

## CHAPTER IX.

## MEANS OF COMMUNICATION.

**GENERAL FEATURE.** ONE of the greatest signs of advancement noticeable in the States of Orissa during recent years has been the very marked improvement effected in communications. All the twenty-four States

**ROADS.** have good and, in some cases, excellent roads to their headquarters and there are many good surface feeder roads. The principal and most important roads are, the **Cuttack-Angul-Sambalpur** (171 miles), **Cuttack-Sonpur-Sambalpur** (205 miles), and **Sambalpur-Patnā-Kālāhandī** (140 miles). The former lies to the north of the Mahānadi and runs through the States of Athgarh and Dhenkānāl, the Angul district, the States of Athmallik and Rairākhol and the Sambalpur district: this road, except in the Dhenkānāl and Rairākhol States, is maintained by Government and there are rest-houses at convenient distances of about 10 miles apart up to the border of the Rairākhol State: bungalows are now in course of erection in this State and the Sambalpur district. The **Cuttack-Sonpur-Sambalpur** road runs on the south side of the Mahānadi, following closely the bank of the river: it runs through Domparā and Bānki in the Cuttack district, the States of Khandparā, Daspallā, Baud and Sonpur and the Sambalpur district. It is maintained throughout its length as far as the Sonpur border by Government, except in the short length situated in the Pancharā zamindari of the Sonpur State, which lies in the State of Baud near the river Tel: this section is maintained by the Sonpur State: the road throughout its length in the Sonpur State is maintained by the Chief: after leaving the Sonpur State the road runs through the Sambalpur district crossing the Mahānadi at Dhamā, about 15 miles below Sambalpur. The northern section of the road is not an easy one for traffic, as after entering the State of Baud many large streams and rivers have to be crossed: the worst of these are the Sālki, Bāgh, and Mārini in Baud, the Tel and Ang in the Sonpur State. The road, except the portion in the Sonpur State and the portion between Dhamā and Sambalpur which are good gravelled sections, is a surface road, and running as it does in

**Cuttack-Angul-Sambalpur road.**

**Cuttack-Sonpur-Sambalpur road.**

close proximity to the river is in many parts poor owing to the sandy nature of the soil and to the fact that in many places, especially near Harbhangā in the Baud State, it is overtopped by high floods: there are bungalows at regular intervals all the way from Cuttack to Sonpur, and there is also a bungalow at Binkā in the Sonpur State and one at Dhamā. The crossing at Dhamā is an exceedingly difficult one, and accordingly a diversion is under construction from Dhamā along the north bank of the river to the Sonpur border, whence the road will be carried on by the State and the crossing made at Binkā, an important village in the Sonpur State on the south bank of the river.

The Sambalpur-Patnā-Kālāhandī road crosses the Mahānadi at Sambalpur, where, except in the rainy season, an excellent pontoon bridge is maintained by the Bengal-Nāgpur Railway and travels *viā* Attābirā, Bargarh and Barpālī to the Sonpur border, a distance of about 48 miles: as far as Bargarh the road is a metalled one, and from there to the Sonpur border a good gravelled road has been constructed. The road runs for a distance of 8 miles through the Sonpur State and then crosses the Ang river, which forms the border between the States of Sonpur and Patnā, crosses the Suktel and runs on to Bolāngir, the headquarters of the Patnā State: the road as far as Bolāngir from the Sambalpur-Sonpur border is an excellent gravelled road and the smaller streams are bridged. The distance from Sambalpur to Bolāngir is 76 miles. From Bolāngir, a good surface road runs on to Bhawānipatnā, the headquarters of the Kālāhandī State, 64 miles from Bolāngir: the section of the road from Bolāngir to the Tel, a distance of 32 miles, and the boundary of the Patnā and Kālāhandī States is of heavy gradients running in a series of switchbacks and the surface is only moderate: from the border of the Kālāhandī State the country greatly improves, the gradients are comparatively easy and the surface is in fair order: the last five miles of the road before entering Bhawānipatnā is in excellent order and bridged throughout: the whole length of the road is possible for a motor. There are bungalows at Attābirā (17th mile), Bargarh (30th mile), Barpālī (40th mile) and Chārmundā (46th mile), all in the Sambalpur district: there are also bungalows at Dūngripālī in the Sonpur State (53rd mile), at Sālebhattā (57th mile), just across the Tel river, at Bolāngir (76th mile) and Deogāon (88th mile) in the Patnā State and in the State of Kālāhandī at Kasurparā (116th mile), Utkelā (126th mile) and Bhawānipatnā (140th mile). This route is a very important one for trade and commerce.

Sambal-  
pur-  
Patnā-  
Kālāhandī  
road.

Raipur-  
Bhawānī-  
patnā  
road.

Another important road, but which, with the transfer of the five Sambalpur States from the Central Provinces to Orissa, has naturally become of somewhat less importance than before, is the Raipur-Bhawānīpatnā road which enters the Patnā State on the border of the Khariār zamindāri in the Raipur district, and after running for about 12 miles through the south-western extremity of the Patnā State through Sindhekelā, it crosses the boundary of the Patnā and Kālāhandi States six miles further meeting the Tel river: from here the road runs due south for a distance of 7 miles to Mādingpadar, then turns south-east across the Kālāhandi State entering the Ganjām district of the Madras Presidency at Sikarkupā: the road is a gravelled one and maintained in excellent order: throughout its course in the Patnā and Kālāhandi States there is only one bungalow and that at Mādingpadar in the Kālāhandi State 12 miles from Bhawānīpatnā, with which it is connected by a good road. A considerable amount of traffic goes by this road to Ganjām and there is a traffic-registering station at Sikarkupā. The road passes Bhawānīpatnā, the headquarters of the Kālāhandi State, at a distance of 9 miles to the north.

Bāripadā-  
Karanjiā  
road.

These are the principal roads for traffic in the States. The States of Mayūrbhanj, Kālāhandi, Bāmra and Sonpur are well provided with good roads: and there are also good village roads in the States of Patnā, Dhenkāl, Talcher and Nayāgarh: internal communications are defective in the States of Baud, Bonai, Dasallā, Gāngpur, Khandparā and Tigiriā; but there are good roads in all cases to the headquarters of the States with bungalows at the headquarters. In the Mayūrbhanj State communications are excellent and the roads are well provided with travellers' bungalows: there is a good road from the headquarters, Bāripadā, to Karanjiā and thence to the Keonjhar border: in this State there are 149·50 miles of metalled road and 350 miles of surface road. In Kālāhandi there are 53½ miles of gravelled road and 116½ miles of good surface road: in this State a fine piece of engineering has recently been completed in the Ampānighāt road, which now gives through communication between the fertile plains of the State and the zamindāri of Jaypur in Madras: the road is available for cart traffic and winds its way across the lofty barrier of the hills on the southern border, reaching at its summit a height of nearly 2,000 feet. In Bāmra, there is a good gravelled road from the railway station, Bāmra Road, on the Bengal-Nāgpur Railway to Deogarh, the headquarters of the State, a distance of 58 miles, with bungalows at Bāmra, Kuchindā and Sirid. In the State of Keonjhar a first class

Bāmra-  
Deegarh  
road.

gravelled road, 114 miles in length, is under rapid construction from Champuā on the Baitaranī river, opposite to Jaint in the Singhbhūm district, to the border of the State with the Cuttack district, passing through the headquarters and the subdivision of Anandpur: bungalows have been built along the entire length at easy stages: this road will give direct access from the Chakradharpur station on the Bengal-Nāgpur line in the Singhbhūm district to the Vyās Sarovar station on the East Coast section of the Bengal-Nāgpur Railway in the Cuttack district. A good road is under construction from the railway station of Pānposh on the Bengal-Nāgpur Railway in the Gāngpur State to Bonaigarh, the headquarters of the Bonai State.

Champuā-Vyās Sarovar road.

Pānposh-Bonaigarh road.

The Imperial post now plies in all the States, with sub-post offices or branch post offices at all the headquarters, except at Tigiriā. The five States transferred from the Central Provinces are well served in their postal communications, there being letter-boxes at the school houses in most of the important villages: the dealings of the post offices in these States are considerable, especially in the State of Kālāhandī. The Imperial post travels by the Sambalpur-Patnā-Kālāhandī road from Sambalpur and there is a telegraph office at Bargarh: at Bolāngir and Bhawānipatnā there are sub-post offices and letter-boxes at all the places where there are bungalows and also at other important villages *en route*: from Bhawānipatnā the mail runs on to Madras, *viā* Ampānighāt in the southern extremity of the Kālāhandī State. Telegraph lines connect Sundargarh, the headquarters of the Gāngpur State, with Jharsagurā in the Sambalpur district, Nilgiri with Balasore, Dhenkānāl with Cuttack, Bāripadā with Rūpsā station on the East Coast section of the Bengal-Nāgpur Railway, and there is a telegraph line from Cuttack to Bānki which gives ready means of communication with the States of Khandparā, Tigiriā, Barāmbā and Daspallā. Besides there are combined sub-post and telegraph offices at Pānposh and Kumārkelā in the Gāngpur State and at Bāmra. A telephone line runs from Bāmra to Deogarh and from Deogarh to Bārkut and to Sagrā.

POSTAL AND TELEGRAPH COMMUNICATIONS.

Telephone line.

The Mahānadi and Brāhmanī form broad waterways during half the year, but there is no steamer or regular boat service on either of them.

WATER COMMUNICATIONS.

The Bengal-Nāgpur Railway runs through the States of Gāngpur and Bāmra for 45 miles in the former, and 22 miles in the latter: the East Coast section of the same line passes in proximity to the States of Ranpur, Nilgiri and Mayūrbhanj. The only State railway in the States is the narrow

RAILWAYS.

gauge line, 33 miles long, from Rūpsā station on the East Coast section of the Bengal-Nāgpur line to Bāripadā, the headquarters of the Mayūrbhanj State. A broad gauge line is about to be constructed from Kālimāti station on the Bengal-Nāgpur Railway to the foot of the Gurumāsaiāni hill in the Mayūrbhanj State to transport the iron ore for the Steel Works to be erected at the former place : an extension of the railway system in the Mayūrbhanj State is also under contemplation.

TRAM-  
WAYS.

There are light tramways for the transport of minerals only in the Gāngpur State : these light tramways run from the Bisrā railway station on the Bengal-Nāgpur line to Ursu, a distance of five miles, and from Rourkelā to the Brāhmani, a distance of 3 miles, to transport limestone and dolomite : a light tramway has also been constructed from the railway station of Dharuādiha on the Bengal-Nāgpur Railway to Gariājor, a distance of 9 miles, to transport the manganese ore worked at the latter place. The granite quarries at Nilgiri are connected by a tramway with the Balasore railway station.