

## CHAPTER VII

### COMMUNICATIONS

#### OLD-TIME ROUTES

##### Ancient Period

The town of Cuttack stands at the apex of the delta of the Mahanadi, the great river of Orissa. The geographical position of Cuttack is such that it served as the only narrow strip for the land route through the country and as such people coming from the north to south or from south to north had no other alternative but to cross the Mahanadi at or near Cuttack. The hill ranges to the west and wide rivers to the east of Cuttack exclude all possibilities of the alignment of the highway from north to south and it seems that the Nanda and Maurya kings of Magadha had to cross the Mahanadi at or near Cuttack and the same route was traversed by Kharavela at the time of his Magadha campaign. Neither the Dhauli rock edicts of Asoka nor the Hatigumpha inscription of Kharavela mentions any highway from Kalinga or Orissa to Magadha. The route of communication from the central India lay through the valley of the Mahanadi and terminated at Cuttack.

The antiquity of places of pilgrimage in ancient Kalinga is as old as Baudhayana Srutasutra and Manu Samhita where 'Tirtha-Yatra' finds mention. These places of pilgrimage used to attract a large number of pilgrims from different parts of India to the north, west and south of Orissa and it is certain that there were ancient trade or pilgrim routes in those days.

An account of the ancient routes of the region since Puranic era as narrated about ancient routes in Orissa by Padmasri Paramananda Acharya\* is as follows:

"The legendary account of Gayasura from the Puranas furnishes information that the corpse of the demon Gaya stretched from Gaya to Pithapura near Rajmahendry; his head lay at Gaya, his naval part at Jajpur in Orissa and his feet at Pithapur. From this legend it is found that the people of this area belonged to one culture. The offering of *pinda* to the forefathers at Gaya, Jajpur and Pithapur is still current among the Hindus of India, and it is natural to think that for the pilgrims to Gaya-Jajpur-Pithapur there was a pilgrim route between these places in early days".

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\* Studies in Orissan History, Archaeology and Archives, (1969), pp. 444—451.

**Routes to and from the north**

According to Buddhist account two merchants of Utkala named 'Tapisu' and 'Bhallika' on their way to Madhyadesa with 500 cart-loads of merchandise first gave honey to the Buddha at Buddhagaya. It was only possible because of the existence of a developed highway. The Mauryan emperor, Asoka the great, came with a large army and conquered Kalinga in the middle of the 3rd century B. C. The Asokan army was no doubt more than 5 lac strong and one can imagine the huge preparation for the movement of such an army in those days. It is certain that the Mauryan army travelled all the way from Patna to Tosali on a highway where there was possibility of supply of water and foodstuff. In the 2nd or 1st century B. C. Kharavela of Kalinga, not only marched as far as Rajagruha in the north, but he advanced in the west to the kingdom of the Satavahanas and in the south to the kingdom of the Pandyas. The army of Kharavela consisted of 4 categories of soldiers or Chaturanga. It is needless to mention that for the movement of the Rathas a good highway is essential.

The above events happened two thousand years ago. If we assume that Tosali of the Asokan inscriptions and Kalinganagara of the Kharavela inscription were situated somewhere near Bhubaneshwar, we must also assume that in those days, the Mahanadi was crossed at a place near the Cuttack town. There are two possibilities of easy communication towards north, one on the Birupa, a branch of the Mahanadi and then on the Kimbhira, branch of Birupa up to the Brahmani, or on the places just east to the foot of the hills up to Dharmashala. The road from the southern bank of the Brahmani to Jajpur lay after crossing the rivers Kharsuan and the Budha, a branch of the Baitarani. From Jajpur the road stretched northwards up to Midnapur via Dhamnagar, Bhadrak, Soro, Remuna, Ramachandrapur, Garhpada, Basta, Amarda, Raibania, Gaganeswar, Kasiari and Kharagpur. The road just below the foot of the hills up to Dharmashala stretched in the north-westerly direction up to Anandapur in Kendujhar district on the Baitarani and then following the Baitarani valley it reached Khiching in western Mayurbhanj. From Khiching the road went in north-easterly direction up to Bahalda via Bamanghati (modern Rairangpur town) in Mayurbhanj district. From Bahalda it went in a northerly direction via Saraikela to the Manbhum district where it touched the Subarnarekha valley. From this place the road to Gaya or Patna is quite possible.) Out of these two possible routes which one was in actual use, is to be considered. A trade route can be determined by the find-spot of coins and other antiquarian remains. On the eastern route beyond Remuna no archaeological evidence earlier to 1000 A.D. has been reported. But on the western route from Dharmashala

to Bahalda, there are reports on the find of coins. From Kayima hill near Dharmashala Kushan copper coins have been found. There were trade and pilgrim routes from the Subarnarekha valley in Manbhum-Singhbhum and northern Mayurbhanj districts to the Baitarani valley in western Mayurbhanj, eastern Kendujhar up to Anandpur and from Anandpur a route ran up to Puri. It is suggested that this route was followed by the Nanda king, Asoka and later on by Kharavela.

During the second quarter of the 7th century A. D. Hiuen Tsang first visited the capital of Utkala and Puspagiri monastery from Karnasuvarna and then went to Kongada and Kalinga. From Kalinga he went to Mahakosala. He came to Karnasuvarna from Tamralipti or modern Tamluk. The capital of Uchha or Utkala was in those days near modern Jajpur. The Puspagiri monastery and the sea port called Chelitalo were situated towards south and south-east of Jajpur. But the Chinese pilgrim instead of coming straight from Tamluk or Tamralipti to Jajpur had to go to Karnasuvarna which was situated in a north-westerly direction from Tamralipti. From the Chinese pilgrim's route, it seems that in the early 7th century A. D., there was no good road from Tamralipti to Jajpur.

In 1023—25 A. D., Rajendra Chola of Tanjore sent an army to the Ganges. Marching in southern India his army arrived at Sakrakota or modern Chitrakota in the Bastar district of Madhya Pradesh. The army passed through the Masuni country and arrived at Yayatinagara on the Mahanadi near Sonapur in Balangir district. Then it passed through the Odra country which was difficult for access and then reached the country of Dandabhukti situated in the western Midnapur and Bankura areas of modern West Bengal. To reach Dandabhukti from Sonapur one would have to follow the course of the Mahanadi up to Cuttack and then following the trade route through eastern Kendujhar and western Mayurbhanj would reach the Dhalbhum area of eastern Singhbhum from where Dandabhukti was quite approachable or one would have to go through the eastern part of the district of Sambalpur, Bonai subdivision of the Sundargarh district and Kendujhar district and then would arrive at the trade route somewhere near Khiching in Mayurbhanj.

It seems that towards the middle of the 11th century A. D., a route was possible to Orissa from the right bank of the Ganges in Hugli through Garh Mandaran, Midnapur, Raibania, Amarda, Basta and Remuna. On this route in the second part of the 11th Century A. D., Jayasimha, the ruler of Dandabhukti, an ally of Ramapala, helped Karnakesari of Utkala who was defeated by the Ganga king Rajaraja.

From the *Tabaqat-i-Nasiri*, it is learnt that in 1245—1247 A.D., there was a war between the Muslim Sultan of Bengal and the Ganga king Narasimha Deva I. During this war the army of Jajnapur (Orissa) followed this route from Cuttack to Garh Mandaran and thence to Lakshnavati or Gaur. In the Asankhali copper plate of Narasimha Deva II of 1303 A.D., a 'Rajapatha' on the village of Vamsada finds mention. In 1351, Sham-su-ddin Illias Shah of Bengal attacked Jajnapur by following this route.

In 1360, Sultan Feroz Shah of Delhi came with a large army from Jaunpur via Bihar and Chotanagpur to Jajnapur, the then capital of Utkala. As per the text of the *Sirat-i-Feroz Shahi* on the route he passed Kinnagar or Kichinagapur, the capital of Bhanj king before reaching Kalakalaghat of the Cuttack district situated near the eastern border of the Dhenkanal district. Then the Sultan arrived at Banaras (Varanasi-Kataka), the capital of king Pirbhan Deo or Bira Bhanu Deva.

It is written there that a Sargi Sultan of Jaunpur in 1393-94 A.D., invaded Jajnapur. As a hoard of coins of Sargi Sultans of Jaunpur has been found from the Brahmani valley, it seems that there was another route from the Ranchi district through the valley of the Brahmani.

The Van Den Broke's map was prepared in 1660 A. D. In this map places like Jagannath, Cuttack, Bhadrak, Baleshwar, Remuna, Narsinghpur, Pipili, Jaleswar and Dantan are shown prominently. In 1766, Motte went to Sambalpur from Jaleswar and he has left a description of the places from Jaleswar to Cuttack on the way which was then known as the Badsahi road. He has also described about the road from Cuttack to Sambalpur.

#### **Route to and from the west of Orissa**

According to the tradition of the Madalapanji, Indradyumna came to Puri from the country of Malava. The Special Kalinga edicts of Asoka at Dhauli state that the Kumara used to visit Tosali from Ujjayini occasionally, and he had to travel through Madhya Bharat to Orissa. The Hatigumpha inscription states that Kharavela went to Vidarbha area and it seems that he followed the route on the valleys of the Mahanadi and Anga up to the border of the Raipur district of Madhya Pradesh. The discovery of punch-marked and other coins from Sonapur indicates that it was situated on a highway. The Somakuli Kesari kings came to Orissa from Mahakosala through the Anga and the Mahanadi valleys.

In 1421-22 A.D., Hoshang Shah of Mandu came to Cuttack cunningly disguised as a horse merchant and halted on the other side of the river Mahanadi. From Mandu in Malava to Cuttack in Orissa is a long distance and Hoshang had to follow the route in the Narbada valley towards the east and then reached Raipur or Bilaspur district of Madhya Pradesh from where the route to Orissa in the Mahanadi valley was quite easy. In 1741, Bhaskar Pandit was escorted to Cuttack from Phuljhar in Raipur district.

On the west apart from the route to Cuttack through the valley of the Mahanadi, there was a route to Ganjam through the Kalingaghat.

#### **Routes to and from the south Orissa**

There are Asokan inscriptions at Dhauli in Puri district and Jaugada in Ganjam district. It is certain that in the Mauryan days there was easy communication between these places. The land route is possible through Nayagarh and there was also a route on the land which separated the Chilika from the sea and also a route near the existing Trunk Road to Madras. The discovery of Kushan coins at Gurbai on the strip of land between the Chilika and the sea suggests a trade route in that area. In the 7th century Sasanka, Harsavardhan and Hiuen Tsang went to Kongada (modern Ganjam) through one of these routes. The area of Kongada was occupied by the Bhaumas. Chodaganga came to Cuttack through one of these routes in 1111 A.D.

### **ROADS**

#### **Roads during British Period**

The routes described in early paragraphs were rough and when the British conquered the district in 1803, it was practically isolated from the rest of India. There was but little internal communication. In spite of the long sea-face, few vessels ventured to put in at the surf-beaten coast, and no measures were taken to survey the harbours or ascertain the capabilities of its estuaries. Traffic along the rivers, then was rendered difficult by enormous volume of water they brought down in the rains. In addition to the natural difficulties of river route, the vexatious imposts and transit dues of Marathas, made it impossible for boatmen to ply their trade with any profit. Throughout the district there was not a road in the modern sense of the word. What were then called roads were mere fair-weather cart tracks, without bridges and without proper ferry arrangements for crossing the numerous water-courses which they intercepted, and the pilgrims to Puri were forced to follow the dangerous route through Nilagiri and Mayurbhanj, which at many places passed through dense jungles infested by tigers and other wild animals.

The first step taken to remedy this state of affairs was the construction of the great Orissa Trunk Road better known as Jagannath Road which was sanctioned in 1811 and completed in 1825, out of a special fund known as "Jagannath Road Fund". It was not metalled and not improved in any respect. The road was covered with long heap of mud and clay. It was next to impassable for any wheeled vehicles except for the high-wheeled Cuttack hackeries, and for many months of the year impassable even for them. In some parts, where the soil was sandy, foot-passengers did not suffer much inconvenience at any time of the year; but across the many low plains where the soil was clayey, the difficulty of making any progress in wet weather could hardly be exaggerated. A short history of the Jagannath Road Fund is given in Appendix I of this chapter.

The terrible deficiency of communication which existed as late as 1866 was made apparent in the great Orissa famine when "the people were shut in between pathless jungles and impracticable seas, and were like passengers in a ship without provisions".<sup>1</sup> The Famine Commissioners of 1867 described the position as follows:

"The whole province is geographically isolated to an excessive degree. To the north and north-west, the hill tracts merge into countries more hilly, wild and inaccessible, by which they are separated effectually from Central and Northern India. There is a precarious traffic with Sambalpur by boats of a peculiar construction, which navigate the difficult river Mahanadi in the rainy season and for a month or two after for the rest of the year the communication is closed. On the other side, the nature of the coast and the sea is such as effectually to stop all native traffic for the major part of the year. With one exception—False point—there is no protected anchorage of any kind, and that exception may be said to be in some sense almost a recent discovery. Such being the difficulties on either side of the length of Orissa, the only ordinary mode of communication with the outside world is by the route traversing its length. That, however, is so much intersected by the streams already mentioned, and has been hitherto so little rendered practicable by Cart, that it is comparatively little used by wheeled carriages; pack bullocks still predominate at all times; in the rainy season wheeled traffic is quite impracticable; and when the rains are heavy, even pack-bullocks cannot be used. At this day the European officer who cannot obtain a special steamer must find his way into Orissa slowly and tediously, as ancient officers may have travelled in the days of Asoka, and the very post takes several days between Calcutta and Cuttack".

1. Bihar and Orissa District Gazetteers, Cuttack, 1933.

After the famine much attention was given for the improvement of roads and measures were taken to prevent the recurrence of a similar disaster, the coast surveyed and canals constructed. The use of boats was restricted from time immemorial and the people were always accustomed to carry the internal traffic of the region along the roads by means of pack-bullocks and carts. They were, thus, neither sufficiently accustomed to navigation nor prepared to utilise the canals when they were opened. The line of the Bengal-Nagpur Railway (now South-Eastern Railway) which passes through the district and connects Cuttack directly with Calcutta and Madras was opened in 1899. The communication with outside world which was then established effectually broke open the isolation of the then Orissa.

Even though the means of communication by rail and roads developed to some extent, the internal communication within the district was very difficult. Parganas of Benahar and Khandi and the strip of country between the Taladanda and Kendraparha canals and some other parts of many villages were only accessible by pack-bullocks. Some others again could be reached only by boats in the rainy season even during the late twenties of the century. The large rivers intersecting the plains made the construction and maintenance of roads a matter of great difficulty and cost.

However, some good roads were constructed after the great famine of 1866. By the end of the second decade of this century there were 70 miles (112 km.) of provincial roads maintained by the Public Works Department, all being metalled while the District Board maintained 143 miles (230 km.) of metalled and 420 miles (680 km.) of unmetalled roads, besides a number of village tracks with a total length of 416 miles (666 km.).

The most important of the provincial roads was the Orissa Trunk Road, a great highway running from Midnapur to Ganjam, begun soon after the British occupation. It took the place of the old Pilgrim road which had replaced the former route through Nilagiri and Mayurbhanj. The road was constructed as much as possible along the old line and through waste land and jungle; the bridges were built almost entirely of stone taken from the ruined forts and temples in which the province then abounded; and it was completed as far as Bhadrak about 1819. It entered the district at Akhuapada 46 miles (74 km.) from Cuttack, and skirting the western hills, it passed along the high

Level canal as far as that town, and then divided into two, the Cuttack-Puri-road, generally known as the Jagannath road, and the Cuttack-Ganjam road. It was raised and metalled throughout and there were ferries across the Baitarani, Kharsuan, Brahmani and Mahanadi rivers.

The other provincial road was the Cuttack-Sambalpur road, passing up the Mahanadi valley through Athagarh and Anugul and bringing down the traffic of the Garhjat, but only just over 2 miles (3 km.) of this road passed in the district.

The principal District Board roads were:

(1) the Cuttack -Chandbali road, 63 miles (100 km.) long of which 17 miles (27 km.) were metalled which connected Cuttack with the important port of Chandbali. It passed along to Kendraparha canal to Kendraparha, and then struck north-east the Pattamundai; after this, crossing the Brahmani, it proceeded due north to Aul, and leaving that place continued its north-easterly course across the Kharsuan as far as Chandbali; (2) the Cuttack-Taladanda road, 44 miles (70 km.) long of which 14 miles (22 km.) were metalled running along the southern bank of the Mahanadi and forming with the Taladanda canal, the principal route between Cuttack and False Point; (3) The Kandarpur-Machagan road, which took off from the last road at the 11th mile (18th km.) and reached Machhagan after completing a course of 32 miles (51 km.) more than half of which were metalled. Like the Cuttack-Taladanda road it was an important trade route and carried heavy traffic in grain; (4) The Phulnakhara-Madhab road, 25 miles (40 km.) long, which was carried along the border of the district from the 10th mile (16th km.) of the Puri road to Madhab and then on to Puri; (5) The Cuttack-Sonapur road running up the valley of the Mahanadi through Banki into Sonapur ex-state.

Besides these, there were a number of cross-roads connecting the main roads; and after the construction of the railway the District Board opened some feeder roads to connect the stations on the railway to interiors of the district.

### **Modes of Conveyance**

Before 1947, due to poor communication facilities in most parts of the district, life was restricted to the villages. Only on rare occasions like visits to holy places, people used to travel from one village to another and that too in groups on foot generally taking thereby a long time to complete their outward and inward journeys.



Sometimes bullock-carts were used by common people in the villages for moving from village to village. The rich people were, however, using palanquins, elephants and horses. Horse-drawn carriages were used by the rulers of princely states, high officials and famous pleaders in urban areas. Till recent past horse-drawn carriage and hand-pulled rickshaws were a common sight in the urban area of Cuttack.

During pre-Independence period, most of the roads of the district were in poor condition. They were unmetalled and unbridged and suitable only in fair-weather. Since the beginning of the five-year plans much attention has been given for construction of more and better roads with bridges and culverts and development of existing ones. By 1961, the district had the longest road mileage among the thirteen districts of the state. Every 100 sq. miles (259 sq. km.) in the district was served by about 110 km. of road when the state average was 58 km. The total road length of the district was 4,584 km. comprising 117 km. of National Highways, 51 km. of State Highways, 863 km. of District Roads, 300 km. of roads maintained by different urban local bodies and 3,253 km. of important revenue roads.

Since then the lengths of all categories of roads have further increased. The district at present is served by National Highways, State Highways, Major District Roads, Other District Roads and Classified Village Roads, apart from municipal, forest and village roads.

The length of roads in kilometres according to category and surface classification in the district is given below as on the 31st March, 1992:

Category of roads	Surfaced	Unsurfaced	Total
(1)	(2)	(3)	(4)
National Highways	192·95	..	192·95
Express Highway ..	58·50	..	58·50
State Highways ..	237·60	..	237·60
Major District Roads ..	380·625	80·875	461·50
Other District Roads ..	388·00	87·00	475·00
Classified Village Roads ..	236·50	366·60	603·10
<b>Total</b> ..	<b>1,494·175</b>	<b>534·475</b>	<b>2,028·65</b>

### **National Highways**

The National Highways are considered as main lifeline of the nation which connect the State capitals with places of national importance. The National Highways are constructed and maintained by the State Works Department from the funds provided by Government of India. These are generally black-topped and with a minimum width of 11·58 metres.

Three National Highways pass in the district. Details about the National Highways which pass through the district are given below:

#### **National Highway No.5**

The National Highway No.5 is the only direct road link between the northern and southern Orissa and as such, most important from commercial point of view. In the state it links the district of Cuttack with Baleshwar in the north, and Ganjam in the south. It also directly links the state with the neighbouring states of West Bengal, Bihar and Andhra Pradesh. Most part of the old Orissa Trunk Road has been merged in this road. The National Highway No. 5 touches Orissa near Jharpokharia in Mayurbhanj district and passing through towns like Baripada, Baleshwar and Bhadrak, it enters the district of Cuttack near Akhuapada. Then passing a total length of 85·75 km. this all-weather and black-topped road leaves at a point from which the distance of state capital, Bhubaneshwar is only 10·75 km. In the district, the road passes through Panikoili, Chandikhol, Chatia, Jagatpur, Cuttack and Phulnakhara. There are two inspection bungalows, one at Cuttack and another at Panikoili maintained by the Works Department by the side of this road. The major bridges on Kathjodi, Mahanadi, Birupa, Brahmani and Baitarani on this road in the district were all built after Independence.

#### **National Highway No. 5-A**

The National Highway No.5-A, previously a portion of the Daitari-Paradeep Expressway starts from the National Highway No.5 at Chandikhol and proceeds up to Paradeep. This all-weather and black-topped road, 77 km. in length, is entirely within the district. It passes through Balichandrapur and Marsaghai. The road was constructed during early sixties of this century in the most inaccessible part of the district as an Express Highway mainly to carry iron-ore from Daitari Mines to Paradeep port for shipment aboard.

### **National Highway No. 42**

The National Highway No.42, also known as the Cuttack-Sambalpur road connects Cuttack with the district of Sambalpur via Chaudwar and Dhenkanal. This road connects the National Highway No. 5 at Manguli Chhak near Chaudwar and passes for a distance of 29 km. in the district before leaving for Dhenkanal near Khuntuni. This is the only shortest communication link between Cuttack and Sambalpur.

### **Express Highway**

As mentioned earlier an Express Highway to connect Daitari Mines with Paradeep was constructed in early sixties of this century. Presently the portion from Daitari Mines to National Highway No.5 at crossing near Chandikhol 58.50 km. in distance is known as the Express Highway. This all-weather and black-topped road passes through Tomka.

### **State Highways**

The State Highways are the arterial roads of a state which connect with the National Highways, or Highways of neighbouring states, district headquarters and important cities within the state. These roads are maintained by the Works ( R. & B. ) Department and are in most cases bridged wherever needed. The minimum width of a State Highway is 9.76 metres.

Four State Highways pass through the district. These are: State Highway No.1, State Highway No.9-A, State Highway No.11 and State Highway No.24. The total length of these four roads in the district is 237.60 km. and the entire length is black-topped. A brief description of each of the State Highways is given below :

#### **State Highway No.1**

The Cuttack-Paradeep road is known as the State Highway No.1. It starts from the National Highway No. 5 at Cuttack and passes through Biribati, Kandarpur, Sompur, Manpur, Raghunathpur, Jaipur, Tirtol, Rahama, Kujang before terminating at the Paradeep port. The total length of this all-weather and black-topped road is 82 kilometres. It is one of the busiest roads of the district. There are inspection bungalows at Manpur and Taladanda.

**State Highway No.11**

The State Highway No.11 (Panikoili-Kendujhar Road) starts from the National Highway No.5 at Panikoili, passes through the industrial town Jajpur Road and reaches the border of Kendujhar district at a distance of 23.60 km. This is an important road as it connects the National Highway with Kendujhar, the headquarters of the district of the same name. This all-weather road is black-topped throughout. There is one rest shed at Dhabalgi.

**State Highway No. 9-A**

The State Highway No.9-A is known as the Cuttack-Chandbali road. It starts from Jagatpur near Cuttack and passing through Jagatpur, Bahugram, Kendupatna, Nischintakoili, Salepur, Kendraparha, Pattamundai, Aul and Rajkanika, leaves for Chandabali of Baleshwar district near Taras after crossing the river Baitarani. The entire length of 99 km. of this road in the district is black-topped and is motorable throughout the year. This is one of the busiest roads of the district. On completion of the bridge over Baitarani, now under construction near Chandbali, this will directly link Baleshwar town.

**State Highway No. 24**

The State Highway No. 24, Choroda-Sukinda-Bhuban road starts from the State Highway No.11 at Choroda and touching the Express Highway near Bargadia passes through Sukinda before leaving for Bhuban of Dhenkanal district after a short distance from Damodarapur. There is one inspection bungalow at Sukinda. The length of this black-topped and all-weather road in the district is 33 km.

**Major District Roads**

Major District Roads usually connect important places of trade and commerce with railways, State Highways and National Highways. These roads are constructed and maintained by the State Government.

There were 12 Major District Roads in the district with a total length of 461.50 km. as on 31st March, 1992. Out of this, 380.625 km. are black-topped and the rest 80.875 km. are water-bound macadam and of unmetalled (earthen) surface.\*

A brief note on each of the Major District Roads is given below :

**Major District Road No. 77**

The Major District Road No. 77 includes Cuttack-Gobindpur-Banki-Simor Road and Cuttack-Ganjam Road. The length of Cuttack-Gobindpur-Banki-Simor Road which starts from Naraj is 46 km. in the district. The road passes through Gobindpur, Ramdaspur, Patharajpur and Banki and leaves for Puri district after Tulasipur. This all-weather road is black-topped all through. There are inspection bungalows at Gobindpur, Patharajpur and Banki.

From Gobindpur another all-weather road, also known as the Major District Road No. 77, proceeds towards the border of Puri district. The length of the road in the district is 5.50 km. Since British days it is called the Cuttack-Ganjam Road.

**Major District Road No. 18**

The Major District Road No. 18 starts from Raj Athagarh railway station and touching the National Highway No. 42 at Khuntuni, it passes through Athagarh, Tigiria and Badamba to reach Narasinghapur. The total length of the road is 84 km. of which 80 km. are black-topped, one kilometre water-bound macadam and 3 kilometres earthen. The road is motorable throughout the year. There are inspection bungalows at Athagarh, Abhimanpur and Narasinghapur and rest sheds at Tigiria and Balijhari.

**Major District Road No. 17**

The Major District Road No. 17 known also as the Tangi-Haripur Road starts from National Highway No. 5 at Tangi and leaves for Dhenkanal district after some distance from Haripur. The total length of the road in the district is 20 km. out of which 19 km. are black-topped and one kilometre is water-bound macadam.

**Major District Road No. 18-A**

The Narasinghapur-Hindol Road is called the Major District Road No. 18-A. The road takes its route from Narasinghapur from the Major District Road No. 18 and proceeding for a length of 23 km. it leaves the district border for Hindol of Dhenkanal district. 4.50 km. of the road are black-topped surface, 4.50 km. water-bound macadam surface and the rest unmetalled. It is a fair-weather road. There is one rest shed at Nuagada.

**Major District Road No. 83**

The Kandarpur-Machhagan Road is known as the Major District Road No. 83. This road starts from the State Highway No. 1 at Kandarpur passing through Biridi, Anakhia, Jagatsinghapur, Balikuda, the road

ends at Machhagan. The length of this all-weather and black-topped road is 51 km. This is one of the busiest roads of the district. There is one inspection bungalow at Jagatsinghapur.

#### **Major District Road No. 84**

The Jagatsinghapur-Jeypur Road is known as the Major District Road No. 84. This road starts from the Major District Road No. 83 at Jagatsinghapur and touches the State Highway No. 1 at Jeypur. The length of this all-weather and black-topped road is 14 km. This is the shortest route from Jagatsinghapur to Paradeep.

#### **Major District Road No. 62**

The Balibhanuri-Sikharghat Road is known as the Major District Road No. 62. The road starts from the Major District Road No. 3 after Balibhanuri and proceeds up to Sikharghat via Raibarai, Alanahat and Arakhakud. The length of the road is 18 km. out of which 14 km. are black-topped and the rest water-bound-macadam surface. It is motorable throughout the year.

#### **Major District Road No. 81**

The Phulnakhara-Niali-Madhab Road is known as the Major District Road No. 81. The road starts from the National Highway No. 5 at Phulnakhara and passes through Adaspur, Salei and Niali to reach Madhab. The length of this all-weather and black-topped road is 35 km. There is one inspection bungalow at Jagannathpur and another at Niali.

#### **Major District Road No. 16**

The Major District Road No. 16 is known as the Pattamundai-Rajnagar Road. This road starts from the State Highway No. 9A at Pattamundai and proceeds up to Rajnagar via Indupur. The length of this fair-weather road is 18.50 km. out of which 3.50 km. are black-topped surface, 4 km. water-bound-macadam and 11 km. unmetalled surface.

#### **Major District Road No. 11**

The Major District Road No. 11 known as the Sathipur-Jajpur-Mangalpur-Kayangola Road starts from the National Highway No. 5 at Sathipur and proceeds via Jajpur, Dasarathpur, Mangalpur to reach the district border at Kayangola. With the completion of this bridge at Koyangola over the river Baitarani, this will serve as the shortest route from Cuttack side to the Saiva pitha Akhandalamani in Baleswar district on the other side of the river.

The length of this road is 42.50 km. This road is black-topped for a length of 36.80 km. and it is motorable throughout the year.

### **Major District Road No. 13**

The Major District Road No. 13 known as the Jajpur-Binjharpur-Rajkanika Road starts from Jajpur and proceeds up to Binjharpur for a length of 15 km. Again from Singhpur the road connects Rajkanika for a length of 19 km. The road is partly black-topped and partly water-bound-macadam surface. Another road which starts after Binjharpur from the above-mentioned road proceeds up to Madhapur for a length of 8 km. Most portion of the road which comes under the Major District Road No. 13 is of water-bound-macadam surface.

### **Major District Road No. 14**

The Major District Road No. 14 also known as the Kuakhia-Baruan-Kalamatia Road starts from the National Highway No. 5 at Kuakhia and proceeds up to Kalamatia via Baruan, Neulpur and Bari for a length of 33 km. Another 8 km. long road from Baruan known also as the Major District Road No. 14 proceeds up to Jajpur. The Kuakhia-Baruan-Kalamatia Road is all-weather whereas the Baruan-Jajpur Road is fair-weather. Four kilometres of the last named road is black-topped. There are inspection bungalows at Jajpur and Baruan and rest shed at Jajpur.

A third road which starts from the State Highway No. 9-A at Kendraparha and proceeds for a length of 12 km. up to Indupur is known as the Major District Road No. 14. This is an all-weather and black-topped road. Indupur is connected with Kalamatia by a road of the other District Road category.

Another road of the Major District Road category, the Kania-Borikina-Paladhuabandha Road of 9 km. in length starts from the Major District Road No. 83 at Kania and proceeds up to Paladhuabandha via Borikina. This is an all-weather road of which 7 km. are black-topped.

### **Other District Roads**

There are 60 Other District Roads (O. D. R. ) in the district which are of the same type as the Major District Roads except that they are subject to more interruptions to traffic during rainy season. Total length of these roads in the district is 475 km. Details about the Other District Roads with their length in kilometres are given in Appendix II.

### **Classified Village Roads**

There are 603.10 km. of the Classified Village Roads (C. V. R.) maintained by the Works Department in the district. These are generally unmetalled approach roads connecting main roads with villages. Their details as on 31st March, 1992 are given in Appendix III.

**Municipal /Notified Area Council Roads**

The Municipalities and Notified Area Councils maintained 898 km. of roads during the year 1989-90. Out of the total length, 469.61 km. were surfaced. The details are given below :

Name of the Municipality/ Notified Area Council (1)	Pucca in km. (2)	Katcha in km. (3)	Total length of roads in km. (4)
Chaudwar Municipality	34.23	45.04	78.27
Paradeep N. A. C.	..	1.00	1.00
Jajpur Road N. A. C.	18.00	25.00	43.00
Cuttack Municipality	256.00	65.00	321.00
Kendraparha Municipality	90.00	42.00	132.00
Jajpur Municipality	13.25	38.75	52.00
Athagarh N. A. C.	0.05	0.08	0.13
Banki N. A. C.	95.05	27.00	122.05
Jagatsinghapur N. A. C.	12.05	32.05	45.00
Pattamundai N. A. C.	..	253.00	253.00

Besides the above local bodies, the Cuttack ( R. & B. ) Circle of Works Department also maintains 69.55 km. of roads in the city of Cuttack.

**Embankment Roads**

The canal embankments are also used by the people for the purpose of communication and are known as embankment roads. There are 135.10 km. of embankment roads under the Kendraparha Roads and Buildings Division. The important embankment roads in the district are Jambu-Marshaghai Road, Haladiagarh-Patakura Road and Pattamundai-Rajnagar Road. The length of the Jambu-Marshaghai Road is 25 km., Haladiagarh-Patkura Road is 11 km. and Pattamundai-Rajnagar Road are 25 km. and 20 km. respectively. All the three roads are black-topped.

The implementation of the project "Improvement to Cuttack City Protective Embankment along Mahanadi Right and Kathjodi Left upto National Highway No. 5 including development of Ring-Road" was immensely felt after the flood of 1980. During the above flood in September 1980, water discharge of 12,27,279 cusecs was recorded at Naraj, the undivided point of river Mahanadi. Both the protective embankments of Kathjodi and Mahanadi were subject to profuse seepage and a free board of 0.7 metre to 1 (one) metre was left for overflow. The city, which was protected by dry rubble revetment centuries back, was threatened for destruction as the revetment on Kathjodi became too old and unstable. Some improvements were conducted between 1947 to 1980 at Khannagar and other areas, but this did not



prove to be sufficient to withstand the maximum water discharge of 15 lakh cusecs in the flood of 1982. So it was felt necessary for strengthening the capital protective embankment immediately and at the sametime to provide a ring-road around the Cuttack City in order to lessen the intensity of traffic. The ring-road has been widened towards the inside of the river with protective measures such as pile driving and dumping armcur stones. Stone packing has been made all along the embankments.

The construction work was started in the year 1983 and was completed in 1990 with a cost of Rs. 16.5 crores. The total length of the ring-road is 16.7 kilometres; the Mahanadi Right Embankment from National Highway No. 5 to Chahata Ghat being 8.4 km. and the Kathjodi Left Embankment from National Highway No. 5 to Chahata Ghat being 8.3 km. The whole road is black-topped with two-way traffic-lane and the breadth of the road is 6.7 metres each. The ring-road is provided with fluorescent light on tall iron posts which provides a beautiful picture to the lane.

### **Forest Roads**

The total length of forest roads in the district is 230.65 km. out of which 211.39 km. are non-surfaced motorable road, 18.45 km. non-motorable road and 0.81 km. black-topped surface road. These roads are constructed mainly to help the people in utilising the forest resources of the district. Out of the total forest roads, 178.6 km. exist under the Athagarh Forest Division. Some of these roads are Sermunda-Guptamanik Road (24 km.), Baghuapal-Balikiary Road (17.6 km.), Chhanchunia-Soruan Road (11.5 km.), Raj Athagarh-Oranda Road (14.4 km.), Oranda-Gurudijhatia Road (12.8 km.), Dalijora Reserve Road (19.2 km.) and Mangarajpur-Kusunpur Road (11.2 km.).

### **Panchayat Samiti Roads**

The Panchayat Samitis and Gram Panchayats of the district also maintain roads which are generally fair-weather roads with grants-in-aid received from the Rural Development Department of the State Government.

The total length of roads maintained by the Panchayat Samitis and Gram Panchayats of the district were 3,392.20 km. and 9,699 km. as in 1989-90.

### **Vehicles and Conveyances**

Bullock-carts, the age-old means of transport, are still used by people in the villages. People in towns sometime also transport food grains, building materials and other goods in these two-wheelers. The old ceremonial *palki* and *sabari* carried by men are rarely seen except in ceremonial occasions like marriages in rural areas. Cycles and Cycle-rickshaws both for carrying passengers and goods are common both in

urban and rural areas of the district. Due to development of road system, motor vehicles are plying to the remotest parts of the district nowadays.

The following statement shows the number of registered cycles, cycle-rickshaws and bullock-carts in urban areas of the district during the year 1990-91,

Municipality / Notified Area Council	Number of registered		
	Cycle	Cycle- rickshaw	Bullock- carts
(1)	(2)	(3)	(4)
Cuttack Municipality	40,167	7,241 2,600 (Man-pulled trolley)	155
Chaudwar Municipality	11,500	326	88
Kendraparha Municipality	6,600	129	5
Jajpur Municipality	2,393	363	14
Paradeep N. A. C.	2,189	700	..
Athagarh N. A. C.	2,760	60	44
Banki N. A. C.	1,480	40	32
Jagatsinghapur N. A. C.	1,500	122	40
Jajpur Road N. A. C.	2,000	347	3
Pattamundai N. A. C.	1,050	30	2

Number of other vehicles like motor-cycles, scooters, trucks, taxis, cars, jeeps, buses and auto-rickshaws registered in the district during the year ending 31st December, 1990 was as follows :

Name of motor vehicles	Number of registered motor vehicles
(1)	(2)
Motor cycle, scooter and moped..	8,243
Truck ..	478
Taxi ..	64
Bus ..	37
Car ..	272
Jeep ..	96
Auto-rickshaw ..	101
Other Motor Vehicles ..	192
<b>Total ..</b>	<b>9,483</b>

### **Road Accidents**

The total number of road accidents which occurred in this district during the year 1990 was 345.

### **Public Transport**

Presently transport plays a vital role in the economic development activities of the state. In the state the administration of Motor Vehicle Act, 1939, the Orissa Motor Vehicles (Taxation of Passengers) Act, 1969, the Orissa Motor Vehicles Taxation Act, 1988 and Rules framed thereunder, collection of taxes on motor vehicles and passengers, development of road and rail transport and matters relating to civil aviation are under the purview of the Transport Department of the State Government.

### **State Transport Authority**

The State Transport Authority (S. T. A.) has been reconstituted on the 6th June, 1990 under section 68 of the Motor Vehicles Act, 1988 under the chairmanship of the Transport Commissioner and consists of 3 other official and non-official members.

The Transport Commissioner-*cum*-Chairman, State Transport Authority, Orissa is the controlling authority in respect of staff sanctioned for the headquarters as well as for the Regional Transport Officers, Additional Regional Transport Officers and the Motor Vehicle Inspectors in the field. He exercises general control over various functions as envisaged in different Acts and Rules and monitors the collection of Motor Vehicle taxes, fees, fines, etc. of the state.

The State Transport Authority issues the inter-state and inter-district route permits. As per the provisions of law laid down in the Motor Vehicles Act, 1988, the State Transport Authority, Orissa has entered into reciprocal transport agreements with the neighbouring states of Andhra Pradesh, Madhya Pradesh, West Bengal and Bihar.

### **Regional Transport Authority**

The Regional Transport Authority is constituted under section 68 of the Motor Vehicles Act, 1988 under the chairmanship of Collector and District Magistrate. There are two Regional Transport Officers stationed at Cuttack and Chandikhol. The Regional Transport Officer, Cuttack is functioning as the Member-Secretary whereas the Regional Transport Officer, Chandikhol acts as the Additional Member-Secretary of the Regional Transport Authority.

Besides other non-official members, the Superintendent of Police and Executive Engineers (R. & B.) are the official members of the Authority.

The main functions of the Regional Transport Authority is to implement provisions of Motor Vehicle Act and Rules at the regional level and to collect different taxes and fees levied under the Act and the Rules thereunder as may be imposed by the Government from time to time. The Regional Transport Authority issues permits (inter-district) for routes situated within its jurisdiction.

### **Orissa State Road Transport Corporation**

Orissa Road Transport Company was established under the Company Act with effect from 1st January, 1951 with its headquarters at Brahmapur (Ganjam district). Initially the company commenced its operation in the districts of Ganjam and Kandhamal but gradually its activities extended to other districts including a part of Cuttack. Apart from private operators, Cuttack district was mainly served by the State Transport Undertaking directly under the Transport Department, till the Orissa Road Transport Corporation was set up with effect from 1st May, 1974 under the Road Transport Act, 1950 (Central Act 64 of 1950).

The management of the undertaking is vested in a Board of Directors. The Managing Director is the Chief Executive Officer of the corporation. He is assisted by one Chief Accounts Officer. The Managing Director and the Accounts Officer are appointed by the State Government.

Cuttack zone of the Orissa State Road Transport Corporation is under the administrative control of one District Transport Manager. He is assisted by five Assistant Transport Managers, three of whom are functioning in the zone office at Cuttack and the other two are in charge of Kendraparha and Narasinghapur units. Another one of the Assistant Transport Manager, whose headquarters is at Cuttack, is in charge of the enforcement.

One Senior Station-Master has been posted in the Cuttack units. He is assisted by one Station-Master and two Assistant Station-Masters. Each of the Kendraparha and Narasinghapur units is looked after by one Senior Station-Master who is assisted by one Station-Master and three Assistant Station-Masters. A portion of the Cuttack district comes under Assistant Transport Manager, Jajpur Road. He works under District Transport Manager, Kendujhar. One Senior Station-Master, one Station Master and three Assistant Station-Masters assist him.

Intra-district, inter-district and inter-state buses ply under the Orissa State Transport Corporation which maintain about 120 vehicles in the district. The private sector operates nearly 700 vehicles. The corporation plies buses under the Cuttack unit for a distance of nearly 13,000 km. per day. Waiting-halls and toilets for the benefit of passengers have been provided at Cuttack in the district. It has also introduced sleeper services on the routes, viz., Sambalpur-Cuttack, Baripada-Bhubaneswar and Sambalpur-Bhubaneswar, besides luxury and deluxe services for the comfort of the passengers.

Since both the State Transport undertakings went on incurring losses with effect from 1974-75 and all the measures taken to improve the position proved to be futile, a Banners scheme was introduced on October 1983 to check clandestine operation of private passenger vehicles. As per the scheme the private stage carriages were taken on hire to be operated under the Banner of the Orissa State Road Transport Corporation. But this scheme proved to be a failure and it was withdrawn on 30th June, 1985. Before its withdrawal a successful modified Banner scheme was introduced from 11th June, 1985. In the modified scheme, the bus owners appropriated the sale proceeds but had to pay the service charges to the Orissa State Transport Corporation. The scheme was declared illegal by the High Court of Orissa since the 10th April, 1989 and it is no longer in operation.

Almost all the district headquarters of the State are connected with bus services from Cuttack. Inter-state bus services with four neighbouring states in a reciprocal basis also ply through the district by the State Transport Corporation and private operators.

#### **Buses operated by private parties**

Apart from the buses run by the Orissa State Road Transport Corporation, about 700 buses owned by private parties also ply in the district. These buses ply along with corporation buses. A list of bus routes (both private and public) within the district with their length in kilometres is given in Appendix IV. Besides, a large number of trekkers carry passengers as contract carriages throughout the district.

#### **Motor Vehicle Taxes and Fees**

The Orissa Motor Vehicle Taxation Act, 1975 came into force with effect from 1st October, 1975. The motor vehicle revenue consists of motor vehicle tax, additional motor vehicle tax (introduced with effect from 10th October, 1985), penalty for non-payment of tax, driving licence fee, conductor's licence fee, registration fee, fitness and inspection fee, permit fee, compounding offences fee and miscellaneous fees.

Collection of motor vehicle revenue for the last 4 years (ending 1990-91) in the district is given below:

(Rs. in crores )

Year		Motor Vehicle Tax/Additional Tax, etc.	Fees	Total
(1)		(2)	(3)	(4)
1987-88	..	26.99	7.61	34.60
1988-89	..	30.35	7.68	38.03
1989-90	..	38.89	5.01	43.90
1990-91	..	39.32	13.18	52.50

With effect from 1st April, 1992 the State has introduced collection of toll at the rate of Rs. 100/- from goods carriages of other states at the time of entry into the state. Goods carriages of other states are required to pay toll only once for more than one entry on the same calendar day.

## RAILWAYS

### Howrah—Madras

To connect Madras with Howrah, a broad-gauge rail line was proposed to pass through the coastal districts of Baleswar, Cuttack and Puri of the then Orissa Division; and Ganjam district of the then Madras Presidency during eighties of the last century. Construction of this line was taken up almost simultaneously from Kharagpur in Howrah side by the Bengal-Nagpur Railway and Vijayawada in Madras side by the East Coast Railway. The rail line from Kharagpur to Cuttack was opened for goods as well as passenger traffic on the 1st January, 1899. By a contract dated 23rd January, 1902 the rail line from Vijaynagaram to Cuttack and Puri Branch, known as the Northern Section of the East Coast Railway, merged with the Bengal-Nagpur Railway.

Some of finest engineering work on this line is to be seen near Cuttack. To the north of the town, a great bridge has been built over the river Mahanadi of girders laid on 64 masonry piers 100' each, while to the south, where the iron road has been carried over the wide-stretches of sand and water extending between this station and Barang one of the most difficult piece of riverine engineering to be seen anywhere in India. The Mahanadi bridge was completed within a record period of 14 months.

After nationalisation of the railways, a part of the rail-link of the Howrah-Madras line up to Vizagapattam forms a part of the South Eastern Railway. This line enters the district after some distance from Manjuri Road railway station of Baleshwar district from Howrah side and passes for more than 100 km. to leave the district after Barang. There are thirteen stations and four passenger halts on this line. The stations are Baitarani Road, Jajpur-Kendujhar Road, Jakhapura, Jenapur, Haridaspur, Dhanmandal, Bairi, Kapilas Road, Nirgundi, Kendraparha Road, Cuttack, Gopalpur-Balikuda and Barang whereas the passenger halts are Korei, New Gadamadhpur and Bari-Thengarh Kathjodi.

It has double-line facilities up to Kapilas Road from Howrah side and from Barang onwards. From Kapilas Road station, the new line of the doubling project has been diverted to connect Salagan on the Nirgundi-Talcher (Anugul) branch line. After some distance on this branch line from Machhuapur (near Raj Athagarh) this line has again been diverted to connect the main Howrah-Madras line at Barang via Naraj, Ghantikal-Nidhipur and Radhakishorepur. From Radhakishorepur a line also connects the Raj Athagarh Station on the branch Nirgundi-Talcher (Anugul) line. The line from Kapilas Road to Barang via Naraj, about 37 km. in length, was opened to traffic in between November 1966 to January 1968. At Naraj a bridge has been constructed on the Mahanadi for this line.

This line, instead of following the old main Howrah-Madras link from Kapilas Road to Barang, was diverted via Naraj to avoid construction of four major bridges on the river Birupa, Mahanadi, Kathjodi and Kuakhai and thereby minimise the cost of construction.

#### **Nirgundi—Talcher (Anugul) line**

A branch line starting from Nirgundi, a station on the main Howrah-Madras line, runs up to Talcher (Anugul) in Dhenkanal district through Cuttack Sadar and Athagarh subdivisions. Work is in progress for extension of the line up to Sambalpur. The length of this broad-gauge line in the district is about 35 km. The line constructed mainly to carry coal from the Talcher mines was opened to both passenger and goods traffic on 20th January, 1927. Moreover, before Cuttack was connected by all-weather road with Sambalpur, passengers to and from western Orissa were depending mainly on this railway line. The stations within the district are Salagan, Charibatia, Gurudijhatia and Raj Athagarh. There is also a passenger halt at Badapadagan.

**Cuttack-Paradeep line**

From Cuttack Railway Station, a branch line of 84.31 km. in length, runs up to the major port at Paradeep. This is a broad-gauge single line and was opened to traffic on 8th July, 1973. It has five stations between Cuttack and Paradeep, namely Kandarpur, Badakhandeita, Gorakhanath and Patpur and 3 passenger halts, viz., Raghunathpur, Jhankad-Sarala Road and Kujang--Erasama Road.

**Jakhapura-Daitari line**

A branch line starts from Jakhapura on the main Howrah-Madras line and proceeds upto Daitari, a total length of 33 km. This is a portion of the proposed Jakhapura-Bansapani rail-link. The line, which has two stations, namely Sukinda Road and Tomka in between Jakhapura and Daitari, was opened on March, 1991. The line has been constructed mainly to carry minerals to Paradeep port.

**Passenger Traffic**

On the main Howrah-Madras line, besides up and down mails, a number of express and passenger trains run daily/bi-weekly, tri-weekly/weekly through different stations of the district. On the branch lines of Nirgundi-Talcher and Cuttack-Paradeep also passenger trains run daily.

The statement given below indicates number of passengers who travelled outwards with money collected from them as fare during the year 1982 in some of the important stations of the district.

Name of the station	Outward passengers	
	Number	Amount collected in rupees
Cuttack	14,21,634	1,78,98,076
Jajpur-Kendujhar Road	2,57,036	22,03,290
Paradeep	1,861	11,732
Dhanmandal	81,688	5,56,814
Charibatia	55,404	98,099



### **Rail Road Competition**

Due to development of road system, introduction of improved and better type of motor vehicles and easy availability of swifter motor transport at regular intervals even in remote parts of the district, passengers now prefer to travel by buses for short and not-too-long distances. The railways still enjoy monopoly for long-distance passengers. Nowadays heavy public carriers have been introduced which share a large volume of goods traffic with railway. However, for transport of heavy machinery, bulky articles, minerals in huge quantity required for different industries and also for long distance haulage, railway transport is preferred. In spite of the above picture the impact of competition is very negligible due to abnormal increase of both goods and passenger traffic. The two systems of transport even today continue to be complementary rather than competitive.

### **Train Accidents**

During the decade ending 1991 no railway accident in the district has been reported except a few train derailments of minor nature with no human casualty.

### **WATER WAYS**

As early as the 17th century, Cuttack was reached by the circuitous route from the Dhamra river via Pattamundai, upto which place sloops and boats were able to come with Government and other stores; and Harispurgarh at the mouth of the Patua appeared to have been a place of resort for coasting vessels. In 1633, when English advanced from Masulipatam to Orissa they landed here. Soon after British occupation of Orissa, attempts were made to improve and extend the communications by sea. In 1811, a Master-Attendant was appointed at Manikapatna in Puri district and a Deputy Master-Attendant was posted at Dhamra. The light-house at False Point was commenced eight years later, and the first light lit in 1826. The advantages of False Point as a harbour and port was not discovered, however, till a much later date. During the first half of the 19th century this anchorage was little known and almost unused. A traveller landing at False Point found himself far from Cuttack. Its isolated and jungly situation and the long tedious boat-route inland, through dense forests and across malarious swamps, rendered it impracticable for goods or passenger traffic.

After a careful investigation Colonel Rundall discovered the capabilities of the harbour at False Point. The history of the great famine of 1866 proved him to be right. In that year food grains were supplied to the province mainly through this harbour. The Famine Commission strongly reported that it was the best harbour on the whole Indian Peninsula between Hooghly and Bombay. After that the harbour was resurveyed and deepened, the channels were clearly buoyed off, and it was

connected with Cuttack, by means of a canal. But in course of time it was found impossible to prevent the silting up of the harbour, and the port was abandoned in 1924.

At first sight it would appear that the great rivers, which issue from the western hills, then pour into the sea after traversing the district, should afford a magnificent waterway. The anicuts constructed across them have, however, cut off direct communication between lower and upper reaches. During rains they become dangerous for navigation owing to high flood they bring down, and during the rest of the year the current is sluggish and the volume of water small. Even in the longest of these rivers, Mahanadi, numerous sand-banks obstruct the channel. Before improvement of road communication when the waterway was in use boatmen were frequently obliged to dig out channels to allow their craft to pass. In those days, there was uninterrupted communication from above the anicut as far as Sambalpur. There was also some traffic on the upper waters of the Brahmani, but the jagged rocks which in places stood in the stream rendered it dangerous for larger boats. Both these rivers, and Baitarani almost dry up during the hot weather in their upper reaches.

However, traffic diminished gradually after opening up rail and road communications.\*

Till recently some amount of traffic was also carried on over the Kendraparha-Marshaghai canal and the Taladanda canal. These waterways are no more in use as boats ceased operating with the introduction of swift motor carriers. Cuttack-Chaudwar water route was open to traffic throughout the year when motor launches and country boats used to carry passengers and goods to the other side of the Mahanadi. But with the opening of the all-weather road over the Mahanadi after construction of the barrage at Jobra in the year 1990 the traffic has also considerably diverted. The district has a long sea-coast and a major port at Paradeep has been established mainly for cargo transport on sea.

### Boats

The Government have 54 power boats in the district. These boats are placed at the disposal of the Sub-Collectors of Cuttack Sadar (2), Kendraparha (32), Jajpur (15) and Jagatsinghapur (5) and are kept at vulnerable points for the purpose of flood relief operations. These are not used in ferry ghats for daily passenger services. About 500 country boats are requisitioned locally on hire for reserve and relief operation in floods.

### Ferry

There are quite a good number of ferries in the district. They mainly transport a few persons and light vehicles only from one bank to the other bank of a river. Mechanised ferries with facilities to ferry across heavy vehicles like truck, buses, etc. are altogether absent. A list of ferry services operating in the district is given in Appendix V.

\* L. S. S. O.' Malley, Bihar and Orissa District Gazetteers, Cuttack, 1933.

**Bridges**

Before Independence, most of the roads in the district were unbridged. This created enormous difficulties in the development of road transport. After implementation of five year plans most of the rivers and *nallahs* have been bridged to make all the important roads in the district all-weather. The statement given below highlights about some of the major bridges of the district.

Name of the Bridge	Location	Amount spent (in lakhs)	No. of span and length	Total length of the bridges
(1)	(2)	(3)	(4)	(5)
Kathjodi bridge	N. H. 5	45.89	17 spans of 160' each 2 spans of 54' each	2,828'
Brahmani bridge	N. H. 5	38.467	16 spans of 136'6"	2,184'
Taladanda bridge	N. H. 5	3.65	..	100 metres
Kharasuan bridge	N. H. 5	42.90	11 spans of 136'	1,501'6"
Mahanadi bridge	N. H. 5	192.60	45 spans of 162' 2 spans of 51'	7,592'
Birupa bridge	N. H. 5	38.467	15 spans of 107'11" 11 spans of 79'	1,733'
Birupa bridge	N. H. 5-A	..	5 spans of 158' 2 spans of 41'	872'10"
Luna bridge	N. H. 5-A	..	15 spans of 158' 2 spans of 63'	1,705'
Mahanadi bridge	N. H. 5-A	..	15 spans of 158' 4 spans of 142'8" 2 spans of 64'	3,065'

(Contd.)

Name of the bridge	Location	Amount spent (Rs. in lakhs)	No. of span and length	Total length of the bridge
(1)	(2)	(3)	(4)	(5)
Kula Creek bridge	N. H. 5-A	..	3 spans of 107'8" 2 spans of 63'7" 2 spans of 58'	553'10"
Gobari Canal bridge	N. H. 5-A	..	2 spans of 75' 1 span of 76'8" 2 spans of 110"	..
Pattamundai Canal bridge	N. H. 5-A	..	3 spans of 61'9" each 2 spans of 61' each 2 spans of 21' each	..
Construction of H.L. bridge over river Badagenguti on Krushnadaspur-Udayagiri-Ratnagiri roads	12 km. of N. H. 5-A	1,31,46,500	7 spans of 40.650 metres each	285'
Construction of H. L. bridge over river Mahanadi on Tirtol-Kolar road	4 km. of Tirtol-Kolar road	1,55,94,000	11 spans of 30 metres each	330 metres
Construction of submersible bridge over river Sapua on Megha-Katikiasahi road	Near Sarpeswar temple	36,93,904	5 spans of 43'4½" each	220'
Construction of H. L. bridge over river Luna at Pubansa on Katikata-Jeypur Road	Near Pubansa	2,42,69,700	7 main spans of 40'668 metres each and 2 Nos. of shore span of 30.491 metres each	345'65 metres
Construction of H. L. bridge over river Brahmani at Patrapurghat on Cuttack-Chandbali road	Near Patrapurghat	1,81,98,100	2 main spans of 365' each and 2 Nos. of shore span of 195' each	1,120'
Construction of bridge over river Sapua on old Cuttack-Sambalpur Road	35 km. on Cuttack-Sambalpur road	30,70,700	5 spans of 10 metres each	54 metres

(Concl'd.)

### Ports

As stated earlier a port at Paradeep on the Bay of Bengal was started by the Government of Orissa in the year 1962 and was handed over to the Government of India with effect from 1st June, 1965. It was declared as a major port on 18th April, 1966. It is a deep-water all-weather port.

This port is situated at latitude 20° 15' 56" N., longitude 86° 40' 34" E., i.e., roughly 210 nautical miles south of Calcutta and 260 nautical miles north of Visakhapatnam. It is about 96 kilometres east of Cuttack. Bhubaneswar, the capital of the state, and the nearest air port is about 120 km. from the port. It is well served by rails, roads and inland waterways.

The port is administered by a Board of Trustees consisting of the Chairman, the Deputy Chairman and eleven members representing the Government of India, Government of Orissa, Customs, Indian Railways, Indian Navy, M. M. T. C. of India, Indian National Ship Owners' Association, Orissa Chamber of Commerce and Industry, Utkal Chamber of Commerce and two members representing the labour employed in the port.

There is one artificial lagoon type harbour having two north and south arms projecting from low, sandy coast, about 588 m. and 1,217 m. respectively. An approach channel of length 1,850 m. and width 190 m. at (—) 12·25m. depth followed by an entrance channel of length 800 m. and width 160m. at (—) 11·75m. depth connects open sea to the lagoon of 520m. diameter to entertain vessels of 39' draft, 850' L. O. A. The berthing facilities in the form of wharfs, jetties stream mooring are provided inside the harbour.

### Iron-ore Berth

The mechanised wharf of the port was opened to traffic in the year 1966. The total length of the wharf is 320·5 m. with the capacity to accept vessels of 60,000 to 80,000 DWT with L.O.A. 850' and draft 39'. The rated capacity of iron-ore handling plant is 2,500 tonnes per hour with annual capacity of 3·5 million tonnes of iron-ore.

### Cargo Berth

This is a multi-purpose berth used generally by the vessels loading general cargo, sugar, food-grains, pig-iron, coal, frozen shrimps, etc. The transit shed is designed on modern lines. The column spacing has been kept wide enough to allow the use of mobile cranes, fork-lifts and other cargo-handling equipments. The transit shed is served with rail lines in the front as well as in the rear. Construction of first, second and third general cargo berths have been completed.

Facilities are available for warehousing and pre-shipment storage of cargoes and for open storage of iron-ore, chrome-ore, coal, pig-iron and other cargoes. All the facilities are served by rails or road connections.

The port owns its own railway which is connected to the broad gauge main lines of the South-Eastern Railway at inter-change railway yard at Atharbanki. The railway runs for 8 km. between the main line and the cargo berths. It serves the cargo berths and various stock yards.

The details of inward and outward traffic handled by the port during 1985-86 to 1989-90 are furnished below:

(Figures in lakh metres)

Traffic		1985-86	1986-87	1987-88	1988-89	1989-90
(1)		(2)	(3)	(4)	(5)	(6)
Inward	..	18.11	21.71	24.57	20.61	26.96
Outward	..	6.19	10.71	15.37	17.22	16.48
Total	..	24.30	32.42	39.94	37.83	43.44

It is seen from the above table that the port handled a total rail borne traffic of 43.44 lakh metres during the year 1989-90 as compared to 37.83 lakh metres handled in the year 1988-89 and 39.94 lakh metres handled in 1987-88.

Periodical survey including current and air observation were done during the year 1989-90. The maintenance dredging in the port was carried out by the M/s. Dredging Corporation of India Ltd. The D.C.I. Dredge-IX was deployed during the year 1989-90 and quantity dredged was 10,68,288 cum.

#### AIR WAYS AND AERODROME

There is only one aerodrome at Charibatia which is controlled by the Defence Department, Government of India. There is also one helipad at village Baluanga near Kujang in the district.

## TRAVEL AND TOURIST FACILITIES

The district has a number of places of tourist attractions. It preserves a host of ancient monuments of different faiths testifying to its glorious past. Ancient structures of Cuttack city like the towering gateway of Barabati fort and the portions still preserved of the stone revetment of Kathjodi river leave an indelible nostalgia of the golden days of Hindu monarchy. The huge Barabati Stadium and the Jawaharlal Nehru Indoor Stadium of the city stand out in sharp contrast to the ancient monuments.

Jajpur, the pilgrim centre, is picturesquely situated on the bank of the river Baitarani. The place is also known as the Navigaya Kshetra of Puranic fame. The place is called Viraja Kshetra for Goddess Viraja. The shrines of Saptamatruka and Swetabaraha are also situated here. The Dasaswamedhaghat of Jajpur is a great sanctified spot for Hindus.

The other places of tourist importance are Ratnagiri, Lalitgiri and Udayagiri, the hills comprising a most remarkable Buddhist complex. Dhableswar, another place of pilgrimage is small but a beautiful island in the Mahanadi. The temple of Lord Dhableswar is situated on a hillock in this island. Mention may be made of the other two places of pilgrimage, viz., Jhankad and Banki. Jhankad is famous for Goddess Sarala whereas the Shrine of Goddess Charchika is situated at Banki. Besides, places like Bhatarika, Chandikhol-Mahabinayaka, Anshupa lake, Naraj, Bhitarkanika, Madhab and Asokajhar (situated amidst lush green forest of Mahagir) are beautiful picnic spots and tourist attractions. Bhitarkanika is one of the best sanctuaries in India which provide ideal habitat for reptiles including endangered crocodiles, sea-turtles and water monitor lizards.

For accommodation in Cuttack city, apart from the circuit house and inspection bungalow managed by the State Government and railway retiring rooms, there are a number of good hotels both for lodging and boarding purposes. These hotels are: Hotel Akbari, Hotel Orienta, Hotel Lords, Hotel Ashoka, Hotel Sagar, Hotel Anand, City Palace Resort, Hotel Monalisa, Hotel Niladri, Hotel Veena, Hotel Ambika, Bombay Hotel, Hotel Roci, Hotel Adarsh and Asian Hotel. There is also a Panthanivas in the city managed by the State Tourist Development Corporation. At Jajpur there is one Panthasala (64 beds) of the Tourist Development Corporation and two inspection bungalows of the State Government. The Panthasala at Patharpur serves the Ratnagiri-Lalitgiri-Udayagiri Buddhist complex. There are two hotels and two good bungalows at Paradeep whereas Dhableswar has one Panthasala. There are also hotels in all other towns and in some semi-urban areas of the district.

**Dharmasalas**

Dharmasalas are found in the following pilgrim centres of the district, these are maintained by the philanthropic public and also by temple and Matha authorities as charitable trusts. These Dharmasalas provide lodging mainly to pilgrims for a limited period of days free of charge or on nominal charge.

There are Dharmasalas at Cuttack town, Jajpur town, Tirtol, Banki and Chandikhol. In Cuttack town there are two Dharmasalas, one at Bankabazar and another at Choudhury Bazar. In Jajpur town there exist 2 Dharmasalas which are managed by the private bodies. Another Dharmasala located at Kanakpur under Tirtol Tahasil was constructed by a private person for the benefit of the pilgrims visiting the Sarala temple. The Dharmasala located at Banki town near Charchika temple is maintained by the Banki N.A.C. and has two well-furnished rooms.

Under Darpan Tahasil there exist two Dharmasalas located at Chandikhol temple campus and Mahabinayak temple premises. Dharmasala located at Chandikhol temple campus is managed by the Chandikhol Temple Trust Board and has 30 rooms and Mahabinayak Dharmasala is managed by Mahabinayak Temple Trust Board having three rooms.

There are 20 Sarais or Musafirkhanas for Muslims in the district. These Sarais are located at Cuttack (two Sarais), Narapada, Korang, Pradhan, Tumalo, Sasan, Panasada, Talapada, Praharajpur, Matnagar, Bhainpur, Chhati Bali Sukuri, Taradepa, Maiuddinpur, Gopalpur, Balipara, Namajpadia, Ramakapur and Baratha.

A list of circuit house, inspection bungalow and rest-shed has been given in Appendix VI of this chapter.

**Travel Agents and Guides**

There are 8 travel agents in the district, viz., Majestic Travels, Tirupati Travels, Konark Travels, Travelers India, Mayur Travels, Lord Travels, Matamayee Travels and Anuradha Travels. All the travel agents have their offices at Cuttack. The Magestic Travels and Tirupati Travels have been duly approved by the Department of Tourism of the State Government.

**POSTS AND TELEGRAPHS**

Before British occupation in 1766 the False Point and areas little inside the district were added on the sea route for regular postal service between Calcutta and Madras by the East Indian Company. The first inland post office was established at Cuttack towards the end of 1803 with Leut. Becket as the Postmaster. That was the only office of its kind in the province of Cuttack.



Cuttack was first started as a field post office for the military operation but was soon converted into a district post office. For operation, it was independent of the Postmaster-General, Calcutta. It got the status of a full-fledged post office in 1837. Cuttack became a Head Post Office of the Cuttack Division when uniform postal rates irrespective of the distance the mail travelled, was introduced.

In 1906, the district had 66 post offices, 15 telegraph offices and 887 miles (1,419 km.) of postal communication. By 1932, the number of post and telegraph offices increased to 119 and 27 respectively. The main line coverage by train, motor and runners was about 1,090 km. This apart, postal services were also extended to all the four princely states of Athagarh, Badamba, Tigiria and Narsinghapur, now merged with the district.

Cuttack Postal Division was formed with effect from 1936 and subsequently during 1977 this division was divided into two, viz., the Cuttack North Division and the Cuttack South Division. The Cuttack South Division was again bifurcated into the Cuttack South Division and the Cuttack City Division with effect from the 25th September, 1980. The headquarters of all the three divisions are located at Cuttack. The Cuttack City Division is headed by one Senior Superintendent of Post Offices whereas each of the other two divisions is in charge of one Superintendent of Post Offices. The jurisdiction of the three divisions extends to the whole of the Cuttack Civil District.

There are 5 Head Post Offices, 141 Departmental Sub-post Offices, 62 Extra Departmental Sub-post Offices and 854 Extra Departmental Branch Post Offices in the district as on the 31st March, 1991 to meet the postal needs of the people. There are four telegraph offices, apart from 140 combined post and telegraph offices in the district. Besides normal functions which include sale of postage stamps, post cards, envelopes and remittance of money-orders; savings bank facilities are also offered to the public in most of the post offices. Due to the expansion of postal facilities almost all the villages are now served daily by the post offices.

The total length of postal communication in 1990-91 was 6,531 km. of which 202 km. were served by railway mail service, 610 km. by motor cycle service, 613 km. by cycle runners, 371 km. by ferry (water transport) service and 4,735 km. by foot runners. The statement gives business transacted during the year 1990-91.

## The statement below shows the volume of postal business

Postal business	City Division		North Division		South Division	
	Number	Amount (in rupees)	Number	Amount (in rupees)	Number	Amount (in rupees)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. (a) Money-orders issued	135,768	2,58,05,220'00	277,204	1,53,57,792'95	175,683	2,47,83,721'00
(b) Money-orders paid	173,960	1,73,30,640'45	434,640	97,39,608'10	406,487	5,14,67,703'60
2. (a) Savings Bank Deposits	116,861	10,15,72,804'46	172,839	11,11,17,019'95	127,726	6,71,80,281'65
(b) Savings Bank Withdrawals	70,007	10,08,36,493'47	N. A.	10,93,76,272'68	84,903	7,17,74,721'07
3. Certificates issued	95,047	20,24,31,500'00	81,617	8,94,43,620'00	45,139	4,62,27,800'00
4. (a) Registered letters issued	567,298	..	..	..	141,800	..
(b) Registered letters delivered	582,763	..	66,226	..	113,374	..
5. (a) Registered parcels issued	83,642	..	..	..	9,562	..
(b) Registered parcels delivered	85,886	..	33,517	..	6,406	..
6. (a) Ordinary letters issued	1,79,796,316	..	..	..	10,115,110	..
(b) Ordinary letters delivered	1,79,840,258	..	28,741,848	..	66,147,030	..
7. (a) Telegrams issued	42,380	..	50,350	..	25,546	..
(b) Telegrams delivered	..	..	51,103	..	44,683	..

## TELEPHONES

The first telephone exchange of the district was opened in Cuttack in 1917. After a long forty years, in 1957, the second telephone exchange was established at Jajpur Road followed by Chaudwar in 1961 and Kendraparha and Paradeep in 1965. Presently (31st March, 1992), there are 96 telephone exchanges in the district. Trunk lines are available in all the exchanges whereas STD facilities are available from Cuttack to important places of the district like Athagarh, Bamnipal, Chaudwar, Dhanmandal, Danpur, Jagatpur, Jagatsinghapur, Kendraparha, Marshaghai, Paradeep, Salepur, Tigiria-Nuapatna and outside the state.

The names of the telephone exchanges with their capacity type of exchange and load up to the 31st March, 1992 are given in Appendix VII.

## RADIO

The Cuttack branch of the All-India Radio was inaugurated on the 23th January, 1948 with a transmitter of 1 kilowatt power at Barabati Killa Fort premises. Then the studio facilities were set up in a rented building called Madhupur House, Mission Road, Cuttack. After some years a 20 K. W. transmitter was set up at Fakirparha of the district which is about 19 km. away from this station of the All-India Radio. Again some years later the transmitter power was enhanced from 20 kilowatt to 100 kilowatt.

In addition to regular entertainment programmes like music, drama and features, this electronic media disseminates information and educates the listeners in important facts of cultural, agricultural, educational and vocational spheres catering to the needs of the general farmers, fishermen, industrial workers, children, youth, women, senior citizens of the society and for special audience like University and school students.

All-India Radio started its Vividha Bharati service with 1 K. W. transmitter at Barabati Fort, Cuttack on 19th August, 1962 to broadcast light entertainment programmes. In May 1974, it introduced the commercial broadcasting to help the local businessmen, traders and small industrialists to advertise their products. At present, broadcast of the station covers an area of 30 km. radius, i.e., in 3,200 square km. area in a major portion of Cuttack district and a part of Dhenkanal and Puri districts.

A new studio-cum-administrative building-complex came up at the site 3, Cantonment Road, Cuttack in which both the radio stations started functioning from the 25th December, 1977.

The Cuttack station of All-India Radio is headed by a Station Director. One Assistant Station Director is in charge of the Vividha Bharati (Commercial Broadcasting Station). Both the stations have three wings, viz., programme, engineering and administration.

## TELEVISION

The Doordarshan Kendra, Cuttack was established in August 1974 to feed programmes to the Satellite Instructional Television Experiment (SITE). Prior to this, a Base Production Centre (B. P. C.) was started in 1973. This marked the first entry of the Doordarshan into the State of Orissa.

During Satellite Instructional Television Experiment, the Kendra originated Oriya programmes and also contributed programmes for the Hindi-speaking rural viewers of other Kendras like Raipur. When the terrestrial transmission started for viewers of Sambalpur district during May 1978, the Doordarshan Kendra, Cuttack as Base Production Centre provided programmes to that Kendra.

A high power transmitter (10 K. W.) was brought into operation in this Kendra in March 1985 which relayed programmes from Delhi Door-darshan through INSAT for the viewers within 80 to 100 km. radius around Cuttack till 15th November, 1987. This transmitter in Cuttack covers a population of 74,43,554 in an area of 227.07 sq. km. and 10,550 villages. From 16th November, 1987 it started its own regional programmes in Oriya in addition to the national programmes and programmes covered under national network like other full-fledged Kendras. Since 7th September, 1991, the programmes of Cuttack Kendra have been uplinked to twenty-one transmitters and one transposer installed in different parts of the state.

There are four wings in the Doordarshan Kendra, i. e., the programme, the engineering, the research and the administration. The Director is the head of the Kendra.

### **WIRELESS**

When communication is completely disrupted due to natural calamities, like flood and cyclone, wireless helps in sending immediate messages. At present, there are 69 numebrs of V. H. F. Wireless stations located at di fferent policc-stations and out-posts of the district. This apart, 14 temporary wireless stations are also installed to meet the requirement of the civil administration. To control the vehicular traffic on N. H. No. 5 which runs through Cuttack city, adequate number of traffic-aid V. H. F. posts, highway V. H. F., mobile patrolling with wireless and speed checking equipments have been provided by the signals unit.

A well placed city grid V. H. F. control is functioning in Cuttack to control crime and criminals, law and order and traffic movements in the city.

### **FAX AND TELEX SERVICES**

Fax and Telex facilities are available at Cuttack.

### **PAY PHONE**

To provide employment to unemployed youth as well as better service of communication to public, Pay Phone system was introduced in 1991 in the district.

### **COURIER SERVICE**

Apart from Government Postal Services, a number of private courier services are also operating in the district.

### **PIGEON SERVICE**

The district has one pigeon loft, viz., the Cuttack Central loft with 50 pigeons which is located at the Reserve Police line, Cuttack. These trained birds are used for static services which operate to Kendraparha, Jagatsinghapur, Jajpur, Paradeep, Salepur, Bairi, Dhanmandal, Kandarpur, Gobindpur, Chandikhol, Chhatia, Chaudwar, Jagatpur and Phulnakhara of this district and to Bhubaneshwar. Boomerang services are also operating between headquarters loft and Pigeon Inspector, Reserve Police Line, Cuttack.

During flood in 1982, services of pigeons were utilised in emergency duty from Cuttack to Bari, Nagashpur, Tarat, Derabis, Gobindpur, Kalamari, Nischintakoili, Kalikapur, Palada, Nema! and Barimul of the district. Besides, pigeons are released in every national function and opening ceremony as harbingers of peace.

### Organisation of Owners and Employers in the Field of Transport and Communications

There are 22 organisations in the district in the field of transport and communications. They are registered under the Indian Trade Union Act to carry on trade union activities in the district for the benefit of workers. Details about these unions as on 31st March, 1986 are given below :

Registration number	Date of Registration	Name and address of the union
(1)	(2)	(3)
983	2.2.1976	All Orissa Motor Transport Employees' Association, Jajpur Road, Cuttack.
1346	28.3.1981	Ambika Driver Association, Atharabanki, Paradeep Port, Cuttack
748	10.7.1972	Bharat Motor Employees' Union, Tinikoniabagicha, Cuttack
1124	29.3.1978	Besarakari Motor Karmachari Sangha, Prafulla Medical Store, Station Bazar, Cuttack.
635	6.2.1970	Cuttack Transport Workers' Union, Rajabagicha, Cuttack.
811	4.8.1973	Cuttack Motor Karmachari Sangha, Chandi Road, Cuttack.
895	14.11.1974	Carriers Transport Employees' Union, Orissa Mustan Dargha, Buxi Bazar, Cuttack.
981	12.1.1976	Cuttack Minibus Karmachary Sangh, Laxanpur, Jagatpur, Cuttack.
1277	2.5.1980	Cuttack Niali Motor Association Shramika Sangh, Chandini Chauk, Cuttack.

Registration number	Date of Registration	Name and address of the union
(1)	(2)	(3)
14	24.2.1982	Cuttack Motor Karmachary union, Badambadi, Cuttack.
472	1.9.1965	Howrah Motor Workers' Union, Cuttack
1397	15.1.1982	Jajpur Motor Karmaohary Union, Jajpur Bus Stand, Cuttack.
721	22.10.1971	Motor Vehicle Field Workers' Union, Purighat, Cuttack.
541	6.7.1967	Orissa State Transport Workers' Union, Chandinichauk, Cuttack.
543	27.7.1967	Orissa State Commercial Transport Corporation Employees' Union, Cuttack.
1084	4.11.1977	Orissa State Transport Corporation Press Employees' Union, Old Secretariat, Cuttack.
1143	19.7.1978	Orissa Road Transport Workers' Union, Chandinichauk, Cuttack.
1303	12.11.1980	Orissa State Road Transport Corporation Union, Jajpur Road, Cuttack.
1374	24.8.1981	Orissa State Road Transport Corporation Auditors' Association, Badambadi, Cuttack.
1284	28.5.1980	State Transport Account Association, Cuttack.
1363	24.6.1981	State Transport Employees' Union, Jajpur Road, Cuttack.
1283	22.5.1980	The Orissa State Commercial Transport Corporation Employees' Association, Cuttack.

## APPENDIX I

## HISTORY OF JAGANNATH ROAD FUND

On a reference to the Survey and Settlement report of the then Settlement Officer, Orissa, S. L. Maddox, I. C. S. and 'A sketch of the history of Orissa from 1803 to 1828' of M. G. Toynbee, it appears that prior to 1803, there was no continuous road in the modern sense of the word in existence in the then Orissa Province. What were called roads were mere fair-weather cart-tracts, without bridge and ferry arrangement.

During the early and middle parts of the seventeenth century the pilgrims from northern and north-western India were accustomed to visit Lord Sri Jagannath at Puri and exhibited a constant stream of passenger traffic through the forests of the tributary states and the cart-tract roads which were used by these pilgrims were then called Jagannath Road. With a view to removing the difficulties of the pilgrims, some bridges and culverts were constructed by the wayfarers on private charity.

After the province was taken over by the British Government in the year 1803, they thought to improve the cart-tract from out of Jagannath Fund and for construction of a continuous modern type of road within the province of Orissa. Accordingly, the land required for converting the cart-tract Jagannath Road into a continuous Kacha road was acquired firstly by Government of India in the year 1812. Captain Sackville (a military officer) was appointed as Superintendent of Works and he was placed in charge of construction of Jagannath Road leading from Subarnarekha river in the north to Puri in the south. The construction work of Jagannath Road was commenced by Capt. Sackville with two European assistants sometime in October 1812. The construction work of the road was completed in 1820 and groves of mango trees and other trees were planted on either side of the road by the local zamindars to afford shade to the travellers. After completion of the construction work, the road was placed in charge of Government of Bengal, Bihar and Orissa in Public Works Department for maintenance. As the road was the only continuous road to Puri large number of pilgrims used the road frequently to visit Lord Jagannath at Puri. Bazars and Chhatris sprang up at that time at every 5th or 6th mile (8 to 9.6 km.) throughout the province and some Sarais were built at the expense of Hindu noblemen in the year 1827 for the benefit of pilgrims. The road was converted into a metalled road during 1825—27 by Captain Cheape and Captain Shortland.



It was brought to the notice of Government of Bengal, Bihar and Orissa in the year 1859 that due to want of proper management and supervision of Public Works Department, the condition of the roadside Bazars, Chhatris and Sarais became unhealthy and dilapidated. Therefore, for the interest of the pilgrims the Government decided finally to take over the management and control of the roadside surplus lands lying on either side of the road from the Public Works Department and placed them in charge of the Revenue authorities (Collector of the district) on condition that the wretched state of the roadside Chhatris, Bazars and Sarais should be improved out of the rents derived and leasing out the said surplus lands for cultivation, shops and fishery purposes. Accordingly, since 1859 the roadside surplus lands, Bazars, Chhatris, wells, Sarais, etc. are managed by the District Collector as administrator of the local fund namely Jagannath Road Fund and accounts have been opened in the name of Pilgrims Lodging House Fund. In the record of the last Settlement the entire roadside lands including the lands managed by the Jagannath Road Fund stand recorded in the name of "Sriman Bharat Samrat" with District Collector as the administrator. This was managed in accordance with the scheme framed by the Commissioner, Orissa Division, which was approved by Government of Bihar and Orissa (P. W. D.) in the year 1914, under the Bihar and Orissa Places of Pilgrims Act, 1920. A Deputy Collector was posted by the District Collector in the district to look after the works of Jagannath Road Fund's properties.

After creation of N. H. No. 5, a major portion of the roadside lands of Jagannath Road Fund has been transferred in favour of National Highway authorities and the original Jagannath Road is now no more in existence. However, 31'00 acres of lands are available in rural areas and 8'997 acres of lands are available in urban areas. Major portions of such areas are under encroachment.

Apart from this, following properties are now under the management of Jagannath Road Fund.

- (i) One small house at Panikoili which has been let out.
- (ii) Fifteen number of shops at Kuakhia Bazar let out on a monthly rent basis.

- (iii) Two shops at Nuabazar have been let out on monthly rent basis.
- (iv) One weekly *hat* at Dharmashala which is being put into annual auction sale.
- (v) One house at Telengapentha has also been let out on monthly rent.

The main source of income of the Fund is the weekly *hat* at Dharmashala and the rental from houses that exist in three different places.

One rest shed at Chhatia and one inspection bungalow at Chandikhhol are also being managed out of the income of the Jagannath Road Fund. To provide wayside accommodation and rest to the pilgrims of Chhatia Bata and Chandikhhol, the remodelling works of both the rest sheds have been taken up out of the Jagannath Road Fund. Some development works have also been taken up in the weekly *hat* at Dharmashala to provide minimum amenities to the areas of the weekly *hat*. In the past scholarships were also given to some poor and meritorious students, out of this fund, who could not have prosecuted higher studies without this financial assistance.

## APPENDIX II

## Detailed list of Other Department Roads (O.D.R.) in the district

Name of the O.D.R. (1)	Total length in km. (2)	Condition of road (3)
1. Mahanadi Embankment road, Barabati Stadium Park via Gadagadia	1'00	All-weather
2. Kishor Transport, Barabati Stadium	1'50	Ditto
3. Canal Embankment road (Chhatra Bazar-Samrat Cinema)	2'40	Ditto
4. Old Jagannath road	3'00	Ditto
5. Link road (Four lanes)	2'20	Ditto
6. Old Cuttack-Sambalpur road	37'00	Ditto
7. Athagarh town road	8'00	Ditto
8. Nidhipur road	6'40	Ditto
9. Athagarh-Megha-Katikiasahi-Narangabasta road	23'00	Ditto
10. Radha Krishnapur-Gurudijhatia-Balipur	13'20	Ditto
11. Chhagan Railway Station to Bali	5'00	Ditto
12. Bindhanima-Khandahata	14'80	Ditto
13. Gurudijhatia-Oranda	1'80	Ditto
14. Mahalaxmipur road	6'00	Ditto
15. Khuntuni-Raj Athagarh	2'00	Ditto
16. Badamba town road	2'30	Ditto
17. Tigiria town road	1'50	Ditto
18. Badamba-Sankhameri	6'00	Ditto

Name of the O. D. R.	Total length (in km.)	Condition of road
(1)	(2)	(3)
19. Gopapur-Sasanga	6'00	All-weather
20. Narasinghapur-Baliput	25'00	Ditto
21. Narasinghapur town Road	4'80	Ditto
22. Narasinghapur-Kakudia	4'80	Ditto
23. Champeswar-Kanpur	5'00	Ditto
24. Chhatia Bye-pass	2'00	Ditto
25. Barachana-Balichendrapur	12'50	Fair-weather
26. Lalitagiri-Udayagiri-Ratnagiri	9'05	Ditto
27. Salepur-Chhatia	2'00	Ditto
28. Tangi-Bhatimunda	5'50	All-weather
29. Chaudwar Canal Bank	4'25	Ditto
30. Krushnadaspur N.H.5 to Udayagiri-Ratnagiri	18'12	Ditto
31. N.H.5 from Nirgundi Junction to link N.H. 42	4'00	Ditto
32. Tangi Bye-pass Bindhanima old road	2'00	Ditto
33. Bindhanima old Road	1'50	Ditto
34. Old Jagannath Road	10'00	Ditto
35. Old Cuttack-Puri Road	4'00	Ditto
36. Jagatsinghapur-Raghunathpur-Sirlo- Nuagan road,	16'00	Ditto
37. Manijangha-Erasama	18'00	Ditto
38. Jhankada-Sarala	6'50	Ditto
39. Baripada-Gobindpur	6'00	Ditto

Name of the O. D. R.	Total length (in km.)	Condition of road
(1)	(2)	(3)
40. Dandasahi-Munigossain	2'00	All-weather
41. Sarala-Samadhipitha	1'00	Ditto
42. Sarala-Sanara	7'00	Ditto
43. Salepur-Chhatia	26'00	Ditto
44. Old Cuttack-Sambalpur Road (From Mahanadi anicut to Birupa anicut).	4'00	Ditto
45. Kuanpal-Balichandrapur	7'00	Ditto
46. Lalitagiri-Balichandrapur	7'00	Ditto
47. Tangi-Bhatimunda-Bahakud	6'00	Ditto
48. Kendraparha-Marshaghai	8'50	Ditto
49. Kendraparha-Basipur	8'50	Ditto
50. Dharmashala Bye-pass	3'20	Ditto
51. Binjharpur-Singhpur	13'00	Ditto
52. Dola-Sakhachilla road	5'50	Ditto
53. Sathipur-Baitarani	7'00	Ditto
54. Danagadi-Brahaman	111'00	Ditto
55. Barabati-Singhpur	10'00	Ditto
56. N.H.5 to Bahadalpur	10'00	Ditto
57. Kaima-Nirhat-Narasinghapur	6'00	Ditto
58. Singhpur-Kandia	9'50	Ditto
59. N.H. 5 to Atalapur	10'00	Fair-weather
60. Jajpur Municipality Road	8'00	All-weather
Total	475'00	

## APPENDIX III

## Detailed list of Classified Village Roads (C. V. R.) in the district

Name of the Road	Total Length (in km.)	Condition of road
(1)	(2)	(3)
1. Banki-Baidyeshwar-Kalapathar ..	7'00	All-weather
2. Banki-Kacheri Road ..	3'00	Ditto
3. Athagarh-Kandarpur ...	5'50	Ditto
4. Dorada-Deopada ..	0'80	Ditto
5. Jenapada-Arakhapatna ..	6'00	Ditto
6. Gopamathura-Bangurisingha ..	13'00	Ditto
7. Karilo-Panchhagochhia ..	8'00	Fair-weather
8. A. N. High School, Berhampur	5'00	All-weather
9. Chaudwar Village Road ..	2'00	Ditto
10. Nuntikiri-Barapada ..	9'20	Ditto
11. Chhatia-Kalakala ..	16'50	Ditto
12. Barachana-Darpan ..	12'50	Ditto
13. Kantol-Rajnagar ...	4'60	Ditto
14. Baruan-Balichandrapur ...	10'85	Fair-weather
15. Approach road to Mahabinayak temple	1'50	All-weather
16. Agrahat-Bisinahakani ..	11'00	Ditto
17. Charibatia-Mangarajpur ...	8'00	Ditto
18. Road from N. H. 42 to Charibatia	2'00	Ditto
19. Charibatia Railway Station Road	1'00	Ditto
20. Chandikhol Temple Road ..	1'50	Ditto

Name of the Road	Total length (in km.)	Condition of road
(1)	(2)	(3)
21. Gopinathpur-Balia ..	2'00	All-weather
22. Jagatsinghapur-Alipingal ..	5'00	Ditto
23. Basantapur-Kantuor ..	8'00	Ditto
24. Palasol-Barti ..	8'00	Ditto
25. Sanapur-Maiuddinpur ..	3'00	Ditto
26. Galupada-Mahdasahi ..	8'00	Ditto
27. Kanduapada-Kantuar ..	9'00	Ditto
28. Alipingal-Khaira ..	12'50	Ditto
29. Palli-Raibarei ..	7'00	Ditto
30. Balikiuda-Nuagan ..	12'50	Ditto
31. Kania-Santhaliking Thailo ..	9'00	Ditto
32. S. V. M. College Road ..	0'50	Ditto
33. Approach Road to Olatpur Hospital	0'50	Ditto
34. Tarapur-Redhua ..	7'00	Ditto
35. Rahama-Pandua ..	7'00	Ditto
36. Biridihat-Kishorenagar ..	12'60	Ditto
37. Nanpur-Anakhia ..	6'00	Ditto
38. Jaipur-Katikata ..	2'00	Fair-weather
39. Link Road connecting Biridihat- Sonapur-Kishorenagar near Hansua Bridge to Khanditira (RS).	2'00	All-weather
40. Kania-Rambilo ..	5'00	Ditto
41. Palasola-Krishnanandapur ..	12'50	Ditto

Name of the road		Total length (in km.)	Condition of road
(1)		(2)	(3)
42.	Nuagan-Brahmandi ..	4.00	All-weather
43.	Nuagan-Arakhakuda ..	6.00	Ditto
44.	Alanahat graingolla to Kundeswar	4.00	Ditto
45.	Dedhasurdeuli-Redhua ..	7.00	Ditto
46.	Dihasahi-Baijanga ..	7.00	Ditto
47.	Zira-Kheras ..	7.00	Ditto
48.	Basantapur-Dandilo ..	2.00	Ditto
49.	Pandua-Ibirisinga ..	7.00	Ditto
50.	Tirtol-Pipal Madhab ..	6.00	Fair-weather
51.	Bodhei-Gobindpur ..	5.00	All-weather
52.	Kanakapur-Kantapada ..	1.00	Ditto
53.	Nehurupadia-Tirtol ..	1.50	Ditto
54.	Kothamul-Rayapurpatna-Dordia-Patnal.	9.00	Ditto
55.	Badilo-Champahat via Sanilo ..	4.50	Ditto
56.	Balitutha-Jatachhari-Muhana ..	..	Fair-weather
57.	Salei-Baharana ..	13.00	All-weather
58.	Bhagalpur-Sailo-Jharapada ..	10.00	Ditto
59.	Tulanga-Neula ..	4.00	Ditto
60.	Kokidiha-Telasara ..	12.00	Ditto
61.	Kulia-Kendupatna ..	1.60	Ditto
62.	Gogua-Chaudakulat ..	6.00	Ditto
63.	Rajkanika-Righagarh ..	10.00	Ditto
64.	Jayapur-Katikata ..	15.25	Fair-weather



Name of the road (1)	Total length (in km.) (2)	Condition of road (3)
65. Aradhapalli-Sanjaria ..	6'00	All-weather
66. Chandol-Danapur ..	3'00	Ditto
67. Ichhapur-Ostapur ..	3'50	Ditto
68. Kendraparha-Colarahat ..	18'00	Ditto
69. Aul-Nuagan-Dasipur ..	6'00	Ditto
70. Aul-Rajbati Road ..	3'00	Ditto
71. Rajkanika town Road ..	5'00	Ditto
72. Pravakarapur-Kharanasi ..	10'00	All-weather
73. Garapur village road from river .. Gobari-Hanumanjeu Temple	1'60	Ditto
74. Baratha-Kuanpal ..	8'00	Fair-weather
75. Baladevjeu-Rathadanda ..	1'00	All-weather
76. Rambagh-Chhatrapada ..	12'00	Fair-weather
77. Chhatrapada-Biripata ..	5'00	All-weather
78. Mangalpur-Narigan ..	8'00	Ditto
79. Baruan-Balichandrapur ..	11'40	Fair-weather
80. Panikoili-Ragadi ..	19'00	All-weather
81. Expressway to Bangarkot ..	13'00	Fair-weather
82. Kustira-Gadamadhupur ..	13'00	All-weather
83. Jenapur Railway Station Road ..	1'60	Ditto
84. Dharmacola-Kayima ..	5'00	Ditto
85. Neulapur-Haridaspur ..	4'00	Ditto
86. Expressway-Kaitha Quarry ..	3'00	Ditto
87. Ambasar Chhak to Dhenkanal .. Border Road	5'00	Ditto
88. Gobindpur-Manapur ..	11'00	Fair-weather
89. Hatibari-Mahulhat ..	10'00	All-weather
<b>Total</b> ..	<b>603'10</b>	

## APPENDIX IV

**A list of Bus Routes both private and public with length in kilometres in the district**

Name of the route	Condition of road	Length (in km.)
(1)	(2)	(3)
1. J. K. Road to Cuttack via Chandikhol	All-weather	84
2. Kantar to Cuttack via J. K. Road, Chandikhol	Ditto	96
3. Karbar to Chhatia via Cuttack, Banki and back.	Fair-weather	118
4. J. K. Road to Cuttack via Ostaghat and back	All-weather	194
5. Khadiana to Cuttack and Cuttack to Kendraparha and back	Ditto	93+65=158
6. Kaibada to Cuttack and Cuttack to Kendraparha via Salepur and back	Ditto	159
7. Kalakala to Cuttack via Chhatia and Cuttack to J. K. Road via Chandikhol and back	Ditto	129
8. Jagatsinghapur to Chandikhol via Cuttack and Cuttack to Paradeep via Tarpur and back to Jagatsinghapur	Ditto	146
9. Balitutha to Chandikhol via Tarpur and back	Ditto	128
10. Gobindpur to Paradeep via Cuttack and back	Ditto	118
11. Aul to Cuttack via Kendraparha, Salepur and Cuttack to Kendraparha and back	Ditto	171
12. Managalpur to Paradeep via Chandikhol, Kendraparha and back	Ditto	160

Name of the route	Condition of road	Length (in km.)
(1)	(2)	(3)
13. Olaver to Cuttack via Singhpur and back	All-weather	147
14. Narasinghapur to Chhatia via Cuttack and back	Ditto	159
15. Cuttack to Kendraparha via Salepur and back	Ditto	65
16. Singhpur to Cuttack via Jajpur and back	Ditto	119
17. Brahmanasailo to Cuttack via Chandikhoh and J. K. Road to Cuttack and back	Ditto	160
18. Indupur to Cuttack via Chandikhoh and back	Ditto	196
19. J. K. Road to Anantapur via Singhpur, Mangalpur and back	Ditto	74
20. J. K. Road to Olaver via Singhpur and back	Ditto	59
21. Patkura to Cuttack via Tirtol and back	Ditto	160
22. J. K. Road to Cuttack via Chandikhoh and back	Ditto	63
23. Darpanigarh to Cuttack and Gadji-ghat to Cuttack and back	Ditto	125
24. Kendamal to Cuttack and Korua to Cuttack and back	Ditto	100
25. Dhiakula to Cuttack via Chandikhoh and back	Ditto	98
26. Dhumatsasan to Cuttack via Salepur and Cuttack to Aul and back	Ditto	189

Name of the route (1)	Condition of road (2)	Length (in km.) (3)
27. Krushuanagar to Cuttack and back	All-weather	75
28. Cuttack to Kendraparha via Chandikhol and back	Ditto	85
29. Cuttack to Balichandrapur via Salepur and back	Ditto	55
30. J. K. Road to Cuttack via Chandikhol and back	Ditto	84
31. Jaipurghat to Banshani via Cuttack and back	Ditto	157
32. Cuttack to Gandikhia via Lalitgiri, Chandikhol	Ditto	40
33. Chandikhol, Gandikhia to Cuttack via Lalitgiri	Ditto	40
34. Jajpur Road to Cuttack via Chandikhol and back	Ditto	78
35. Kantaban Hat to Cuttack via Salepur and back	Ditto	89
36. Haripur to Cuttack via J. K. Road and back	Ditto	120
37. Kendraparha to Cuttack via Salepur and back	Ditto	65
38. Cuttack to Rajatota via Panikoili, Bari and back	Ditto	91
39. Ghagara to Cuttack via Chandikhol and back	Ditto	105
40. Bayalishmouza-Chanduli to Cuttack	Ditto	30
41. Bilasuni to Cuttack via Adaspur, Mahidharpara to Baghamara via Niali, Panimal	Ditto	105
42. Cuttack to Alkund via Balamukuli	Ditto	120
43. Cuttack to Aul and back	Ditto	110

Name of the route (1)	Condition of road (2)	Length (in km.) (3)
44. Cuttack to Bhatarika	All-weather	102
45. Cuttack to Baharana via Jagatsinghapur	Ditto	70
46. Cuttack to Nuagan	Ditto	67
47. Cuttack to Bari via Kuakhia	Ditto	82
48. Cuttack to Borikina via Jagatsinghapur	Ditto	60
49. Cuttack to Borikina via Paladhua-bandha	Ditto	71
50. Cuttack to Machhagan	Ditto	71
51. Cuttack to Balipada (Goudagopa) Haladia.	Ditto	53
52. Cuttack to Kendraparha	Ditto	65
53. Cuttack to Chhoti via Chandikhol, Kendraparha.	Ditto	84
54. Cuttack to Derabis	Ditto	60
55. Cuttack to Dihakula via Jajpur town	Ditto	99
56. Cuttack to Ersama via Manijangha	Ditto	76
57. Cuttack to Gopinathpur via Gurudihatia.	Ditto	96
58. Cuttack to Gholpur	Ditto	64
59. Cuttack to Ghagara, via Chandikhol	Ditto	80
60. Olara to Cuttack via Goda, Jagatsinghapur	Ditto	79
61. Cuttack to Jambu via Chandikhol	Ditto	116
62. Cuttack to J. K. Road via Panikoili	Ditto	84
63. Cuttack to Japkud	Ditto	42

Name of the route	Condition of road	Length (in km.)
(1)	(2)	(3)
64. Cuttack to Jharpada via Nakhara	All-weather	40
65. Cuttack to Khandahat	Ditto	87
66. Cuttack to Kamaladiha	Ditto	145
67. Cuttack to Kanpur	Ditto	111
68. Cuttack to Korua	Ditto	51
69. Cuttack to Nemal	Ditto	45
70. Cuttack to Katara via Jagatsinghapur	Ditto	58
71. Cuttack to Korkara	Ditto	30
72. Cuttack to Kasrada	Ditto	39
73. Cuttack to Kankadajodi	Ditto	80
74. Cuttack to Kolar via Tirtol	Ditto	60
75. Cuttack to Kisannagar	Ditto	30
76. Cuttack to Mahanga via Salepur	Ditto	43
77. Cuttack to Mandasahi	Ditto	45
78. Cuttack to Magalpur via Jajpur town	Ditto	84
79. Cuttack to Naharana	Ditto	75
80. Cuttack to Purunagarh	Ditto	46
81. Cuttack to Marshaghai via Shyama-sundarpur	Ditto	81
82. Cuttack to Oskana via Jagatsinghapur	Ditto	75
83. Cuttack to Baldevjeu via Chandikhoh, Duhuria	Ditto	90

Name of the route	Condition of road	Length (in km.)
(1)	(2)	(3)
84. Cuttack to Ostarghat via Chandikhol	All-weather	86
85. Cuttack to Ostarghat via Chandikhole, Narsinghapatna.	Ditto	117
86. Cuttack to Patkura via Chandikhol	Ditto	117
87. Cuttack to Paradeep via Tarpur	Ditto	94
88. Cuttack to Paradeep via Jagatsinghapur	Ditto	107
89. Cuttack to Paradeep via Jagatsinghapur, Hansura, Gobardhanpur.	Ditto	84
90. Cuttack to Paradeep via Alipingal	Ditto	112
91. Cuttack to Paradeep via Tarpur, Janatakothi, Jagatsinghapur.	Ditto	160
92. Cuttack to Palisahi	Ditto	42
93. Cuttack to Paradeep via Chandikhol	Ditto	130
94. Cuttack to Ratagarh via Dhabaleshwar	Ditto	69
95. Cuttack to Rameswar	Ditto	30
96. Cuttack to Balichandrapur	Ditto	52
97. Cuttack to Redhua	Ditto	42
98. Cuttack to Sankhapari	Ditto	60
99. Cuttack to Sagar	Ditto	117
100. Cuttack to Tatamines via J. K. Road	Ditto	120
101. Cuttack to Veda via Kuanpal	Ditto	65
102. Cuttack to Jadumu via Narsinghapur	Ditto	145
103. Nurtang to Cuttack via Kuanpal	Ditto	58
104. Kania to Paradeep via Tarpur, Jagatsinghapur.	Ditto	154

Name of the route	Condition of road	Length (in km.)
(1)	(2)	(3)
105. Panchpali to Cuttack via Manijanga, Tarpur.	All-weather	80
106. Paradeep to Nuagan via Cuttack	Ditto	94+67
107. Ratnagiri to Cuttack via Chandikhol	Ditto	78
108. Mangalpur to Cuttack	Ditto	120
109. Narsinghapur to Cuttack	Ditto	129
110. Sanharahat to Cuttack	Ditto	60
111. Cuttack to Jagatsinghapur	Ditto	45
112. Cuttack to Telenia	Ditto	102
113. Cuttack to Niali via Bogalagarh	Ditto	47
114. Baitarani Road to Cuttack via J. K. Road.	Ditto	84
115. Naganpur to Cuttack	Ditto	45
116. Cuttack to Nischintakoili	Ditto	40
117. Cuttack to Balitutha	Ditto	85
118. Cuttack to Panchpali via Champahat	Ditto	85
119. Cuttack to Garam via Narua	Ditto	75
120. Cuttack to Rajnagar	Ditto	110
121. Mangarajpur to Cuttack	Ditto	30
122. Town bus	Ditto	15
123. Kalapathar to Cuttack via Banki	Fair-weather	80
124. Banki to Cuttack	Ditto	55
125. Cuttack to Pattamundai	All-weather	88
126. Cuttack to Kuanpal	Ditto	46
127. Cuttack to Gopalpur via Paga	Ditto	..



## APPENDIX V

## List of Ferries

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
Mahanga	.. Jajpur	Genguti river
	Jasrajpur	Ditto
	Dobandhia	Ditto
	Kuanpal	Birupa river
	Gunupur	Ditto
	Kusupur	Ditto
	Khartang	Ditto
Aul	.. Balitara	Kani river
	Bharigada and Baruna	Kharasrota river
	Brahmani Nadi	Brahmani river
	Manpur	Kani river
	Brahmani Nadi	Brahmani river
	Argal-charpada	Kharasrota river
	Jada	Kani river
	Kharasrota	Kharasrota river
	Singhpur	Ditto
	Kani Nadi	Kani river
Rambila Ahara ghat	Brahmani Nala	
Rajkanika	.. Gobanga Ankoghat	Kharasrota river
	Chhanda	Ditto
	Bandhamala	Brahmani river

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
	Kanpur	Petanadi Nalla
	Gahampal	Ditto
	Balitora	Kharasrota
	Rajanpurbari	Baitarani river
	Endulapur	Ditto
	Rigagad	Ditto
	Barunadiha Baluati	Kharasrota
	Padhanpada	Kani Nalla
	Muthanali	Ditto
	Thakurani	Ditto
	Jayakunda	Kharasrota river
	Singidi	Ditto
	Jhadmal	Brahmani
	Gadagadi	Kharasrota
	Baradia	Baitarani
	Upulai	Ditto
Kujang	.. Khasalpur	Mahanadi river
	Badapal	Ditto
	Singadia	Ditto
	Bhandua	Ditto
Biridi	.. Biridi-Mangulighat	Biluakhai
	Biridi-Sankarisahighat	Ditto
	Bilia-Maindipurghat	Ditto
	Kishorenagar-- Kalikapur ghat.	Mahanadi

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
Biridi	Kishorenagar- Samitanga ghat	Mahanadi river
	Kishorenagar-Tarilo ghat	Ditto
	Sagadi Patana-Guali ghat	Ditto
	Barada-Guali ghat	Ditto
	Kamarpada-Archil ghat	Taladanda canal
	Panimando	Mahanadi river
	Udayapur	Ditto
	Kulasanitanga	Ditto
	Murkundi	Chitrotpala river
	Naharbari	Biluakhai river
Bagalpur	Ditto	
Narasinghapur	Mahanadi Ferry ghat, Syamsundarpur	Mahanadi river
	Poda Nala ghat	Poda Nala
	Mahanadi Ferry ghat Manpur	Mahanadi river
	Kholamuhan ghat	Kholamuhan Nala
	Poda Nala ghat	Poda Nala
	Muraripur Mahanadi Ferry ghat	Mahanadi river

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
	Mahanadi ghat, Ghoradia	Mahanadi river
	Mahanadi ghat, Nuapatna	Ditto
	Mahanadi ghat, Kathakhunta	Ditto
	Mahanadi ghat, Chakragarh	Ditto
	Mahanadi ghat, Mandania	Ditto
	Mahanadi ghat, Baliput	Ditto
Jajpur	... Kamalpur ghat	Kharasrota river
	Rajghat	Ditto
	Bidhaghat	Budha river
	Khandetarghat	Kharasrota river
Barachana	... Baisimauza ghat	Birupa river
	Khadakpur ghat	Ditto
	Sakutitalops ghat	Ditto
	Gadgit ghat	Genguti river
	Banamali ghat	Ditto
	Khadianja ghat	Ditto
	Jaraka ghat	Kelua river

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
Rajnagar	-- Talchua	Baitarani river
	Nalitapatia	Ditto
	Rajnagar	Hansua river
	Koilipur	Ditto
	Badakot	Ditto
	Ghodaparua	Ditto
	Naladia	Brahmani river
	Rajapur	Ditto
	Keredagarh	Ditto
	Righagarh	Ditto
	Hansina	Pathasala
	Gupti	Ditto
	Berensagarh	Baunsagarh Nala
	Ajagarpatia	Bhitarakanika Nala
	Paramanandapur	Khola river
Kendraparha	.. Indupur ghat	Brahmani river
	East Dhumar ghat	Ditto
	Ghagara ghat	Ditto
	Ghaudalalat ghat	Ditto
Balikuda	.. Landakia ghat	Gobari river
	Machhagan	Devi river
	Naharana	Ditto
Banki-Damparha	Sribantapur	Ditto
	... Debidwar ghat	Mahanadi river
Pattamundai	.. Damodarpatna ghat	Brahmani river
	Naihadia ghat	Ditto
	Balipatna ghat	Ditto
	Singhagram-Berham- pur flood ghat	Kanthia Nala

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake	
(1)	(2)	(3)	
Naugan	.. Oreda ghat	Devi river	
	Galadari ghat	Ditto	
	Anantapur ghat	Ditto	
	Sikhara ghat	Ditto	
	Bhandisari ghat	Ditto	
Barang	.. Banta ghat	Mahanadi river	
	Tangi-Chaudwar	.. Adakhewat ferry ghat	Birupa river
		Jaripada ghat	Ditto
		Bhatimunda-Gopinath- pur ghat	Ditto
		Chasapada ghat	Mahanadi river
Kakhadi ghat		Ditto	
Badamba	.. Mahanadi ghat, Gopinathpur	Ditto	
	Mahanadi ghat, Mugagahiri	Ditto	
	Mahanadi ghat, Sankhameri	Ditto	
	Banta ghat at Sasanga	Ditto	
	Gamei ghat	Ditto	
	Bangirisingha	Ditto	
Athagarh	.. Mancheswar	Ditto	
	Nuasasan	Ditto	
	Baghara	Ditto	
	Balarampur	Ditto	
	Naduapada	Sapua river	

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
Korei	... Dosiamuhan ghat at Ranapur	Baitarani river
Mahakalaparha	... Bankichauda	Gobari river
	Orta	Ditto
	Bijaynagar	Ditto
	Badiha ghat	Ditto
	Tantiapal ghat	Ditto
	Jambu ghat	Ditto
	Kansar Badadandua	Ditto
	Badpal	Ditto
	Tarapada	Ditto
	Ramachandi ghat	Ditto
	Teragam ghat	Luna river
	Karanja ghat	Ditto
	Karankul ghat	Ditto
	Badakul ghat	Ditto
	Pataliparak ghat	Mahanadi river
Derabis	.. Baburampatna	Gobari river
	Panitar ghat	Luna river
	Artamul	Ditto
	Belarpur	Gobari river
	Kurujanga	Ditto

Name of Community Development Blocks	Name of Ferry	Name of River/ Nala/Lake
(1)	(2)	(3)
Rasulpur	Brahmabarada Hat	Brahmani river
	Chandpur ghat	Ditto
	Baliguda, Jagasapatra	Ditto
	Samantrapur	Ditto
	Gopalpur	Ditto
	Kalan ghat	Brahmani river
	Pahanga, Tikarpada	Patia river
Kujang	Bhandua ghat	Mahanadi river
	Singhadia ghat	Ditto
	Srichandanpur ghat	Ditto
	Khasulidiha ghat	Ditto
Dasarathpur	Kayan ghat	Baitarani river
Dharmashala	Arakhapada	Kelua river
	Badkayima	Ditto
	Bhagabanpur	Ditto
	Jenapur	Brahmani river
	Areikana	Genguti river
	Sagadia ghat	Sagadia Nala



Name of Community Development Blocks	Name of Ferry	Name of River/ Nala/Lake
(1)	(2)	(3)
Sukinda	.. Gopal ghat	Brahmani river
Raghnathpur	.. Tarapur ghat	Mahanadi river
	Brahmankhanda ghat	Ditto
	Budhalinga ghat	Ditto
	Babujang ghat	Chitrotpala river
	Uttarkul ghat	Ditto
	Mahammadpur ghat	Ditto
	Kadam ghat	Hansua river
	Chikinia ghat	Ditto
Binjharpur	.. Gajabangra ghat	Kharasrota river
	Nuamahara ghat	Ditto
	Banapur ghat	Ditto
	Malipur ghat	Ditto
	Routra ghat	Ditto
	Chandramu ghat	Ditto
	Jagannathpur Goudasahi ghat	Ditto
	Guhali Boduapari ghat	Ditto
	Ghantiali ghat	Ditto
Cuttack Sadar	.. Kuakhai	Kuakhai river
	Tinimuhani	Kathjodi river
	Ayatpur	Mahanadi river

## APPENDIX VI

## List of Circuit House, Inspection Bungalow and Rest Shed

Name of the Tahasil	Circuit House / Inspection Bungalow/ Rest Shed	Location	Maintained by
(1)	(2)	(3)	(4)
Narasinghapur ..	Inspection Bungalow (Indra Bhaban)	Narasinghapur	Revenue Department
	Inspection Bungalow	Narasinghapur	Public Works Department
	Inspection Bungalow	Nuagarh	Public Works Department
	Inspection Bungalow (Basanta Bhaban)	Padmal, Narasinghapur	Irrigation Department
	Inspection Bungalow	Baliput	Forest Department
	Inspection Bungalow	Balikiari	Forest Department
	Rest Shed	Champeswar	Revenue Department
	Rest Shed	Narasinghapur	Revenue Department
Athagarh ..	Rest Shed	Saradhapur	Revenue Department
	Inspection Bungalow	Athagarh	Revenue Department
	Rest Shed	Gurudijhatia	Revenue Department
Tirtol ..	Rest Shed	Kakhadi	Revenue Department
	Inspection Bungalow	Manijanga	Irrigation Department
	Inspection Bungalow	Kanakpur	Public Works Department
	Inspection Bungalow	Sankheswar	Irrigation Department
	Inspection Bungalow	Jaipur	Public Works Department
Kanika ..	Rest Shed	Nuapada	Irrigation Department
	Rest Shed	Rajkanika	Revenue Department

Name of the Tahasil	Circuit House / Inspection Bungalow/ Rest Shed	Location	Maintained by
(1)	(2)	(3)	(4)
Binjharpur	.. Inspection Bungalow	Binjharpur	Revenue Department
	Inspection Bungalow	Singhpur	Revenue Department
	Inspection Bungalow	Bari	Public Works Department
	Rest Shed	Binjharpur	Revenue Department
	Rest Shed	Alipur	Revenue Department
Aul	.. Inspection Bungalow	Aul	Public Works Department
Badamba	.. Inspection Bungalow	Abhimanapur	Public Works Department
	Inspection Bungalow <sup>2</sup>	Sasanga	Public Works Department
	Inspection Bungalow	Badamba	Revenue Department
	Rest Shed	Badambagarh	Revenue Department
	Rest Shed	Sasanga	Revenue Department
Pattamundai	.. Inspection Bungalow	Pattamundai	Works Department
	Inspection Bungalow	Gogua	Works Department
Tigiria	.. Rest Shed	Tigiria	Public Works Department
	Rest Shed	Tigiria	Revenue Department
Kujang	.. Circuit House	Paradeep	Revenue Department
	Inspection Bungalow	Paradeepgarh	National Highway Division
	Inspection Bungalow	Taladanda	Public Works Department
	Rest Shed	Kujang	Forest Department

Name of the Tahasil	Circuit House/Inspection Bungalow/Rest Shed	Location	Maintained by
(1)	(2)	(3)	(4)
Banki	.. Inspection Bungalow	Banki	Public Works Department
	Inspection Bungalow	Baidyeshwar]	Revenue Department
	Inspection Bungalow	Ratagarh	Revenue Department
	Rest Shed	Banki	Revenue Department
	Rest Shed	Tulasipur	Revenue Department
	Rest Shed	Baraput	Revenue Department
Tangi-Chaudwar ..	Inspection Bungalow	Jagatpur	Public Works Department
	Inspection Bungalow	Tangi	Irrigation Department
	Inspection Bungalow	Nuapatna	Irrigation Department
	Inspection Bungalow	Biswanathpur	Irrigation Department
	Guest House	Chaudwar	Orissa Textile Authority
	Guest House	Chaudwar	Thermal Station
	Guest House	Chaudwar	Kalinga Tube
Niali	.. Inspection Bungalow	Niali	Irrigation Department
	Inspection Bungalow	Kantapada	Works Department
	Rest Shed	Gobindpur	Revenue Department
Kanika	.. Inspection Bungalow	Ostia	Public Works Department
	Rest Shed	Rajkanika	Revenue Department
Jagatsinghapur ..	Inspection Bungalow	Jagatsinghapur	
	Inspection Bungalow	Gadama	
	Inspection Bungalow	Balia	
Darpan	.. Inspection Bungalow	Pathrajpur	Works <sup>m</sup> Department
	Inspection Bungalow	Gopalpur	Irrigation Department
	Inspection Bungalow	Barachana	Works Department
	Inspection Bungalow	Chandikhol	Revenue Department
	Inspection Bungalow	Bairi	Irrigation Department
	Rest Shed	Dhanmandal	Revenue Department
	Pilgrim Shed	Chhatia	Revenue Department

## APPENDIX VII

**List of Telephone Exchange, type of Exchange and their capacity**

Name of the Telephone Exchange	Type of Exchange	Capacity
(1)	(2)	(3)
1. Adhangagada	.. SAX-25	25 lines
2. Areikana	.. MILT-64	56 lines
3. Athagarh	.. ESAX	192 lines
4. Akhuapada	.. SAX-25	25 lines
5. Angalo	.. SAX-25	25 lines
6. Aul	.. MILT-64	56 lines
7. Bahugram	.. MILT-64	56 lines
8. Balikuda	.. CDOT	88 lines
9. Balitutha	.. SAX-25	25 lines
10. Bamnipal	.. CDOT	88 lines
11. Banki	.. CDOT	88 lines
12. Badamba	.. MILT-64	56 lines
13. Barang	.. CDOT	88 lines
14. Bari-Cuttack	.. SAX-25	25 lines
15. Barua	.. SAX-25	25 lines
16. Barundeï	.. SAX-25	25 lines
17. Baulanga	.. SAX-50	50 lines
18. Bayalishmouza	.. CDOT	88 lines
19. Binjharpur	.. CDOT	88 lines
20. Biridi	.. CDOT	88 lines
21. Borikina	.. SAX-25	25 lines

Name of the Telephone Exchange	Type of Exchange	Capacity
(1)	(2)	(3)
22. Brahmabarada	.. CDOT	88 lines
23. Chadaidhara	.. SAX-25	25 lines
24. Chhata	.. SAX-25	25 lines
25. Chhatia	.. MILT-64	56 lines
26. Choudakulat	.. SAX-25	25 lines
27. Chaudwar	.. MAXII+CDOT	288 lines
28. Cuttack-I	.. PCX-BAR	12,000 lines
29. Cuttack-II	.. ELOB-CRLU	1,000 lines
30. Cuttack Tulasipur	.. SAX-25	25 lines
31. Daitari		
32. Dhanmandal	.. CDOT-512	176 lines
33. Danpur	.. CDOT	88 lines
34. Duburi	.. SAX-25	25 lines
35. Erasama	.. SAX-50	50 lines
36. Gajendrapur	.. CDOT	88 lines
37. Gopalpur	.. CDOT-2	176 lines
38. Gobindpur	.. SAX-25	25 lines
39. Gurudijhatia	.. CDOT	88 lines
40. Indupur	.. CDOT	88 lines
41. Jagatpur	.. MAXII+CDOT	488 lines
42. Jagatsinghapur	.. ILT-512	376 lines
43. Jaipur	.. CDOT	88 lines
44. Jajpur Road	.. MAXII+CDOT	588 lines
45. Jajpur town	.. ILT-512	376 lines

Name of the Telephone Exchange	Type of Exchange	Capacity
(1)	(2)	(3)
46. Jakhapura	.. SAX-25	25 lines
47. Jaraka	.. CDOT	88 lines
48. Kabatbandh	.. SAX-25	25 lines
49. Kaduapara	.. SAX-25	25 lines
50. Kalapathar	.. SAX-50	50 lines
51. Kaliapani	.. CDOT	88 lines
52. Kanakpur	.. CDOT	88 lines
53. Kandarpur	.. CDOT	88 lines
54. Katikata	.. CDOT	88 lines
55. Kendraparha	.. MAXII+CDOT	488 lines
56. Kendupatna	.. SAX-50	50 lines
57. Khuntuni	.. SAX-25	25 lines
58. Kishorenagar	.. CDOT	88 lines
59. Korua	.. MILT-64	56 lines
60. Krishnanandapur	.. SAX-25	25 lines
61. Kuakhai	.. CDOT	88 lines
62. Kuanpal	.. SAX-50	50 lines
63. Kujang	.. CDOT-2	88 lines
64. Kumuda-Jaipur	.. SAX-25	25 lines
65. Kundal	.. SAX-25	25 lines
66. Kusupur	.. CDOT	88 lines
67. Mahakalparha	.. MILT-64	56 lines
68. Marshaghai	.. CDOT+MILT	88 lines
69. Mauda	.. CDOT	88 lines
70. Narendrapur	.. SAX-25	25 lines
71. Nuagan Hat	.. CDOT	88 lines
72. Nara singhapur	.. MILT-64	56 lines

Name of the Telephone Exchange	Type of Exchange	Capacity
(1)	(2)	(3)
73. Niali	... MILT-64	56 lines
74. Nischintakoili	.. MILT-64	56 lines
75. Olatpur	... MILT-64	56 lines
76. Panikoili	.. CDOT	88 lines
77. Panchupandab	.. CDOT	88 lines
78. Paradeep	.. MAXII	800 lines
79. Paradeepgarh	.. CDOT	88 lines
80. Patkura	.. SAX-50	50 lines
81. Pattamundai	.. CDOT	88 lines
82. Phulnakhara	.. MILT-64	56 lines
83. Raghunathpur	... MILT-64	56 lines
84. Rajkanika	.. MILT-64	56 lines
85. Rajnagar	.. MILT-64	56 lines
86. Safa	.. SAX-25	25 lines
87. Salepur	.. CDOT-2	176 lines
88. Singhpur	... SAX-25	25 lines
89. Sukinda	.. MILT-64	56 lines
90. Sungura	.. CDOT	88 lines
91. Talabasta	.. SAX-25	25 lines
92. Tangi	.. CDOT	88 lines
93. Tigiria-Nuapatna	.. MILT-64	56 lines
94. Tiran	.. MILT-64	56 lines
95. Tirtol	... CDOT+MILT	144 lines
96. Tulsipur	.. SAX-25	25 lines