bengal to Cuttack leads and from time immemorial had laid through Khoontah Ghaute and in this Defile, the choars or jungle inhabitants of Moharbunge had the profit greatly annoying going to and returning from the temples of Jagurnaut”.

111. Road Transport

The Central hilly terrain leaves little prospect for establishment of better communication into the thinly populated areas of this locality. But the peripheral plains have been served by road communications from the beginning of this century. In 1905, Maharaja Sriram Chandra Bhanja planned a circular road connecting the four subdivisional headquarters of Baripada, Rairangpur, Karanjia and Udala. There was then a total length of 474.50 miles of road out of which more than 100 miles were metalled. The average cost of repairs per mile in those days came to a little more than Rs. 30. Steps were taken for arboricultural operations on the road side and for that centres were located at Baripada, Betnoti, Banposi, Baincha, Jashipur and Jaipur. Laterite metal which was available in plenty was used as the main component in road construction. The forest and mineral wealth of the district has been the source of attraction for traders since long. Growth of communications was then confined to improving cart tracks and fair-weather roads for removal of forest produce.

The Public Works Department under the State Engineer was organised during the Durbar regime to look after all construction works. In 1912, on the death of Maharaja Sriram Chandra, The Department was placed under the control of the Agency Engineer of Orissa Feudatory States. Maharaja Purna Chandra Bhanja was also interested in development of roads. During his time monetary contribution from year to year was being given to the Nilgiri State towards the share of building up of inter-state roads. In 1919-20, a Ford Car was purchased for the inspection of roads and other public works. In 1922, seven flat boats were constructed and supplied to seven river ghats for ferrying motor cars. In 1924-25, a new Public Works Department Subdivision was created by redistribution of the jurisdiction of the previously existing 4 subdivisions. It appears from the annual Administration Reports that each year financial allocations were being made for improvement of existing roads and construction of new roads.

The present classification of P. W. D. roads is National Highways, State Highways, Major District Roads and other District Roads. By the end of 1964, there were 118 miles of National Highways, 291 miles 1 furlong of Major District Roads (77 miles black-topped, 181 miles 6 furlongs metalled and 32 miles 3 furlongs unmetalled) and 203 miles 7 furlongs of other District Roads (1 mile 4 furlongs black-topped, 33 miles 4 furlongs metalled and 168 miles 7 furlongs unmetalled). The above figures do not include about 336 miles of roads (4 miles metalled and the rest unmetalled) since transferred from Revenue Department to Public Works Department.

112. National Highways

(i) National Highway No. 5

This road starts from National Highway No. 6 at Jharpokharia in the district and passes through important places like Kuliana, Kuchai, Baripada, Krushnachandrapur, Betnoti and Baisinga after which it proceeds towards Balasore district. The length of this all-weather road inside Mayurbhanj is about 48 miles. There are Inspection Bungalows at Baripada, Betnoti, Baisinga and Krushnachandrapur

(ii) National Highway No. 6

The portion lying in Mayurbhanj covers about 70 miles. Important villages lying on the road are Jashipur, Tongabila and Singra. This is at present a fair-weather road and it connects Bombay through Pallahara and Sambalpur.

No State Highway passes through this district.

113. Major District Roads

(i) Major District Road No. 4

Baripada-Chitrada-Amarda Road Railway Station.

It connects Baripada with the railhead of Amarda Road and passes through Benahar, Chitrada and Govindpur. The road is in length 26 miles 6 furlongs of which 7 miles are black-topped and 19 miles 6 furlongs metalled.

(ii) Major District Road No. 4-A

Dantiamunda-Chitrada Road.

This all-weather road is 7 miles 3 furlongs in length. It starts from National Highway No. 5 at Dantiamunda and connects Major District Road No. 4 near Chitrada. Two miles of the road is metalled and the rest unmetalled. There is an Inspection Bungalow at Chitrada.

(iii) Major District Road No. 5

Nilgiri-Kaptipada-Udala-Baripada-Midnapore Border Road.

The total distance of this road is 50 miles, out of which 5 miles are black-topped and 45 miles metalled. This is a fair-weather road intervened by the river Sone between Kaptipada and Udala. After 5 miles

from Nilgiri there are two streams—Kala and Kontiali which make this portion impassable during rains. The portion from Udala to Baripada though in good condition is intercepted by 5 unbridged rivers. From Baripada to Midnapore border the road is all-weather. The road when properly improved will form one of the main arteries of communication in the district and will carry heavy traffic in foodgrain. This fair-weather road passes through Jharnaghati, Kaptipada, Udala, Khunta, Dukura, Astia, Baripada, Pachakhal, Deuli and Pandachecha. This is the main road to connect Baripada with Udala, the headquarters of Kaptipada subdivision.

(iv) Major District Road No. 9

Baripada-Bamanghaty Road from Bisai to Bihar border.

It starts from National Highway No. 6 at Bisai. The road is black-topped and is the main link to Ranchi and other places of Bihar. It passes through Bisai, Bijipur, Patpur, Badam-talaia, Rairangpur, Mahuldiha, Bahalda and Tiring. The importance of this road is attributed to the heavy traffic it provides for the mineral belt of the area. From Rairangpur which is a junction, many roads have diverged to important places in this part of the district. This is an all-weather road.

(v) Major District Road No. 10

Rairangpur-Jasipur-Karanjia-Denkhikote Road.

The Mayurbhanj portion of this road is about 35 miles out of which about 18 miles are black-topped, 15 miles metalled and the rest are not metalled. It connects Rairangpur with Kherna, Jashipur, Maliagarh, Tongabila and Karanjia. It is a fair-weather road.

(vi) Major District Road No. 10-A

Karanjia-Thakurmunda-Satkosia-Anandapur Road.

42 miles of this road lies in Mayurbhanj district. Out of this total length a little above 40 miles are metalled and the remaining portion is unmetalled. This fair-weather road passes through Karanjia Kendumundi, Thakurmunda and Satkosia.

(vii) Major District Road No. 45

Baripada-Bamanghaty Road (from Kuliana to Bangiriposi).

This Major District Road starts from National Highway No. 5 at Kuliana and meets the National Highway No. 6 at Bangiriposi. The road is 9 miles 4 furlongs and is black-topped throughout. This is the shortest all-weather route between Baripada and Bangiriposi.

(viii) Major District Road No. 70

Thakurmunda-Rupsa Road.

The length of the road is 70 miles of which 57 miles are metalled and rest unmetalled. This is a fair-weather road connecting important places like Champajhar, Dangadiha, Podadiha, Udala, Jaypur, Kuamara, Mantri, Baisinga and Rupsa. This is a fair-weather road.

114. Other District Roads

Among this category of roads, State Public Works Department are maintaining 15 roads covering a total distance of 203 7 furlongs connecting mostly important places within the district. A list of such roads with particulars regarding their present condition is given below :

Sl. No.	Name of the Roads	Distance in length		All-weather or fair-weather
		Mile	Furlong	
1	2	3	4	5
1	Chitrada-Manda-Am a r d a - Rajghat Road.	17	6	Fair-weather
2	Baripada-Badhara-Midnapore Road.	22	..	Fair-weather
3	Baghada Junction to Chipat Bridge.	1	..	All-weather
4	Handa-Sirsa Road ..	10	..	All-weather
5	Kuliana-Sirsa Road ..	5	4	All-weather
6	Baripada-Pratappur-Bar h a i - Mantri-Balasore Border Road.	29	..	Fair-weather
7	Pratappur-Khunta-J a y p u r Road.	16	2	Fair-weather
8	Dhangirsol-Deuli-Bagh a d a Muruda Road.	40	..	Fair-weather
9	Karanjia-Khiching Road ..	17	4	Fair-weather
10	Jashipur-Raruan Road ..	14	6	
11	Bahalda-Bahalda Station Road.	6	6	All-weather
12	Rairangpur-Gorumahi s a n i Road (from Badapekhama Gurumahisani).	4	4	All-weather
13	Bahalda-Chainbasa Border Road.	4	4	Fair-weather
14	Karanjia-Mahadeb-D e u l i Road.	12	..	Fair-weather
15	Jalduguri-Badampahar Road	2	3	All-weather

The following is a list of some of the important Revenue roads now transferred to Public Works Department for maintenance.

- (a) Bhalubasa-Janda-Dunda-Chapda Road (30 miles)
- (b) Kaptipada-Sarat Road (28 miles)
- (c) Patpur-Sargada Road (18 miles)
- (d) Tato-Hatibari-Dudhiani Road (18 miles)
- (e) Raruan-Naksara via Dhagarbeda Road (23 miles)
- (f) Baliapitha-Pansia-Anla-Badamampur-Jhinkiria Road (13 miles)
- (g) Tongabila-Sukruli Road (13 miles)
- (h) Mahaladhoba-Kathabari-Jalduguri Road (12 miles)
- (i) Sarat-Kapari Road (11 miles 4 furlongs)
- (j) Sirsa-Joka Road (10 miles 4 furlongs)
- (k) Bandagadi-Raldihi Road (10 miles 2 furlongs)
- (l) Nuagaon-Kuchgobara via Pandupani Road (10 miles)
- (m) Gurumahisani-Buhalduguri Road (10 miles)

Almost all these are either moorumed or earthen roads.

115. Other Roads (Revenue Roads)

A number of small roads belong to Revenue Department. These roads usually link big villages or important *hats* and marketing centres. The Revenue authorities of the district, through their own technical agencies construct new roads and maintain old ones. The money for maintenance comes from Motor Vehicle Taxation grant which is allotted on the basis of the total mileage of roads.

116. Community Development Roads

The Community Development Department have also constructed roads in the Block areas through the Block agencies. A sum of Rs.75,000 is earmarked in the budget of each Block for construction of roads according to the Master Plan framed for each Block area. The roads included in the Master Plan are usually those that link the Grama Panchayat headquarters with the nearest all-weather roads.

117. Grama Panchayat Roads

The Grama Panchayats of the district are in charge of about 400 miles of small inter-village link roads within the Grama Panchayat area. The funds at their disposal for construction of new roads are usually meagre. During 1963-64, these Panchayats have incurred an expenditure of Rs. 3,02,713 for construction and maintenance of roads.

118. Forest Department Roads

A considerable part of the district is covered by forests. Forest roads and tracks within the area are maintained by the Forest Department not only for the convenience of administration, but also for transport

of forest-produce. The Forest Department in this district maintain about 500 miles of roads. They are mostly Kutchra roads used only in fair-weather. Some of these roads are maintained only if required for transport of forest-produce.

119. Municipal Roads

The Municipality of Baripada maintains about 32 miles of roads of which 14 miles 2 furlongs are black-topped, 3 miles metalled, 9 miles gravelled and the rest earthen. There are about 16 miles of roads under the supervision of Notified Area Council, Rairangpur. Some of the important roads are either black-topped or metalled.

120. Vehicles and Conveyance

Transport in the early days was mostly by pack-bullocks and carts. Other beasts of burden were also being used. In spite of increasing use of motor vehicles, carts drawn by bullocks or buffaloes are even now in use in large number. Pack animals are also seen. In the plains cart wheels are large and have iron rims and wooden spokes. In the hilly area cart wheels with small and round wooden discs were in use till about 20 years ago. They have now disappeared.

The first motor vehicle was introduced by the Maharaja sometime between 1910—12. It was followed by the vehicles brought in by the trading agencies like the 'Borooah Timber and Co.' In 1929, two motor bus routes were opened for transport of passengers from Bangiriposi Station on the Mayurbhanj Light Railway to Rairangpur and Karanja. Then came the bus service from Karanja to Thakurmunda which was one of the most inaccessible places in the district. Two private buses were also plying from Kaptipada to Balasore. In 1929-30, motor bus service was opened from Bahalda to Bangiriposi via Rairangpur. Another was opened from Karanja to Bangiriposi and from Karanja to Thakurmunda. The four motor buses and lorries plying from Kaptipada to Balasore stopped owing to mismanagement. Most of these bus routes were operating in fair-weather, only twice or thrice in a week to the subdivisional headquarters at Rairangpur, Karanja and other important places on the way. Goods vehicles came into use in 1930 and soon became popular. In 1934, there were 100 motor vehicles on the road of which 22 were public carriages. By 1939, the number rose to 310 including 87 that were newly registered during that year. Driving licences issued or renewed in 1939 numbered 323 and receipt from this head was Rs. 3,437. By this time passenger transport had been opened to places like, Muruda, Betnoti, Mantri, Gurumahisani, Badampahar, Thakurmunda, Bahalda, Bahalda Road, Tiring and other important places. A few contract carriages were also plying occasionally to important *hats* on hat days and to different *melas* and festivals.

The next few years was a period of decline for the motor vehicle business owing to the World War II and the consequent rationing restrictions. Petrol rationing was introduced in 1941-42. The introduction of the Mayurbhanj Motor Vehicles Order, 1942 brought in imposition of higher rates of taxation on different categories of vehicles. The increase in some cases was manifold. The motor vehicles taxes for the State which was little over Rs. 2,000 in 1940 rose to Rs. 20,500 by 1945 although a lesser number of vehicles was then plying. The number of vehicles on the road by 1945-46 was 154 out of which 54 were transport vehicles. The situation changed for the better in 1946-47 when a net-work of passenger services was introduced connecting Baripada, the district headquarters with Balasore, Amarda Road, Sirsa, Udala, Karanjia, Rairangpur and Tatanagar. The forest and mineral contractors operating in the district were also using goods vehicles.

Mayurbhanj being surrounded by Bengal, Bihar and Orissa, the Durbar administration in the pre-merger period had entered into reciprocal arrangements with the neighbouring provinces for plying of goods vehicles from Baripada to places like Tatanagar, Chakulia, Chakradharpur, Gopibalhabapur, Nayabasan, Balasore and Keonjhar. The Tata Iron and Steel Company had also introduced a number of vehicles for their staff in the mines. Two passenger vehicles were regularly plying parallel to the Tatanagar-Badampahar-Gurumahisani Railway.

Then came a period of Post-war development when contractors were engaged for construction of roads and bridges. They used large number of vehicles for transport of road and building materials. A Regional Transport Board was set up in 1944 with representatives from the ex-States of Mayurbhanj, Keonjhar, Saraikela, Kharsuan, Bonai and Nilgiri with its headquarters at Baripada. The Chief Revenue Officer of Mayurbhanj was nominated to be the Secretary of the Board. The Board was taking decisions on important subjects like apportionment of taxes between States and the Government of India for motor lorries and buses, supply of spare parts, and in regard to public vehicles. The Superintendent of Police was the registering as well as the taxation authority.

• After integration of Mayurbhanj with Orissa in 1949 the Regional Transport Authority has been constituted in the district. It has three official and two non-official members. The Collector of the district is the Chairman and the Regional Transport Officer is the non-Member-Secretary. From August, 1965 the Regional Transport Officer is acting as the Registering and Taxing Officer. The number of different types of motor vehicles registered in this district in 1964 was 422 trucks, 76 buses, 268 cars and jeeps, 118 motor cycles and 71 other vehicles.

A statement of passenger transport of Private owned buses in 1964 is given below :

Sl. No.	Name of the route	No. of buses plying	Distance of the route in Km.	Seating capacity of the vehicles	No. of trip daily
1	2	3	4	5	6
1	Baripada to Podadiha via Udala.	2	59.9	31/42	2
2	Baripada-Tambakhui via Nechuapada, Amarda village.	1	57.2	44	1
3	Baripada to Bhimda via Khunta, Kusalda and Kuamara.	1	53.6	30	1
4*	Rairangpur to Badampahar	..	25.6		
	Rairangpur to Naki	..	16	19/31	2
	Rairangpur to Gorumahisani	2	16		
	Rairangpur to Bijatala	..	16		
	Rairangpur to Jharadihi	..	24		
	Rairangpur to Bisai	..	28.4		
5	Rairangpur to Karanjia via Badampahar.	1	70.4	35	1
6	Khiching to Badampahar via Karanjia.	1	68.8	29	1
7	Baripada to Kaptipada via Udala.	1	52	35	1
8*	Karanjia to Kendumundi	..	17.6		
	Karanjia to Jashipur	..	24.8		
	Karanjia to Thakurmunda	..	37.6	34/27	2
	Karanjia to Sukamundi	..	22.4		
	Karanjia to Tato	..	11.2		
	Karanjia to Badampahar	..	44.8		

* Served on *hat* days.

Sl. No.	Name of the route	No. of buses plying	Distance of the route in Km.	Seating capacity of the vehicles	No. of trips daily
1	2	3	4	5	6
9	Baripada to Saraskana via Sirsa.	2	57.2	35/41	2
10	Ghagarbeda to Karanjia via Fagu and Jashipur.	1	83.2	21	1
11	Thakurmunda to Badampahar via Karanjia.	1	92.4	34	1
12	Baripada to Bangiriposi via Rauabaka-Jamsolaghat-Pandhada.	1	67.2	40	1
13	Baripada to Thambakhuri via Nachuapada-Chitreda-Muruda-Rasgobindpur.	1	57.2	28	1
14	Baripada to Pandachhencha	2	25.2	28/29	2
15	Baripada to Jamselaghat via Sirsa.	1	52.8	29	1
16	Baripada to Suliapada via Baghada.	2	29.6	28/40	2 fair weather.
17	Baripada to Udala via Dukura-Khuntha.	1	43.2	42	1

No specific rate of passenger fare has yet been fixed by the Regional Transport Authority for the privately operated buses. Generally the operators charge 6 Ps. per mile in upper class and 5 Ps. in lower class. The usual rate of transporting goods in goods vehicles is Rs. 1.50 to Rs. 2.00 per mile for one full truck-load.

121. State Transport Service

The head office of the Divisional Manager (Transport), Mayurbhanj Division, is located at Baripada and its jurisdiction extends over the districts of Balasore, Mayurbhanj, Keonjhar, Dhenkanal and part of Cuttack district. Under him there is a District Transport Manager, who is the Chief Administrative Officer of Balasore Zone, comprising the districts of Balasore, Mayurbhanj and Keonjhar. His headquarters is also at Baripada. The Assistant Works Engineer is the Chief Technica

Officer. Besides the above, there is a District Transport Manager (Enforcement) stationed at Baripada to look to the enforcement work and other subordinate staff to help in general administration and technical nature of work.

The following routes in Mayurbhanj district were nationalised on or after the 1st February 1958.

Sl. No.	Name of the route	The date of nationalisation	Route in Km.	No. of trips (to and fro) run daily
1	2	3	4	5
1	Baripada-Tata (From Baripada to Tata 118 Kms. in Orissa and the rest in Bihar)	20-2-1961	158	1
2	Baripada-Balasore ..	1-2-1958	58	6
3	Baripada-Keonjhar ..	1-9-1958	176	1
4	Baripada-Bhadrak ..	1-2-1959	128	2
5	Baripada-Gorumahisani	1-9-1959	101	2
6	Baripada-Karanjia ..	1-9-1959	122	1
7	Baripada-Chainbasa ..	2-2-1963	166	1
8	Baripada-Cuttack ..	15-2-1960	253	1

Waiting rooms have been constructed at Baripada and action is being taken to construct waiting rooms at Rairangpur, Jashipur, Karanjia and Betnoti. On the 1st April 1965 there were in all 16 buses, one truck and one jeep on commission along the nationalised routes. The total seating capacity of the buses was in the neighbourhood of 720. The jeep is being utilised specially for enforcement work and to attend break downs, etc.

The rates of fare in buses are 4 paise per kilometre per passenger in upper class and 3.5 paise in lower class. The freight charges are one paise per 20 Kg. per kilometre. The freight is charged after allowing a free luggage allowance of 14 Kg. per passenger above 12 years of age. The minimum fare fixed per passenger is 20 paise in upper and 18 paise in lower class

Buses are also available for reservation and charges are levied according to the capacity of the bus. The minimum charge is Rs. 1-30 for above 45 seated bus with load and 90 paise in empty haulage. One-fourth concession of the usual fare is allowed to the students travelling on *bona fide* educational purposes. It is also extended to delegates attending conferences, etc., both from inside and outside the State.

State Transport does not maintain any public transport by water, in the absence of any navigable water course in the district.

122. Other Means of Transport

Before the merger the Maharaja and one or two senior officials had horse drawn carriages. Now they do not exist. Cycle rickshaws have gained popularity. Bi-cycles also continue to be very popular.

123. Rail Roads

At present there are 50 miles of broad gauge and 71.10 miles of narrow gauge railway lines in this district. The narrow gauge line connects Rupsa with Talbandh through Baripada in the Baripada subdivision. The broad gauge line connects Tatanagar with Gorumahisani and Badampahar in the Bamanghaty subdivision.

The total capital expenditure incurred on the railway line from Rupsa to Baripada was Rs. 7,17,144-1-10 up to the end of 1907. The line was opened to traffic in January 1905. It was then being worked by the Bengal Nagpur Railway by virtue of a contract entered into between the Chief on one side and the Agents of the Bengal Nagpur Railway on the other. The opening of the railway resulted in a large influx of traders who penetrated into the interiors of this district to trade in rice. It led to an immediate rise in the price of rice by about 50 per cent. The opening of the railway line marked also an augury of brisk trade in other articles like firewood and sleepers. People from outside the State also went in for the reclamation of jungle lands for agricultural purposes.

The extension of the railway line from Baripada to Talbandh was sanctioned by the Government of India under notification No. 261, dated the 14th September 1915. The length of the new construction line from Baripada to Talbandh was 38.69 miles, of narrow gauge (2'-6"). The survey of the new extension was completed and the construction of culverts was in progress at the close of 1915-16. During this year, a Company called Mayurbhanj Railway Company was formed to take over the existing railway from Rupsa to Baripada and the new extension from Baripada to Talbandh. Messrs. Hoar Miller & Co. of Calcutta were the Managing Agents of this Company. The value of the then existing line was settled at Rs. 5,91,950 and a share to this amount was allotted to the ex-State. The line was taken over by the Company after the opening of the extension up to Talbandh

to traffic. Certain concessions like free grant of land, ballast and stones for building purposes and free carriage of construction materials on the existing railway were granted. The extension was opened to the traffic from the 15th July 1920. The Agent, Bengal Nagpur Railway accordingly gave formal notice on the 12th February 1921 to the Maharaja for cancellation of the agreement of 1905 between the Maharaja of Mayurbhanj and the Bengal Nagpur Railway Company, Ltd., for the working of the Mayurbhanj State Railway from Rupsa to Baripada with effect from 15th July 1920, the day on which Baripada-Talbandh extension was opened to traffic.

The extension to the broad gauge from Anlajori to Badampahar with siding to Sulaipat was constructed and opened to traffic in 1922. The names of the railway stations lying within the district are Bahalda Road, Anlajori Junction, Gorumahisani, Rairangpur, Kuldiha and Badampahar on the broad gauge and Thakurtota, Jugpura, Jugul, Betnoti, Krushnachandrapur, Jamsole, Baripada, Bharjpur, Kuchai, Budamara, Rajaluka, Bangiriposi and Talbandh on the narrow gauge line. No train now runs between Bangiriposi and Talbandh.

124. Rail Road Competition

It would not be correct to say that the number of bullock carts decreased when the Railways came in as bullock carts could never carry the traffic which the Railways catered for.

Railways have not suffered much by competition with motor transport. Although the light Railway is not convenient for goods traffic, it carries its full complement of timber for which it is meant. The broad gauge line which is mineral based has not had competition with road transport on account of the heavier cost of the latter.

Passenger traffic has however, been largely diverted to roads, because motor buses have access to places which railways have not.

125. Waterways, Ferries and Bridges

There are no waterways in the district, as the rivers originate from the hills and dry up in winter and summer. Except for timber floated through the river Burhabalanga during rainy season, there is no other river borne traffic.

The ferry services are utilised only during rains. Grama Panchayats who own the ferries do not possess boats or other vehicles of their own. The lease holders provide their own small country boats with capacity of 10 to 25 passengers. The size of boats varies from 12' to 18' in length and 3' to 4' in breadth. A list showing the ferries maintained by different Grama Panchayats of the district is given in Appendix 'A'.

There is a bridge over the river Burhabalanga on Major District Road No. 5. The length of the bridge which has 17 spans is 782' from abutment to abutment and its load capacity is 15 tons. The construction work of the bridge started in 1962-63 and completed in 1965-66 with a total expenditure of about Rs. 30,00,000.

The other major bridge is on the river Baitarani near Dhakuta on Mayurbhanj-Keonjhar border on National Highway No. 6. The bridge has 14 spans. The length of the bridge from abutment to abutment is 633' and its load capacity 12 tons.

The bridge over the Bhandan river near Jashipur on Bisai-Karanja Road has 3 spans. The central one is 150' long and the end ones are 30' each. End spans were added after the bridge was out flanked in high floods.

126. Transport by Air

An aerodrome was constructed during World War II at Amarda. It is not being used as an air port at present.

The Maharaja has two Kutchha landing grounds of which one is at Rajabasa on Baripada-Baghada Road and the other is on Rairangpur-Tiring Road. They are not maintained at present. Only the Maharaja's plane lands sometimes on Rajabasa ground. In 1940 Mayurbhanj had 3 aeroplanes and the establishment of the Aviation Department consisted of one Pilot, one Ground Engineer, and necessary compliment of clerical, menial and technical staff. The Tata Iron & Steel Company have got small landing grounds at Gorumohisani and Sulaipat for use of their planes.

127. Ropeways

The Tata Iron & Steel Company have two ropeways working at Badampahar and Gorumahisani Iron Mines. The ropeway constructed at Gorumahisani was installed by M/s. J. Pohlig of West Germany through contractors, M/s. Kamani Engineering Corporation Ltd. Bombay. The ropeways carry iron-ore from top bunker to bottom bin, situated near Gorumahisani Railway Station. The difference between levels of the two terminals is 1,385 ft. Though it runs by gravity there is an arrangement for diesel engines to drive for special use. Its construction was completed by October 1956, the distance between the two terminals being 1.58 miles. 1,500 to 2,000 tons of iron-ore are carried daily. The initial cost of construction was Rs. 14,60,000. The ropeway at Badampahar Iron-Ore Mine was constructed in April 1944 by M/s. Gillanders Arbuthnot & Company, Agents for the British Ropeway Engineering Company under the supervision of their engineers. It is a mono-cable system of ropeway having a length of

1,516 yards, being equipped for a capacity of 100 tons per hour. The distance between the two terminals is 4,380'. There are 43 carriers on the line each having a capacity of 17 cubic feet. The initial cost of construction was Rs. 2,21,000.

128. Travel and Tourist facilities

There is little information available on the old time rest houses and Dharmasalas. It is, however, found from the Annual Administration Reports that a number of inspection bungalows and rest houses were constructed during the Durbar regime for the facility of the officers on tour. Among the Dharmasalas, perhaps the oldest one is at Baripada named "Maharani Lakshmikumari Dharmasala", located in the heart of the town near the Jagannath temple. It was constructed in 1906 and provided comfortable resort for the visitors and pilgrims. It appears from the above sources that funds were being provided to feed boarders for first two days of their stay. The Dewan was the managing authority during Durbar regime. After merger, the State Government manage this Dharmasala through the Collector of the district.

The Revenue Department took over in 1949 the Bishram Bhawan near the Railway station at Baripada. It is now the Circuit House of the district. It has 12 suits attached to it with a two-roomed garage and two-roomed staff quarters. Besides this, at Baripada there is one four-roomed Inspection Bungalow belonging to the Public Works Department. There are 20 rest sheds under control and management of the Revenue Department located at Chandua, Badasahi, Kuliana, Suliapada, Kuchai, Rairangpur, Jamda, Booring, Karanjia, Kendujiani, Ghagarbeda, Sukruli, Udala, Kundabai, Pasuda, Kaptipada, Sarat, Ranibandh, Panthor and Podadiha. Of these, Kuliana Rest House gained importance because of the Haldia Bundh, an important Minor Irrigation Project situated nearby.

The Works Department and Forest Department are in charge of 32 Inspection Bungalows and 13 Rest Houses, respectively. A comprehensive list of Inspection Bungalows and Rest Houses with their location and transport facilities is given in Appendix 'B'. The Tata Iron & Steel Company also maintain a few Inspection Bungalows in the mining areas for convenience of their Officers.

There are no good hotels in the district. A few located at Baripada, Rairangpur and other places cater mostly to the needs of the litigant population, local day scholars and other visitors.

There are no travel agents or guides though the district is rich in a wide variety of interests for tourists. It is the District Public Relation Officer who takes important visitors round the places of interest.

129. Posts and Telegraphs

Prior to merger there was a Postal Department of the Durbar Regime, The Posts and Telegraphs of this district now come under the jurisdiction of the Superintendent of the Balasore Division, which started in 1953. By 1956 there were 9 sub-offices including 3 non-delivery sub-offices and 3 Telegraph sub-offices with telephone facilities in two sub-offices. By 1961 the office at Baripada had been raised to the status of Head office and excluding this, there were 11 sub-offices and 218 branch Post offices. In 1965, besides Head Post office at Baripada there were 20 sub-Post offices and 223 branch Post offices in the district. The number includes 4 Telegraph offices with phone facilities and 17 more sub and branch offices with phonocum arrangements. The Post offices where telegraph facilities are available are Baripada (Head office), Badampahar, Bahalda, Bangiriposi, Betnoti, Baripada Bazar, Badasahi, Gorumahisani, Jashipur, Karanjia, Kaptipada, Khunta, Kuliana, Muruda, Rairangpur, Raruan, Udala, Chandanpur, Chitrada, Chandua Ashram and Bisai. The transport of mail in the district is satisfactory except to the interior with bad or no communication, where much time is taken for transport and delivery. The statements showing the Money Order remittances, Savings Bank deposits, number of Registrations and Parcels, Telegraph traffic and Radio sets licensed for the past 3 years are given below:

Year	Number of Money orders issued	Value of Money orders issued	Commission realised
1	2	3	4
		Rs. P.	Rs. P.
1962-63 ..	89,473	32,62,092.36	52,851.60
1963-64 ..	93,874	37,41,954.21	60,103.90
1964-65 ..	97,799	40,06,463.07	64,557.18
MONEY ORDER PAID			
1962-63 ..	49,527	20,07,311.26	..
1963-64 ..	51,275	23,54,296.43	..
1964-65 ..	55,027	25,58,833.37	..

SAVINGS BANK TRANSACTIONS

Year	Number of deposits	Amount deposited	Number of withdrawals	Amount withdrawn
1	2	3	4	5
		Rs. P.		Rs. P.
1962-63 ..	21,102	33,99,469.22	13,165	24,89,206.66
1963-64 ..	22,635	34,31,747.21	16,696	29,62,557.66
1964-65 ..	25,375	41,66,806.66	17,264	32,04,743.74

REGISTERED LETTERS AND PARCELS

Year	Number of Registered letters booked	Number of Registered parcels booked
1962-63 ..	69,527	8,923
1963-64 ..	71,272	9,331
1964-65 ..	75,722	10,313

TELEGRAMS (Figures for Head office, Baripada only)

Year	Number of Telegrams	Amount realised
		Rs. P.
1962-63 ..	24,310	23,915.51
1963-64 ..	25,021	27,286.47
1964-65 ..	29,667	32,873.76
RADIO SETS		
1962-63 ..	570	19,867.30
1963-64 ..	679	25,573.00
1964-65 ..	794	26,229.62

130. Telephones

During the decade 1921—31, construction of semi-automatic telephone line of 120 miles connecting important places with Baripada, was completed. The Exchanges at Baripada and at other places in the district were taken over by the Posts and Telegraphs Department on the 1st September 1954. By September 1964 there were three telephone exchanges in the district located at Baripada, Rairangpur and Betnoti. The Baripada exchange (capacity 150 lines) had 113 direct working connections with 10 extensions and the Rairangpur exchange (capacity 100 lines) had 42 direct connections with one extension. The Betnoti exchange was an auto one with 50 lines capacity. It had 15 direct connections. The Exchange at Rairangpur was established on the 31st December 1959. Under the Baripada Exchange there are Public Call Offices at Baripada, Bangiriposi, Khunta, Kuliana, Muruda, Udala, Baisinga and Bisai. Under the Rairangpur exchange there are Public Call Offices at Rairangpur, Badampahar (with seven extensions), Gorumahisani and Bahalda. Telephone revenue realised in the district in 1962-63, 1963-64 and 1964-65 were Rs. 39,681·15, Rs. 60,712·14 and Rs. 86,689·24 respectively.

131. Radio and Wireless Stations

There is no broadcasting station in the district. There are also no Civil wireless stations.

132. Organisation of Owners and Employees

There are no Organisations of Owners and Employees in the field of Transport and Communication. By July 1961 there was only one such association established namely Bhagabati Bus Association with its office at Baripada which owned 5 stage carriages having 4 permanent route permits.

APPENDIX A

Ferries of Grama Panchayats

Sl. No.	Name of the Grama Panchayats	Name of Ferry
BARIPADA SUBDIVISION		
1	Mangobindapur	Mirigidhari
2	Mangobindapur	Narangaon
3	Patalipur	Denphanda
4	Badsahi	Kanjikula
5	Badasahi	Khuntapal
6	Badsahi	Kuliana
7	Badsahi	Baguli
8	Badsahi	Rantsahi
9	Madhapur	Singtia
10	Madhapur	Unchabali
11	Patsari	Bhimda
12	Patsari	Chergua-Mangalpur
13	Sankerko	Uthani-Nuagaon
14	Chattana	Gambharia
15	Chattana	Bhedisahi
16	Durgapur	Sunamunti-Sankucha
17	Durgapur	Rangpani
18	Kuchilakhunta	Bartana
19	Pratappur	Pratappur
20	Pratappur	Bathudibandh
21	Badampur	Patharchatia
22	Badampur	Duhilpur
23	Totapada	Handidhua-Ektali
24	Kuchai	Aniapal
25	Kusumbandh	Basantpur
26	Nuagan	Sunpalasia
27	Nuagan	Gauderuma
28	Chitrada	Silda
29	Chitrada	Parakuli
30	Gholmuhan	Gholmuhan
31	Muruda	Murili
32	Bansabila	Bajartundi
33	Bansabila	Pundra
34	Samakhunta	Makadapal
35	Sirsa	Sirsa
36	Sirsa	Pandara
37	Sirsa	Neda-Tapa

Sl. No.	Name of the Grama Panchayats	Name of Ferry
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BAMANGHATY SUBDIVISION

1	Bad-dhundu	Dhundu
2	Bahalda	Haldighat
3	Bahalda	Tentala
4	Dalima	Bhogabundh
5	Jamda	Ghumar
6	Jamda	Mahisakudar
7	Pandupani	Badnarani
8	Rairangpur	Tendipita

PANCHPIR SUBDIVISION

1	Bad-Raruan	Baunspur
2	Bad-Raruan	Khuntapada
3	Bad-Raruan	Kalanda
4	Bad-Raruan	Tilusahi
5	Bhanjakkia	Takudipal
6	Batpalsa	Khadikudar
7	Batpalsa	Mirignandi
8	Jashipur	Khair-Bhandan
9	Haldia	Kudarsahi
10	Rugudi	Ektapal
11	Rugudi	Kudarbisada
12	Sukuli	Jamdapal

KAPTIPADA SUBDIVISION

1	Bisai	Pratappur
2	Badfeni	Balimundali
3	Badfeni	Silghati
4	Badfeni	Sadakghat
5	Badfeni	Bhaliadiha Sudanghat
6	Kaptipada	Kaptipada
7	Kusalda	Purakhia
8	Khaladi	Jamghat
9	Khaladi	Taldehudi
10	Khaladi	Nahara
11	Pasuda	Kariband Sadakghat
12	Ranibandh	Damodar Sadakghat
13	Ranibandh	Ranibandh
14	Ranibandh	Sindiria Domuhari Ghat
15	Udala	Uthangaon
16	Udala	Nahara
17	Udala	Jirida

APPENDIX B

List of Inspection Bungalows and Rest Houses in Mayurbhanj District

Sl. No.	Name and address of the Guest/ Rest Houses and Dak Bungalows, etc. in the District	Nearest Railway Station/ Aero-drome/State Transport Bus station from the Rest Houses	Whether State Transport facilities are available	Any other information of interest
(1)	(2)	(3)	(4)	(5)

PUBLIC WORKS DEPARTMENT INSPECTION BUNGALOWS

1	Mahuldihna Inspection Bungalow, P. O. & P.-S. Rairangpur.	Nearest Railway Station, Rairangpur (3 miles).	Bus available from Rairangpur.	Four suites
2	Bahalda I. B., P. O. & P.-S. Bahalda	Nearest Railway Station, Bahalda, (8 miles).	Ditto	Two suites
3	Tiring I. B., P. O. & P.-S. Tiring	Nearest Railway Station, Rairangpur (22 miles).	Ditto	One Hall
4	Kherna I. B., P. O. Kherna, P.-S. Rairangpur.	Nearest Railway Station, Badampahar.	Ditto	Two rooms
5	Jashipur I. B., P. O. & P.-S. Jashipur.	Nearest Railway Station, Badampahar (10 miles).	Ditto	Two suites
6	Karanjia I. B., P. O. & P.-S. Karanjia.	Nearest Railway Station, Badampahar.	State Transport Bus available.	Ditto

7	Thakurmunda I. B., P. O. & P.-S. Thakurmunda.	Nearest all-weather Bus Station, Karanja (24 miles.)	Ditto	Public Bus available in Fair-weather.
8	Khiching I. B., P. O. Khiching, P.-S. Raruan.	Nearest all-weather Bus Station, Karanja (24 miles.)	..	Ditto
9	Raruan Inspection Bungalow, P. O. & P.-S. Raruan.	Nearest all-weather Bus Station, Karanja (28 miles.)	..	Ditto
10	Bisai I. B., P. O. & P.-S. Bisai	On the State Transport Bus route	State Transport Service	Two rooms
11	Manda I. B., P. O. Manda, P.-S. Bisai.	Ditto	Ditto	Two rooms
12	Baripada I. B., P. O. & P.-S. Baripada.	Nearest Railway Station, Baripada, Aerodrome Rajabasa.	Ditto	Ditto
13	Betnoti I. B., P. O. & P.-S. Betnoti	Nearest Railway Station, Betnoti	Ditto	Two suites
14	Baisinga I. B., P. O. & P.-S. Baisinga.	Nearest Railway Station, Rupsa	Ditto	Ditto
15	Rupsa I. B., P. O. Rupsa	Ditto	Ditto	Public Bus available
16	Muruda, I. B., P. O. & P.-S. Muruda.	Nearest Railway Station, Amarda Road.	Ditto	Ditto
17	Amarda I. B., P. O. & P.-S. Amarda.	Ditto	..	Ditto
18	Baghada I. B., P. O. Baghada P.-S. Sulianada.	Nearest Railway Station, Baripada	..	Ditto
19	Nechuapada I. B., P. O. Baghada, P.-S. Muruda.	Ditto	..	Ditto
20	Patpur I. B., P. O. Pratappur
21	Kuamara, P. O. Kuamara, P.-S. Khunta.	Nearest Railway Station, Betnoti	..	Public Bus available

Sl. No.	Name and address of the Guest/ Rest Houses and Dak Bungalows etc. in the District	Nearest Railway Station/ Aero-drome/ State Transport Bus station from the Rest Houses	Whether State Transport facilities are available	Any other information of interest
(1)	(2)	(3)	(4)	(5)
22	Mantri I. B., P. O. Mantri, P.-S. Baisinga.	Nearest Railway station, Betnoti	..	Public Bus available
23	Udala I. B., P. O. & P.-S. Udala.	Ditto	..	Ditto
24	Jaypur I. B., P. O. Jaypur, P.-S. Khunta.	Ditto	..	Ditto
25	Podadiha I. B., P. O. Podadiha, P.-S. Udala.	Ditto	..	Ditto
26	Kaptipada I B., P. O. Kaptipada, P.-S. Udala.	Ditto	..	Ditto
27	Khunta I. B., P. O. & P.-S. Khunta	Ditto	..	Public Bus available
28	Dukura I. B., P. O. Dukura, P.-S. Khunta.	Ditto	..	Ditto
29	Deuli I. B., P. O. Deuli, P.-S. Baripada.	Ditto	..	Ditto
30	Krushnachandrapur I. B., P. O. Krushnachandrapur,	Ditto Krushnachandrapur	..	Ditto
31	Sirsa I. B., P. O. Sirsa, P.-S. Bangiriposi.	Ditto	Budamara	
32	Bangiriposi I. B., P. O. & P.-S. Bangiriposi.	Ditto	Bangiriposi	

FOREST DEPARTMENT REST HOUSES

1	Lulung Rest House, P. O. Rangamata, P.-S. Baripada.	Nearest Railway Station, Baripada	..	Two suites
2	* Kachudan R. H., P. O. Baidiha, P.-S. Baripada.	24 miles from Baripada	..	Ditto
3	Jamsole R. H., P. O. Jamsole, P. S. Betnoti.	1 mile from Baripada	..	Ditto
4	Dhudurachampa R. H., P. O. Gudgudia, P.-S. Jashipur.
5	Kanchinda R.H., P.O. Bangiriposi	27 miles from Baripada	..	Ditto
6	Kendumundi R. H., P. O. & P.-S. Kendumundi.	9 miles from Bangiriposi	..	Ditto
7	Champajhar, R. H., P.O. Champajhar, P.-S. Thakurmudna.	25 miles from Udala	..	Ditto
8	Satkoshia R. H. P. O. Satkosia	32 miles from Karanjia	..	Ditto
9	Dangadiha R. H., P. O. Podadiha, P.-S. Udala.	21 miles from Udala	..	Ditto
10	Gudgudia R. H., P. O. Gudgudia, P.-S. Gadsimilipal.	17 miles from Jashipur	..	Ditto
11	Chahala R. H., P. O. Talbandha, P.-S. Jashipur.	28 miles from Jashipur	..	Ditto
12	Barhaipani R. H., P. O. & P.-S. Jashipur.	34 miles from Jashipur
13	Jamuani R. H., P. O. Jmuani, P.-S. Jashipur.	8 miles from Jashipur	..	Ditto