

CHAPTER VII

COMMUNICATION

100 Old time Trade routes

According to Dr. V. S. Agarwalla, the present Titilagarh in Balangir district was known in ancient times as *Taitila Janapada* and was a centre of trade as early as the time of Panini, the famous Grammarian. It was then connected with a number of good roads with different parts of India. A notable trade route connected Titilagarh with Sonepur where punch marked coins of pre-Maurya period are found in large number.

In the 4th century A. D. an important road from Kausambi in northern India towards the eastern coast passed through modern Sambalpur and Balangir districts, and Samudragupta is known to have invaded South-India through this road in circa 350 A. D. The Chinese pilgrim Hiuen-Tsang (7th century A. D.) is reported to have travelled from the capital of Kalinga to that of Kosala through Parimalagiri (po-lo-mo-lo-ki-li) indentified with Gandhagiri in the north of the present Balangir district. It appears that a road from Kalinga to Kosala passed through this region during early medieval period and very likely ran by the side of Ranipur and Jhariel where extensive antiquities are found at present. During medieval period the town of Sonepur, located at the confluence of the Tel and the Mahanadi, was a seat of political importance. It was the headquarters of royal dynasties like the Somavamsis, Kalachuris, and the Telugu Chodas, and was connected by roads with Ratnapur in the west, Jajpur in the east, and Barsur (headquarters of Naga rulers of Bastar) in the south. After coming of the Chauhans in the 14th century A. D. the town of Patnagarh flourished as a place of political and commercial importance and it was connected by roads with towns like Jeypore (in present Koraput district), Sambalpur and Puri. Towards the last part of 18th century, there was a regular road from Cuttack passing through Banki, Baidyeswar, Baudh, Sonepur, Sarangagarh, etc. to Nagpur and it was followed by Elliot and Lecky in 1878. Another infrequented road from Cuttack to Nagpur also passed through Sonepur.

The work of construction and maintenance of the communication system in the ex-States of Patna and Sonepur rested with their respective Rulers. The extent to which it was developed in ex-Patna State is known from the following extract from Cobden Ramsay².

1. Ray B. C. Orissa under Marathas, 1959, pp. 150-151.

2. Cobden-Ramsay, L. E. B., Feudatory States of Orissa. p. 295

“There are two excellent murramed (gravelled) and bridged roads in the State: one from the border of the State at Salebhatta on the Ang to Bolangir, the headquarters, a distance of 19 miles; the other from Bolangir to Tarbha, a large mart on the Sonepur border; a portion of the main road from Raipur to Vizianagram runs through the south-western extremity of the State for a few miles, passing near Sindhekela. An unbridged surface road 34 miles in length, runs due south to the Tel river, the boundary of the Kalahandi and Patna States, starting from Bolangir and forms the main line of communication from Sambalpur to the headquarters of the Kalahandi State: there are rest houses at Salebhatta and Deogaon on this route. There is a good surface road from Bolangir to Patnagarh, the former headquarters of the State; a cold weather surface road with rough wooden trestle bridges runs from Bangomunda through the forest tracts on the west of the State to Agalpur. The State is thus provided with good communications and there are several fair village tracks.”

The communication system existing in Sonepur ex-State in the corresponding period has been described by the same author as follows:

“The greater part of the export trade of the State is carried by the Mahanadi and a considerable export of rice and pulses is carried on with Cuttack and Sambalpur.

“The Tel is comparatively free from obstruction and during the monsoon months there is some boat traffic from Patna and timber is also floated down from the upper reaches of this river in the Kalahandi State.

“In the Mahanadi, just opposite Sonepur, there are dangerous rapids, which render navigation difficult. There is a good road, the Cuttack-Sonepur-Sambalpur road on the right bank of the Mahanadi connecting with Dhama in the Sambalpur district and passing through the important village of Binka; there are bungalows every ten miles from Cuttack up to Baudh-Sonepur border: there are also bungalows at Sonepur and Binka in the Sonepur State and at Dhama. A new road is under construction from Dhama the northern bank of the Mahanadi in Sambalpur district, to the border of the State on the northern bank of the river and from there a State road is being constructed to a place opposite to Binka and in future the traffic between the State and the Sambalpur district will cross the Mahanadi at Binka, a far easier crossing than at Dhama. There is an excellent road on the western border of the State forming the connecting link between Sambalpur, Bargarh and Barpali in the Sambalpur district and Salebhatta on the main road to the Patna and Kalahandi States. There is a rest house on this road at Dungripali, in the Sonepur State 12 miles from Barpali. There is a surface road from Sonepur to Tarbha, an important mart

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on the border of the Patna State. The imperial post runs from Sambalpur to Sonapur and on to Baudh: there is a sub-post-office at Sonapur and letter boxes at important villages in the State¹.”

The above quotations depict the state of communication in both the ex-States during the early part of this century. The Durbar administration was making annual budgetary allotments or construction of new roads and maintenance of the old ones. Some achievements of the ex-Rulers deserve special mention. The road from Balangir to Khaprakhola was constructed during the period of Dalganjan Singh Deo (1895—1910) and a bridge named after Sir Henry Wheeler, Lt. Governor was constructed on the Sonagarh river during the rule of Prithviraj Singh Deo (1910—1924). Trees were planted on both sides of the road and wells were dug at places.

By 1933, the Public Works Department started in Patna State. The normal staff of this Department comprised 19 employees, namely, the State Engineer, one Supervisor and two Overseers, the rest being in the estimating and clerical branch. The Department was looking after all buildings, roads, bridges and culverts in the State².

A committee named ‘Patna State Post-War Reconstruction Committee’ was set up in October 1943 to collect various data to implement the post-war reconstruction programmes. A long-range programme formulated in this connection included metalling and widening of the main roads from Balangir to Salebhata, Titilagarh, Kantabanji and Bairasar. The improvement of the road from Balangir to Kantabanji via Patnagarh was then considered to be of more urgent necessity. It was further decided to include the programme of the construction of bridges on streams, rivulets and nalas falling on any of the above roads. The post of a Special Engineer for the examination and execution of post-war reconstruction scheme was created, with effect from the 6th June 1945. It was decided to lay priority on the major roads then having a total length of 205 miles. The post of 4 overseers and other estimating and clerical staff was sanctioned for the purpose³.

The following roads within the ex-State of Patna were receiving due attention in matters of repair and construction of bridges:

| | Miles |
|-----------------------------|-------|
| 1. Balangir-Salebhata Road | 21 |
| 2. Balangir-Bairasar Road | 13 |
| 3. Balangir-Titilagarh Road | 42 |
| 4. Balangir-Kantabanji Road | 50 |

1. Cobden—Ramsay, L. E. B.,—*Feudatory State of Orissa* PP. 323-24

2. Sankhpta Koshala Itihas—Mullick S. C.

3. Annual Administration Report of Patna State 1941-1942

4. *Ibid* for the year 1945-46.

101. Road Transport

No National Highway passes through the district. The State Public Works Department maintains 90 miles of State High Wy 206 miles of Major District Roads and 21 miles of other District Roads. Brief notes on each of the roads is given below:

i) State Highway No. 2—Bhawanipatna-Bargarh Road

The length of the road within the district is 54 miles 5 furlongs. The portion lying within the ex-State of Patna was constructed during Durbar Administration and was transferred to the Public Works Department of the Government of Orissa in 1948 after integration of the State. It passes through the following villages of Balangir district.

North—Balangir, Loisinga, Burda Salebhata and Dungripal and connects Sambalpur district.

South—Balangir, Deogan, Saintala, Belgan and connects Kala-handi district.

There are about 141 cross drainages in this reach. The main rivers are Tel at 33rd mile, Barmal at 29/4, Kusumkhal at 31/7, Ang at 24/0, Sonegarh at 13/6, Santsat 13/3, Sinkhamanjore at 7/2, Lakhm ore at 2/6, Ongara at 3/7, Suktel at 9th; Kusurugi at 11/0 and Bordanala at 14th miles*. During Durbar Administration the width of the road was on an average 16ft. and was unmetalled. After merger, the width of the road has been doubled. The entire road is now metalled and almost all portions are black-topped. The road which crosses the river Lanth just after Saintala has not yet been bridged. But to provide all weather passage over this road a link road has been constructed connecting Deng in Major District Road 40 (Saintala-Titilagarh Road) with Petrapali in this road. The main bridge constructed during the plan period is on the Tel at a cost of Rs. 9.70 lakhs. There is provision in the Fourth Plan to improve the surface of the road at a cost of Rs. 6 lakhs. Inspection Bungalows have been constructed along the road side at Balangir, Deogan, Saintala, Belgan, Burda and Salebhata. Some of these Inspection Bungalows were constructed during Durbar Administration.

(ii) State Highway No. 3—Sohela-Nowapara-Khariar-Titilagarh-Belgan Road (Portion from Bhalumunda to Belgan via Bangomunda and Titilagarh).

The length of the road lying within Balangir district is 35 miles 4 furlongs. This was constructed during Durbar Administration. It is an earthen road and investigation for improvement of this road is in progress. Rs. 11.50 lakhs has been proposed for improvement of the road during the Fourth Plan period. This is a fair-weather road.

* The distances are from Balangir Town

(iii) Major District Road**(a) M. D. R. No. 35—Balangir-Sonepur-Kantabanji-Chandutara Road**

This road was constructed during the period of Durbar Administration. It passes through Sonepur, Bairasar, Balangir, Patnagarh, Belpara, Kantabanji, Bangomunda, Sindhekela and Chandutara. At the last named place it connects M. D. R. No. 41 i. e. Khariar-Bhawanipatra Road. The portion of the road from Sonepur to Patnagarh for a length of 55 miles is all-weather and the rest is fair-weather. Previously the road was 16' wide and unmetalled. Improvements have been made to raise the standard of the road to M. D. R. specifications. The total length of 102 miles of the road is metalled and 40 miles black-topped. Rs. 12.85 lakhs has been spent to improve this road so as to make it all-weather.

The main cross drainages are Suktel at 15/4, Patnagarh bridge on Subarnarekhanala at 23/6, Belparanala at 38/3-4, Somilinala at 45/6, river Lanth at 48th mile and Indra river at Sindhekela.

There are Inspection Bungalows at Sonepur, Bairasar, Patnagarh, Kantabanji and Balangir, all constructed during the Durbar period.

(b) M. D. R. No. 36—Patnagarh-Padmapur Road

This road starts from Patnagarh and passing for a length of 13 miles through this district, enters into Sambalpur district. The road was constructed during Durbar administration. This is an earthen road with two unbridged rivers, named Mayabati at 0/4-5 and Suktel at 9/6-7 miles. A sum of Rs. 7 lakhs has been spent in the Third Plan for improvement of this road. There is only one rest-shed at Dhandamunda at 11th mile under Revenue Department.

(c) M. D. R. No. 37—Patnagarh-Harisankar-Khaprakhol-Lathor Road

The length of the road is 30 miles and this was constructed during the Durbar Administration with murrum surfaced and a formation width of 16'. Improvements have been made to raise it to M. D. R. standard. The road is fair-weather and there are 4 main crossings at 5/5, 9/7, 13/0, and 20/0 miles. Provision for the improvement of the road has been made in the Fourth Plan to make it all-weather at an estimated cost of Rs. 440 lakhs. There are two rest-sheds along side the road, one at Jogimunda and the other at Khaprakhol, constructed during the ex-State administration.

(d) M. D. R. No. 39—Sonepur-Binka-Dungripali Road

The road having a total length of 40 miles was constructed during the Durbar Administration. It starts from M. D. R. No. 35 at Sonepur and joins the State highway No. 2 at 34/3 miles at Dungripali.

It is an earthen road partly surfaced with murrum. There are 14 main cross drainages. They are Ang river at 4/2 miles; Tundpallinala at 3/1 miles, Kaolipallinala at 18/0 miles, Girikatanala at 17/2 miles Singhijuba at 20/2 miles, Kanara at 21/2 miles, Bankipali at 29/0 miles, Pipalli at 29/1 miles, Langala at 30/5 miles, Sadhapali at 33/0 miles Dugripali at 34/3 miles and at Behera Road. Provision to the extent of Rs. 4,32,000 has been made in the Fourth Plan for the improvement of this fair-weather road. There is one Inspection Bungalow at Binka at 14/3 miles.

(e) M. D. R. No. 40—Titilagarh-Saintala Road

This all-weather road starts from State Highway No. 2 at Saintala and meets State Highway No. 3 at Titilagarh. The road which is about 21 miles 2 furlongs is entirely black-topped. The road was constructed during Durbar Administration. A link road connects this road at Deng with State Highway No. 2 at Patrapali. There is an Inspection Bungalow at Titilagarh.

(f) Titilagarh-Sindhakela Road

This is an Other District Road, with total length of 17 miles 4 furlongs. Constructed during the Durbar Administration the road continues to be a fair-weather one. There are 2 main rivers Tong and Minapali which are unbridged. A sum of Rs.9 lakhs has been proposed during the Fourth Plan to raise its standard.

(iv) Revenue Roads

This apart, 274½ miles of revenue roads have also been transferred to Public Works Department for improvement and maintenance. List of these roads with mileage is given below:

List of Revenue Roads transferred to P. W. D.

| Sl. No. | Name of Roads | Mileage |
|---------|--|---------------|
| | | Miles |
| 1 | Burda-Arjunpur Road via. Bisimunda .. | 25 |
| 2 | Turekela-Kantabanji-Gudighat-Tikerpara-Deogan-Tusra-Arjunpur. | 64 |
| 3 | Belpara-Bajjalsagar (Pithapathar Via Dhandamunda and Bhanpur). | 25 |
| 4 | Lathor-Turekela .. | 10 |
| 5 | Lathor-Budhikahman (Balangir border) .. | 6 |
| 6 | Balangir-Arjunpur via Mahimunda .. | 11 |
| 7 | Bangomunda-Gudighat via Muribahal .. | 15 |
| 8 | Titlagarh-Gudighat via Gulmi | 17 |
| 9 | Tusra-Kalahandi Border via Gudbhela .. | 9 |
| 10 | Patnagarh-Deng (via Tikarapara) .. | 33 |
| 11 | Roads to the Rly. Station at Turekela .. | 4 |
| 12 | Ditto Ditto at Siker .. | 1 |
| 13 | Ditto Ditto at Saintala | 1 |
| 14 | To Rly. Station to Deogan .. | 2 |
| 15 | Ditto Loisinga .. | $\frac{1}{2}$ |
| 16 | Ditto Salebhata .. | $\frac{1}{2}$ |
| 17 | Ditto Dungripali .. | $\frac{1}{2}$ |
| 18 | Latamunda Branch Canal .. | 6 |
| 19 | Rampur Distributary .. | 12 |
| 20 | Barkarlay Distributary .. | 5 |
| 21 | Bhimitkra Distributary .. | 10 |
| 22 | Barikarly Distributary .. | 10 |
| 23 | Sukha Distributary .. | 7 |

(v) Roads maintained by other Bodies

Rural Engineering Organisation maintains 186 miles of village roads in the district. Almost all the roads are fair-weather. The following are some of the important roads: Loisinga-Agalpur via Digsira (15 miles), Patna-Dumkipali via Larambha (19 miles), Khapra-khol-Juria via Digsira (12 miles), Dharasaja-Subalaya (19 miles), Karkachia-Ratakhandi via Jharmunda (18 miles), Chulbandh-Lakapara via Sauntpur (15 miles), Cherupali-Agalpur via Sukha (11 miles) and Salebhata-Agalpur (11 miles).

An allotment of Rs. 600 per mile for Rural Engineering Organisation roads and Rs. 400 per mile for Panchayat Samiti Roads are given by Government to Rural Engineering Organisation towards annual cost of maintenance of the roads. In 1966-67 because of drought Rs. 7,00,000 were spent under Test Relief Grant out of which 80 miles of roads have been improved.

Panchayat Samitis and Grama Panchayats of the district maintain 190 miles and 350 miles of village roads respectively. During 1965-66, Grama Panchayats spent Rs. 2,12,600 for construction and repair of roads under their jurisdictions.

The roads maintained by Forest Division, Balangir, comes to about 113 miles. The roads which are partly earthen and partly moorumed are used mainly for the transportation of forest products. The Division has spent Rs. 1,54,875 from 1954-55 to 1965-66 for the maintenance of the roads. Some of the important forest roads are Turekela-Mahakhand (10 miles), Turekela-Lathoi (10 miles) Muribahal-Gulmi (11 miles), and Kanda-Muribahal (15 miles).

The Municipalities and Notified Area Councils remain in charge of maintenance of the roads under their jurisdictions. They also receive from year to year grants from Government to effect annual repairs. The Balangir Municipality maintained about 33 miles of roads and spent Rs. 48,758 in 1965-66 for maintenance, whereas the Sonepur Municipality maintained about 18 miles of roads and spent Rs. 6,815 for maintenance. The Notified Area Councils at Titilagarh, Kantabanji and Patnagarh maintained about 15 miles of roads each and incurred the expenditure of Rs. 20,751, Rs. 5,934 and Rs. 1,500 respectively during 1965-66 for maintenance.

102. Vehicles and Conveyances

Bullock-carts constitute the main bulk of conveyance in the district. Of late, cycles have gained great popularity in the villages. the number of cycles in the rural areas is about 10,000. As

communication to the interior is still undeveloped, bullock-carts continue to maintain their popularity as the only vehicle for goods and passenger transport. Their rates vary from Re. 0.50 P. to Re. 1 per mile according to the condition of the roads. Trucks, bullock-carts and cycle-rickshaws are used for transportation of goods in town areas. With the development of urban communication, cycle-rickshaws have gained importance and instances of rickshaws plying to a distance of 10 to 12 miles from the town areas are not uncommon. The statement below indicates the number of cycle-rickshaws and carts licensed in different Municipalities and Notified Area Councils.

| | | Cycles | Cycle-Rickshaws | Carts |
|----------------------------------|----|--------|-----------------|-------|
| Balangir Municipality | .. | 750 | 82 | 126 |
| Sonepur Municipality | .. | 258 | .. | 30 |
| Titilagarh Notified Area Council | .. | 298 | 26 | 82 |
| Patnagarh Notified Area Council | .. | 455 | .. | 125 |
| Kantabanji Notified Area Council | | 164 | 14 | 88 |

In Balangir town cycles are available on hire basis. The total number of motor vehicles registered in the district in 1965 is 851 out of which 130 were cars, 169 jeeps, 124 motor cycles, 102 stage carriages, 172 goods vehicles, 28 tractors, 81 trailers and 45 other categories of vehicles.

103. Public Transports

Prior to 1945, the management of the motor transport services in the State was with private operators. It was in June 1945 that the Patna Dubar Administration took over its management. In 1948, the Government of Orissa introduced the State Transport Services in the district. The routes from the town of Balangir to Cuttack, Sambalpur, Jharsuguda, Titilagarh, Patnagarh, Kantabanji, Khariar, Lathor, Sonepur, Tarbha, Agalpur, Bhawanipatna, Tusra, Baudh and Belpara were nationalised. A statement showing the particulars of the routes is given below.

| Sl. No. | Name of the routes | Distance in Km. | No. of trips daily | No. of vehicles plying | Date of operation | Fair-weather or All-weather |
|---------|------------------------------------|-----------------|--------------------|------------------------|-------------------|-----------------------------|
| 1 | Balangir-Cuttack | 428 | 1 | 2 | 1-4-1950 | All-weather |
| 2 | Balangir-Rajpur (Inter-State) | 298 | 1½ | 1 | 21-5-1962 | Ditto |
| 3 | Balangir-Sundargarh | 222 | 1 | 2 | 16-9-1961 | Ditto |
| 4 | Balangir-Sambalpur | 138 | 1 | 2 | 1-10-1948 | Ditto |
| 5 | Balangir-Bhawanipatna | 109 | 1 | 2 | 1-1-1948 | Ditto |
| 6 | Balangir-Titilagarh | 67 | 4 | 4 | 1-1-1948 | Ditto |
| 7 | Balangir-Belpara | 62 | 3 | 3 | 10-4-1959 | Ditto |
| 8 | Balangir-Agalpur Via Salebhata | 53 | 1 | 1 | 28-3-1955 | Ditto |
| 9 | Balangir-Tusra | 34 | 1 | 1 | 28-3-1955 | Ditto |
| 10 | Balangir-Mandal Via Patnagarh | 62 | 1 | 1 | 15-2-1965 | Ditto |
| 11 | Balangir-Kharlar | 117 | 2 | 2 | 1-2-1958 | Fair-weather |
| 12 | Balangir-Kantabanji Via Titilagarh | 125 | 1 | 2 | 15-4-1954 | Ditto |
| 13 | Balangir-Boudh | 99 | 1 | 2 | 1-5-1957 | Ditto |
| 14 | Balangir-Lathore Via Patnagarh | 90 | 1 | 1 | 7-5-1958 | Ditto |
| 15 | Balangir-Kantabanji Via Patnagarh | 80 | 1 | 1 | 1-2-1954 | Ditto |
| 16 | Balangir-Sonepur Via Burda | 70 | 1 | 1 | 1-2-1954 | Ditto |
| 17 | Balangir-Bandhpara | 32 | 1 | 1 | 26-3-1966 | Ditto |
| 18 | Balangir-Agalpur Via Bharsuja | 45 | 1 | 1 | 12-4-1961 | Ditto |
| 19 | Balangir-Padmapur | 81 | 1 | 1 | 1-4-1966 | Ditto |
| 20 | Balangir-Arigoan Via Sonepur | 98 | 1 | 1 | 25-5-1957 | Ditto |

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Besides the above services, a State Transport bus runs from Jeypore to Sambalpur via Balangir and another of Road Transport Organisation operates between Bhubaneswar and Balangir (via Baudh) during fair-weather.

The Balangir unit of State Transport Service with that of Bargarh and Khariar Road constitute the Balangir Zone under the administrative control of the District Transport Manager, Balangir.

A Central Workshop for the State Transport services is located at Balangir for body building and repairing of buses. The workshop is registered under the Factories Act and it is well-equipped.

The rates charged by State Transport Organisation are 4 Paise and 3.5 Paise per kilometre per passenger for upper and lower classes, respectively. The freight charges are 1 Paise per kilometre per kilogram subject to free luggage allowance of 14 kilograms per adult and 7 kilograms per child.

Waiting rooms and rest-sheds have been constructed at important stations. The frequency of service has been increased in many routes according to the density of traffic. Express services have been introduced on long routes with a view to enabling passengers to catch corresponding trains and bus services of different places. Advance booking is available at some stations. Special buses on demand and buses on reservation with special facilities for students, athletes and delegates are also provided.

The statement given below indicates number of passengers travelled and income derived by the State Transport Services from 1963-64 to 1965-66 in the district.

| Years | No. of passengers travelled | Income |
|---------|-----------------------------|--------------|
| | | Rs. P. |
| 1963-64 | 1,020,349 | 19,13,891.03 |
| 1964-65 | 1,069,666 | 19,72,789.50 |
| 1965-66 | 1,970,214 | 19,29,786.94 |

There are no privately owned or Municipal owned bus or taxi-services. There are also no tramways in the district.

104. Rail Roads

In 1896, Mr. Hedges undertook the survey for a railway line from Raipur to Vizianagram. What was contemplated of this railway line may appear from the following account in the Feudatory States of Orissa of 1907 by Cobden Ramsay:

“The State is thus provided with good communication and there are several fair village tracks. The new line of rail from Raipur to Vizianagram will pass through the southern portion of the State via Sindhekela and Sainitala, on the main road from Bolangir to Kalahandi, a branch line is projected from Sainitala to Sonepur, passing near Bolangir.”

But the line was not opened till 1932. It traverses a length of 72 kilometres in this district with stations at Dakhna, Harisankar Road, Turekela Road, Kantabanji, Muribahal and Titilagarh. The railway did not, however, pass through Sindhekela and Sainitala as was originally contemplated. No branch line through Balangir to Sonepur was constructed. The economic consequence of this line provided so much work for labouring classes that there was a fall in emigration to tea gardens of Assam.

Under the Post-War Reconstruction Programme of 1945 a survey was contemplated to connect Kantabanji with Sambalpur via Dungripali, Balangir, Patnagarh, Bargarh and Barpali. The construction of the Hirakud Dam gave a fresh fillip to the idea of connecting Sambalpur with the Raipur-Vizianagram railway. Additional incentive came from the Kiriburu iron-ore project for supplying iron-ore to Japan. A fresh survey was undertaken to find the shortest route from Kiriburu to Visakhapatnam. The route which was found through Sambalpur and Titilagarh was constructed under the D. B. K. Railway Project. The line traverses 106 kilometres of this district and has stations at Dungripali, Khaliapali, Loisinga, Balangir, Deogan Road, Sainitala and Siker. At present passengers and goods trains are running on this line. An express train runs twice weekly between Tatanagar and Waltai.

105. Waterways, Ferries and Bridges

There were not many ferries in the ex-State of Patna as the only big river, the Tel does not admit of ferry service except during the monsoon when it is too rapid for safe ferrying. The income from ferries in 1890 was only Rs. 58. The Sonepur ex-State had, however, a number of ferries.

Some of the important ferries are at Thanghars on river Tel, Bilai sarda on Suktel, Gurchepli on Ang, Agalpur on Ang, Harbhaga on Ang, Chandanbhati on Suktel, Dungripali on Suktel.

The types of boats used for these ferries are called Dangas which are dug-outs, Patwas which are long narrow boats made of Sal planks fitted with iron nails and Kuslis which are broader than Patwas. The ferry service across the Mahanadi is extremely dangerous on account of out-crops of boulders, but the boat-men know from years of experience how to avoid these rocks. At present the Government of Orissa have transferred 138 ferries to Grama Panchyats of the district. The ferry

ghats over the rivers Mahanadi and Tel at Sonepur and over the river Ang on Binka-Rampur-Dungripali Road are managed by Public Works Department. The income derived by Grama Panchayats and Public Works Department of the district from ferry ghats during 1965-66 amounted Rs. 80,119 and Rs.21,817 respectively.

A number of bridges were constructed during Durbar administration. 7 bridges were constructed on the Balangir-Salebhata road during 1929—33 and 34 bridges on Balangir-Patnagrh road during the same period and 7 bridges on Balangir-Saintala-Titilagarh road were constructed between 1921 and 1941. A list of some of the major bridges of the district is given below:

Bridge over Suktel —

At 15/4 mile of Major District Road No. 35. Overall length of the bridge is 735'. Total No. of spans—7. Each span is 105' in length. Date of completion—30-6-1958.

Patnagarh Bridge on Subarnarekha nala—

Overall length is—325'. Number of spans—6. Each span length—50'. Date of completion—15-5-1959.

Girder bridge at 12/7 mile of Major District Road No. 35.

Overall length is 191'. No. of spans—3. Each span—60'. Constructed during ex-Durbar Administration.

Bridge over Lanth in Major District Road No. 40

Overall length is 570 feet. Number of spans—32. Each span—15'. Arched bridge with concrete decking. Constructed during Durbar Administration.

Bridge over Lanth at 40th mile on Major District Road No. 35—

Length—335'. Number of spans—6. Each span—50'. Estimated cost of construction Rs. 3,30,900. Constructed in 1967.

Bridge over Suktel on State Highway No. 2 —

Length including abutment—672'. Number of spans—3. Length of each span—200'. Total cost—Rs. 4,63,906. This is a high level girder bridge constructed during Durbar Administration.

Bridge over Ang in State Highway No. 2—

Length of the bridge—1,484'. Number of spans—7. Length of each span—2000'. This is a high level girder bridge constructed during Durbar Administration.

There is also a major bridge over Tel in State Highway No. 2 constructed during 2nd Plan Period at a cost of Rs. 9.70 lakhs.

106. Travel and Tourist Facilities

There is no special facility for tourist traffic in the district. There are, however, two Dharmasalas at Balangir and inspection bungalows scattered over important roadside places. Many of these bungalows were constructed by the Rulers during Durbar Administration and some have been done by the Public Works Department of the Government of Orissa. For convenience of the State Government non-gazetted employees on duty a number of rest-sheds have also been constructed which are being maintained by the Revenue Department. There are also rest-sheds maintained by Forest Department in the district. A list of Inspection Bungalows and rest-sheds have been given at the end of the Chapter. There is no Tourist Information Officer and it is usually local officer whom the visitors contact for their trips to places of interest like Harisankar and Ranipur-Jharial. There are no travel agents or guides in the district.

107. Posts, Telegraphs and Telephone

By 1908 the ex-State of Patna was relieved of all contribution for postal service. There was a daily service between Balangir and Sambalpur and between Sambalpur and Sonepur up to Baudh. Besides the Post Office at headquarters, there were letter boxes at School houses of all important villages in ex-Patna State. There was a Sub-Post Office at Sonepur and letter boxes at important villages in the ex-State.

During 1933-34, installation of telephone system between Balangir and Kantabanji, a distance of about 50 miles was taken up. It was during 1935—38 that the telephone line from Patnagarh was extended to Kantabanji. By 1940, there were one combined Post and Telegraph Sub-Office at Balangir, one Sub-Post Office at Titilagarh and ten Branch Post Offices. There was a scheme to open a combined Post and Telegraph Office at Titilagarh, but it was postponed owing to outbreak of war. Like Titilagarh, the town of Kantabanji also grew into a sufficiently large business centre, so the status of the Branch Post Office there needed to be raised. A through motor mail service from Balangir to Titilagarh and from Balangir to Baurah was functioning. A motor mail service between Balangir and Patnagarh was also introduced with effect from 1st November, 1939. The State telephone connected Balangir with Patnagarh, Belpara, Titilagarh and Kantabanji.

At present, Balangir is a second class Head Office with combined telegraphic and public call facilities. There are combined Sub-offices with telegraphic facilities at Bangomunda, Belpara, Binka, Kantabanji, Loisinga, Patnagarh, Saintala, Sonepur-Raj, Tarbha, Titilagarh and Churapali and Sub-offices at Salebhata, Jogimunda, Harishankar Road, Birmaharajpur, Sindhekela, Balangir Railway Station and Tusra. There exists one extra Departmental Sub-Post Office at Marwari bazar inside

Balangir town. There is a proposal to open combined offices at Tusra, and Salebhata and post offices at 12 other places within the district during the Fourth Plan period.

Steps are taken for speedy transmission of mail in this division by making the best use of railways and transport services wherever available. The Postal transactions for the years 1963 to 1966 are given in the statement below:—

Savings Bank

| Year | No. of Savings Bank deposits | Amount deposited | | No. of Savings Bank withdrawals | Amount withdrawn | |
|------|------------------------------|------------------|----|---------------------------------|------------------|----|
| | | Rs. | P. | | Rs. | P. |
| 1963 | .. 13,498 | 43,19,516 | 51 | 11,016 | 32,98,529 | 90 |
| 1964 | .. 14,625 | 34,78,476 | 89 | 15,388 | 43,02,154 | 16 |
| 1965 | .. 18,563 | 47,79,744 | 46 | 12,375 | 51,70,205 | 38 |
| 1966 | .. 19,507 | 42,91,638 | 61 | 14,504 | 4,37,11,017 | 27 |

Radio Licence

| Year | No. of licence issued | Licence fee realised | |
|---------|-----------------------|----------------------|----|
| | | Rs. | P. |
| 1963-64 | .. 1,440 | 19,609 | 04 |
| 1964-65 | .. 1,599 | 20,540 | 77 |
| 1965-66 | .. 2,146 | 31,226 | 26 |

Money-orders

| Year | No. of money-orders issued | Value of money-orders issued | | Commission realised | |
|------|----------------------------|------------------------------|----|---------------------|----|
| | | Rs. | P. | | |
| 1963 | .. 89,249 | 38,48,410 | 47 | 60,416 | 40 |
| 1964 | .. 89,352 | 45,23,315 | 07 | 71,052 | 67 |
| 1965 | .. 92,564 | 51,26,996 | 64 | 80,334 | 77 |
| 1966 | .. 89,796 | 51,57,631 | 25 | 78,897 | 19 |

| Year | | No. of money-orders paid | Value of money-orders paid | |
|------|----|--------------------------------|----------------------------------|----|
| | | | Rs. | P. |
| 1963 | .. | 46,629 | 22,47,053 | 24 |
| 1964 | .. | 47,281 | 25,20,907 | 58 |
| 1965 | .. | 50,527 | 30,59,702 | 68 |
| 1966 | .. | 47,977 | 26,49,272 | 48 |

Registered Letters and Parcels

| Year | | No. of registered letters issued | No. of registered parcels issued |
|------|----|-------------------------------------|-------------------------------------|
| 1963 | .. | 86,040 | 10,232 |
| 1964 | .. | 96,089 | 10,932 |
| 1965 | .. | 114,027 | 11,492 |
| 1966 | .. | 91,928 | 11,753 |

108. Telephone

There are telephone exchanges at Balangir, Kantabanji, Titilagarh and Tarbha. Balangir exchange was opened on the 25th February 1957 and at present it has a central battery of 200 lines. The exchange at Titilagarh was opened on the 28th February 1960 and has a central battery of 100 lines only. Similarly, Kantabanji and Tarbha exchanges have capacity of 100 and 25 lines respectively. There are Public Call Offices with extensions at Patnagarh and Sonepur and one without extension at Sainatala.

A separate trunk board at Balangir with an additional trunk line between Sambalpur and Balangir and Balangir-Cuttack has already been provided.

109. (a) Radio and Wireless Stations

There is no wireless transmitting stations in the district. The Police have their own wireless system which are both static and mobile. The Police pigeon loft at the headquarters and a mobile loft at Sonepur have 21 and 10 birds respectively.

(b) Air-Strip

In 1967, an air-strip, having a runway 4500 feet by 300 feet, has been constructed by the State Government at a cost of Rs. 4,19,000 near Sargada on the Deogan—Tusra Road.

List of Circuit House and Inspection Bungalows

1. Circuit House, at Balangir
2. Inspection Bungalow, Balangir, P.O. Balangir,
3. I. B., Burda, P.O. Loisinga
4. I. B., Salebhata, P.O. Salebhata
5. I. B., Deogan, P.O. Deogan
6. I. B., Sonapur, P.O. Sonapur
7. I. B., Binka, P.O. Binka
8. I. B., Birmaharajpur, P.O. Birmaharajpur
9. I. B., Patnagarh, P.O. Patnagarh
10. I. B., Saintala, P.O. Saintala
11. I. B., Belgan, P.O. Belgan
12. I. B., Titilagarh, P.O. Titilagarh
13. I. B., Kantabanji, P.O. Kantabanji
14. I. B., Bairasar, P. O. Tarbha

FOREST REST SHEDS

1. Rest-Shed, Lathor, P.O. Harisankar
2. Rest-Shed, Harisankar
3. Rest-Shed, Matakhand, P.O. Kantabanji
4. Rest-Shed, Muribahal, P.O. Kantabanji

Revenue Inspection Bungalows and Rest-Sheds

| Name of Subdivision | Name of Tahasil | Name of Inspection Bungalows |
|---------------------|-------------------|---|
| Balangir | .. Balangir Sadar | .. Agalpur, Chudapali, Radosingha, Arjunapur, Mahatia-Jamut, Nagan, Balangir-Dungripali, Bandhapara, Bharsuja, Dudka, Tusra, Purnapani. |
| Titilagarh | .. Titilagarh | .. Bijepur, Bangomunda, Bhalumunda, Ghunsar, Gudighat, Kursad, Lebda, Patrapali, Sindhekela, Turekela. |
| Patnagarh | .. Patnagarh | .. H a r i s a n k a r, Fambhani, Dhandamunda, Khaprakhol, Luhasingha, Jogimunda, Belpara, Kanut, Dumavata, Mandal. |
| Sonepur | .. Bir maharajpur | Subalaya, Pitamahul, Chadeipur, Khandhata, Kotsamalait Ullunda. |
| | Sonepur | .. Khagsana, Tarbha, Sukha, Gajabandh, Menda, Kam-sara, Lachhipur, Digsira, Singhjuba. |