

CHAPTER VII

COMMUNICATIONS

The antiquity of the places of pilgrimage in Orissa is as old as Baudhayana Srutasutra, and Manu Samhita where 'Tirthayatra' finds mention and it is probable that there were ancient trade or pilgrim routes in those days.

OLD TIME
ROUTES
Ancient
Period

The offering of *pinda* or oblation to the forefathers at Gaya in Bihar, Jajpur in Orissa, and Pithapur in Andhra Pradesh is still current among the Hindus and it is natural to think that there was a pilgrim route between these places in early days.

In the Buddhist accounts it is found that two merchants named 'Tapasu' and 'Bhallika' of Utkala who, on their way to Madhyadesa, first gave honey to Buddha at Buddhagaya after he had attained enlightenment. These merchants had 500 cart-loads of merchandise with them. To carry 500 carts from Utkala to Magadha was only possible through a developed highway. Emperor Asoka came with a large army and conquered Kalinga in the middle of the 3rd century B. C. It is certain that the Mauryan army travelled all the way from Pataliputra to Tosali on a highway where there were possibilities of the supply of water and food stuff. In the 2nd or 1st century B. C., Kharavela of Kalinga not only marched as far as Rajagraha 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.

Routes to
and from the
North

It seems that there were trade or pilgrim routes from the Subarnarekha valley in Manbhum, Singhbhum and northern Mayurbhanj to the Baitarani valley in the western Mayurbhanj and eastern Keonjhar up to Anandapur so far as the hill area is concerned. The rest of the route towards south of Anandapur is quite possible up to Puri.

From the Allahabad Pillar Inscription of Samudragupta we come to know that Samudragupta sent an expedition to southern India through Kosala, Mahakantara, Kalinga, etc. Recently copper-plates of the Vighraha dynasty have been discovered and these documents show that the southern Puri and northern Ganjam were under the

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Gupta rule. During the second quarter of the 7th century A. D. Hiuen-Tsang visited the capital of Utkala and Puspagiri monastery from Karnasuvarna and then went to Kongoda and Kalinga. From Kalinga he went to Mahakosala. The identification of Karnasuvarna with a place in the Manbhum district of Bihar helps us in tracing the route of the Chinese pilgrim from Karnasuvarna to Ucha or Utkala on the trade and pilgrims highway from Magadha to Utkala.

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 Hooghli through Garh Mandaran, Midnapore, Raibania, Amarda, Basta and Remuna. On this route in the beginning of the 12th century A.D. Jayasimha, the ruler of Dandabhukti, an ally of Ramapala, helped Karnakesari of Utkala who was defeated by the Ganga king Rajaraja. This account is mentioned in the Ramacharita of Sandhyakara Nandin. Soon after the conquest of Utkala in about 1111 A. D., Chodaganga spread his powers up to the Ganges following this route and established a frontier station at Garh Mandaran.

From the Tabaqat-i-Nasiri it is learnt that in 1245-47 there was a war between the Muslim Sultan of Bengal and the Ganga king Narasimha Deva I. During this war the army 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 Shamsuddin Illias Shah of Bengal attacked Orissa by following this route.

In 1360 Sultan Firuz Shah of Delhi came with a large army from Jaunpur via Bihar and Chotanagpur to Orissa. It seems that Firuz Shah followed the ancient trade route noted above. Historian Badaoni has written that the Sarqi Sultan of Jaunpur in 1393-94 invaded Orissa. As a hoard of coins of Sarqi 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.

Chaitanya came to Jagannath from Nabadip first by the river route up to Deobhog on the Ganges and from there by land route.

The Van Den Broke's map was prepared in 1660 A. D. In this map places like Jagannath, Cuttack, Bhadrak, Balasore, Remuna, Narsinghpur, Pipli, Jaleswar and Dantan are shown on a highway.

According to traditions, as embodied in 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 and Madhya Pradesh to Orissa. The Hathigumpha Inscription states that Kharavela went to Vidarbha area and it seems that he followed the route on the valleys of the Mahanadi and the Anga up to the border of the Raipur district in Madhya Pradesh. The discovery of punch-marked and other coins from Sonepur indicates that there was a trade route and it was situated on a highway. The Somakuli Kesari kings came to Orissa from Mahakosala through the Anga and the Mahanadi valleys.

Routes to
and from
the West

In 1421-22 Hoshang Shah of Mandu came to Cuttack cunningly disguised as a horse merchant and halted on the other side of the river Mahanadi. In 1741 Bhaskar Pandit was escorted to Cuttack from Phuljhar in the Raipur district.

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 Chilka from the sea and also a route on the existing Trunk Road to Madras. The discovery of Kushan coins at Gurubai on the strip of land between Chilka and the sea suggests a trade route in that area. In the 7th century Sasanka, Harshavardhan 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. The mention of Manikapatna in the tradition of Purusottama Deva's expedition to Kanchi suggests that he went on the strip of land which divides the Chilka lake from the sea. In 1624 Shah Jahan entered Orissa from the South through the pass of Khallikote and went up to Uttar Pradesh and returned on the same route.

Routes to
and from the
South

The people of Kalinga, from ancient times, were pioneers of maritime trade. From the works of Ptolemy and Pliny we learn that there were a number of busy ports on the sea coast of Orissa which testifies the existence of flourishing trade marts. The port Che-li-ta-lo mentioned by Hiuen-Tsang has been identified with Puri by some of the scholars. The people of Kalinga carried sea-borne trade with the East Indies. They had trade relation with ports of far off Persian gulf and the Red sea. According to an ancient tradition of the island of Java "twenty thousand families were

Sea Routes

sent to Java by the Prince of Kling (Kalinga). These people prospered and multiplied". Basudeva Somayaji, the author of *Gangavamsanucharita* has described that he came to Puri from Burwa, a port in Ganjam, by a boat and returned on the land route to Khallikote after crossing the Chilka lake in a boat in 1762 A. D.

"When we took the Province in 1803", writes Mr. Toynbee in his "Sketch of the History of Orissa", "There was not a road, in the modern sense of the word, in existence". Such being the condition, the first road constructed in the district after the British occupation was the Jagannath Road. Sanction for construction of this road was not made until the year 1811, and in October 1812, the work started under the supervision of Captain Sackville. A portion of this road in Puri district was made passable in 1817, but the whole road was not complete until 1825, and it was not metalled till nearly 50 years later. The construction of the road was a difficult task as the greater portion rests on an embankment raised high above the level of the surrounding country. The bridges were built almost entirely of stones taken from the ruined forts and temples in which the province then abounded; the cost of their construction being met by Maharaja Sukhmay Ray of Calcutta. His name is commemorated by an inscription on a bridge 3 miles from Puri, which says—"The late Maharaja Sukhmay Ray of Calcutta having presented a lakh and a half of rupees towards the construction of this road and the bridges on it, the Governor-General in Council has ordered these inscriptions on stone to be set up to mark his generosity and renown. Date A. D. 1826". To improve the trade of the province and revive its former commercial prosperity, in 1819 an attempt was also made to develop and extend communication by sea by the appointment of Master Attendant at Manikapatna.

But up to 1866, the system of communication throughout the district saw no other improvement. At the time of the great Orissa famine of 1866, this district suffered terribly because of lack of communication and transport facilities. "The people were shut in between pathless jungles and impracticable seas, and were like passengers in a ship without provisions". 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. 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 art, that it is comparatively little used by wheeled carriage; 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". "The famine of 1866"—points Mr. Mansfield, in the district Gazetteer of Puri (1929), "directed attention to the State of the Orissa districts and measures were taken to prevent the recurrence of a similar disaster, roads being opened up, the coast surveyed, and canals constructed. The communication with the outside world which was thus established effectually broke in upon the isolation of Orissa, and more recently the Bengal-Nagpur Railway has extended its system through the district".

The means of communication by rail and roads had developed to some extent, but the internal communications were wholly inadequate. The eastern portion towards Astarang, Kakatpur and Nimapara was inaccessible for months owing to the want of culverts and causeways; while the area round the eastern end of the Chilka lake was still almost without communications of any kind. In Khurda, which was mainly a high and well-drained tract, with ridges and uplands connecting the villages, there was little difficulty in making roads, and the subdivision was well supplied with roads. Laterite gravel for metalling was plentiful everywhere except in the south of Banpur. Besides the roads maintained by the local authorities, there were a large number of native cart-tracks. The forest department also maintained some roads. The case was different in the headquarters subdivision which was a deltaic tract intersected by a network of rivers, many of which could not be bridged except at a prohibitive cost. The rivers over-flowed their banks during floods and inundated the surrounding area. The main arteries of communication had no feeder roads in the eastern and larger half of this subdivision, and though there were everywhere cart-tracks which were passable in fair weather, they all disappeared in the rains. Foot-passengers then used the crests of the river embankments as the main avenues of communication, and when they left them, had to stumble along the *hiras* or ridges dividing the fields or wade knee-deep through mud and puddles.

The district roads were maintained by the District Board. Certain roads were also maintained by the Public Works Department. The

main roads of the district were the Cuttack-Puri road and Cuttack-Ganjam road. The Cuttack-Puri road, known as Jagannath road or Pilgrim road, was opened to motor traffic from the beginning of January to May. At other times of the year the crossings of the Kathjuri, the Kushabhadra and the Bhargavi were impassable for motor traffic. The Cuttack-Ganjam or Ganjam road was opened to motor traffic throughout its length from January to May, and passed through some beautiful scenery, connecting the South-western end of the Chilka lake with Khurda. In the rains motor cars were held up by the Kathjuri and Kuakhai near Cuttack, and by the Managuni near Jankia. The Ganjam road and the Jagannath road were linked together by two cross-roads, the Pipli-Khurda road and the Patnaika-Khurda road. The former, which was 14 miles (22.4 km.) long, left the pilgrim road at Pipli and ran due west through Khurda road station to Khurda. The other took off at Patnaika, 15 miles (24 km.) from Puri, and ran north-west to Khurda through Jagadalpur and across the Barunai pass. Both these cross-roads were metalled, and both were intercepted by the Daya river, which was fordable in the hot weather.

The Cuttack-Ganjam road had also a small branch from Tangi to the Chilka lake. During the British period the Nayagarh Feudatory State was connected with Khurda by a metalled road which passed through Baghamari. From this road at Baghamari ran another metalled road to Kalapathar. Yet another metalled road left the Ganjam-Cuttack road two miles (3.2 km.) from Khurda, and ran to Khandagiri and Bhubaneswar; from Bhubaneswar it ran to Sardeipur on the pilgrim road; this portion was also metalled, but was not passable for motors except in the dry months as the Daya river intervened. Khandagiri was also connected by a metalled road to Chandaka on the Cuttack-Ganjam road. The other important metalled road was that from Balugaon on the Chilka lake to Baghura via Banpur.

From the pilgrim road at Pipli ran an unmetalled road to the east end of the district after passing through Nimapara. From Nimapara there were two branches, one to Astarang and the other to Gop; and from Gop it was usually possible, in the winter months, for motor cars to reach about as far as the Konarak temple. These roads were almost impassable even to cart traffic in the rains owing to the presence of large and unfordable rivers. From Puri ran two roads, east and west along the sea shore, which were little more than cart-tracks through the sand for the first few kilometres of their course; they were quite unfit for motor traffic and afford heavy going, even for carts. That to the west ran to Brahmagiri, and thence to the western end of

the Chilka lake at Barkudi; that to the east ran to Gop, and was the old Cuttack-Puri road; from Gop it ran to Phulnakhara on the pilgrim road.

These were the chief roads of the district during the British period or the pre-independence era. The others were mainly branch roads of a few kilometres in length, connecting these with the villages in the interior.

Prior to Independence, most of the roads were unmetalled and unbridged and were negotiable only in fair-weather. In course of time, demand for more and better roads increased. For breaking the age-old isolation of many areas of the district which were mostly inaccessible, construction of roads and development of road transport were considered *sine qua non*. To accelerate this, large amounts were earmarked and spent on the development of roads in the successive Five-Year Plans. At present the district is served by National Highways, State Highways, Major District Roads, Other District Roads and Classified Village Roads.

Roads in
Modern
Times

The length of roads according to category and surface classification in the district is given below as on 31st March, 1973.

I.	Category	Length in kilometres
	National Highways	.. 109.00
	State Highways	.. 192.67
	Major District Roads	.. 465.31
	Other District Roads	.. 382.43
	Classified Village Roads	.. 271.89
Total:		.. 1421.30
II.	Surface classification	Length in kilometres
	Black topped	.. 684.25
	Water-bound macadam	.. 305.72
	Moorum	.. 188.00
	Earth	.. 243.33
Total:		.. 1421.30

A brief description of different categories of roads running through the length and breadth of the district is given below:

National Highways

The main highways running through the length and breadth of India connecting ports, foreign highways, capitals of Indian states, including roads required for strategic movements for the defence of the country, are styled as National Highways (N. H.). The National Highways are maintained by the State Public Works Department (P. W. D.) from the funds provided by the Central Government. These are generally tar roads, with a minimum width of 11.58 metres. Details about the National Highway No. 5 which passes through this district are given below.

National Highway No. 5

The old Jagannath road has been merged in the National Highway No. 5 and in the State Highway No. 8 (Cuttack-Puri Road). The National Highway No. 5 begins its course in the district in Baliana police station and winding its way south-wards crosses the river Kuakhai. A bridge has been constructed on the river Kuakhai by the Central Government. Then it crosses the South-Eastern Railway with an over bridge and passes in the northern outskirts of the New Capital at Bhubaneswar. It meets the old Cuttack-Ganjam road at village Pitapali in Jatni police station and stretches in the district up to Ganjam border passing through the subdivisional headquarters at Khurda and important places like Chandapur, Tangi and Balugaon. The portion of the National Highway from Palasuni up to village Pitapali was constructed in the year 1951. The portion between Pitapali junction up to Ganjam border was in existence as the old Cuttack-Ganjam road which has now lost its separate identity and is merged in the National Highway. The entire cost for the construction as well as maintenance of the National Highway is borne by the Central Government though the work is done through the agency of the State Government. The total length of this road in the State is 109 km. It is black topped and has important bridges over river Kuakhai and Salia. This is by far the most important road in Orissa as it directly links the State with the neighbouring States of West Bengal, Bihar and Andhra Pradesh. In the State itself it links the district of Cuttack and Balasore in the north and Ganjam in the south with Puri district. It is the only direct road link between the northern and southern Orissa and as such, most important from commercial point of view. The beautiful Chilka Lake with its superb natural scenery is touched by this road at several points.

State Highways

All other main, trunk or arterial roads of a State connecting with National Highways or Highways of adjacent States, district headquarters and important cities within the State and serving as the main arteries

of traffic to and from district roads are called State Highways (S.H). These roads are maintained by the State Public Works Department (P. W. D.) and are in most cases bridged and asphalted. The minimum width of the State Highways is 9.76 metres.

Two State Highways have passed through this district. They are Cuttack-Puri State Highway No. 8, and Khurda-Nayagarh State Highway No. 1. The length of these two roads is 192.67 km. The entire length have black-topped surface. A brief description of each of the State Highways is given below.

The old Jagannath road was formerly running far east of the New Capital area. For the facility of direct communication from Bhubaneswar, a link road was constructed with one major bridge over river Daya and two other bridges over river Gangua to make the road an all-weather one. This link road was named as Lewis Road after the name of Sir Hawthorne Lewis, the then Governor of Orissa. Subsequently the major portion of Jagannath road from Sardeipur to Puri and Lewis road were amalgamated and renamed as Cuttack-Puri road (State Highway No. 8) covering a distance of 58.52 km.

The road now runs from National Highway No. 5 near village Rasulgarh and passes southward touching the railway station at Bhubaneswar and meets the old Jagannath road at Uttarasasan. As has been stated earlier, the old Jagannath road, except for the portion from Baliana to Balakati about four miles (6.44 km.) in length, has lost its identity and is now known as Cuttack-Puri road. On its way to Puri it passes through Pipli, Danmukundapur, Mangalpur, Sakhigopal and Chandanpur. It has one more bridge (besides the old narrow one) on the river Bhargavi near Chandanpur and another over Atharnala which has the importance of old architectural beauty. After the construction of bridges over Kathjori, Kuakhai, Gangua and Daya the road has become an all-weather one and regular buses ply between Cuttack and Puri via Bhubaneswar throughout the year. Apart from being a pilgrim road it connects the important towns of Cuttack, Puri and Bhubaneswar and, as such, occupies a unique position in the communication system of the district. Here mention may be made of the old Jagannath road between Baliana and Balakati which is the only remnant of the pilgrim road. It has completely lost its importance now and serves the purpose of a local road.

The State Highway No. 1 comprises the following roads, viz., (i) Khurda-Dighiri road, (ii) Nayagarh-Dighiri road, (iii) Nayagarh-Daspalla road and (iv) Daspalla-Baudh road.

The Khurda-Dighiri road was under the control of the District Board till 1950. Now it is maintained by the P. W. D. It starts from Khurda and ends at Dighiri passing through some of the important places of Khurda subdivision, viz., Khurda, Baghamari, Pichukuli, Begunia and Bolgarh. The road has a length of 29 miles 4 furlongs (47.50 km.) and is black-topped.

During the Durbar administration, the Nayagarh-Dighiri road was constructed and metalled. It starts from Nayagarh town and meets Khurda-Dighiri road at Dighiri. It has a total length of 7 miles (11.27 km.). With the merger of the Nayagarh State, the road merged with the State roads and was classified as State Highway. It passes through the important villages of Purusottampur, Itamati, Sindhuria, and Nayagarh town. On the way to Nayagarh the road passes over Pandusar bridge. It is a girder bridge having a span of 250 feet (76.2 metres). It was constructed during the time of Raja Narayan Singh of Nayagarh under the supervision of the Agency Engineer, Orissa States, in the year 1914.

The Nayagarh-Daspalla road connects the ex-State of Daspalla with Nayagarh. The road was metalled during the Durbar administration. The entire road of 25 miles (40.25 km.) has been black-topped. The major portion of the road passes through jungles and some important places like Nuagaon and Daspalla. There are two major bridges, one at the 7th mile (11.27 km.) and the other at the 24th mile (38.64 km.). Both were constructed during the ruler's administration. The bridges are made of iron girder, each having a span of 250 feet (76.2 metres).

Daspalla-Baudh road runs through a length of 23 miles (37.03 km.) in the district and passes through the thick jungles of Daspalla ex-State. The road has now been improved and its entire length metalled. There are two ghats on this road, namely, Banibari ghat and Takar ghat. These portions have been graded up for the smooth passage of vehicles. With the improvement of this road, the road from Jatni railway junctioned to Baudh has become an all-weather one.

Thus the total length of the State Highway No. 1 running in the district is 134.15 km. Its entire length has a black-topped surface and is motorable throughout the year.

The minimum width of the Major District Roads (M.D.R.) is 7.32 metres. They connect important centres of trade and commerce with railways, State Highways and National Highways. These roads are constructed and maintained by the State Government.

The total length of the Major District Roads in the district as on 31st March 1973, was 465.31 km. Of these, 303.73 km. have black-topped surface, 103.08 km. water-bound macadam surface, and the remaining 58.50 km. unmetalled (moorum and earthen) surface.

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

The Daspalla-Gania road is called Major District Road No. 18. The road takes its route from Daspalla and runs towards Gania and meets Other District Roads on the bank of the river Mahanadi at Gania. The length of the road is 36.79 km. of which 10.05 km. have a black-topped surface, 18.10 km. water-bound-macadam surface and the rest unmetalled. It is a fair-weather road. This road is an important means of communication in the ex-State areas. It has also its importance for Satakosia, Baramul and Tikarpada which are famous for forest scenery.

Major
District
Road No. 18

The road passing through Baghamari-Kalapathar-Fategarh-Khandapara-Nayagarh-Odagaon is known as Major District Road No. 68. This road starts from village Baghamari on the State Highway No. 1 and passes through Kalapathar, Fategarh, Khandapara, Nayagarh, Sarankul and Odagaon. The length of the road is 95.93 km. of which 95.33 km. are motorable. It links Aska and Berhampur which facilitates the direct transport of commodities from Ganjam district. The importance of the road also lies in the fact that it touches Sarankul and Odagaon where the famous temples of Ladukeswar and Raghunath are respectively situated. The entire road is used as all-weather road except the portion from Kalapathar to Fategarh which passes through some unbridged *nalas*. Nayagarh-Odagaon road extends up to Laukhal on the border of Ganjam district, connecting the roads to Berhampur.

Major
District
Road No. 68

The Major District Road No. 76 includes two roads, viz., Chilka lake road and Chandpur-Raj Sunakhala road.

Major Dist-
rict Road
No. 76

The length of Chilka lake road is 5.63 km. It takes off from National Highway No. 5 at Tangi and connects Kalupara Ghat railway station. This road is black-topped all through and acts as a feeder road to the railway station.

The Chandapur Raj Sunakhala road is also a part of the Major District Road No. 76. It originates from the National Highway No. 5 at Chandapur and meets State Highway No. 1 at Raj Sunakhala via Ranpur town. The length of the road is 28.96 km. which

have a black-topped surface. It is a all-weather road. The importance of the road is due to railway head at Kalupara Ghat by the side of the lake Chilka.

Major
District
Road No. 77

The Major District Road No. 77 consists of Cuttack-Ganjam road and Simara-Banki road.

Previously, Cuttack-Ganjam road was one of the most important roads of the district as it connected Cuttack and Ganjam with Puri district. It has lost its importance owing to the portion of the road from Pitapali up to Ganjam border being merged in the National Highway No. 5. This road runs through Barang, a place now famous for glass industries, and passes through Chandaka forest connecting the National Highway at Pitapali, 3.25 km. north of Khurda. The length of this metalled road is 10.05 km. It facilitates inter-district communications and carries forest products of the Chandaka forest to the nearest markets. With the establishment of the Nandankanan near Barang the road diverts tourist traffic to some extent and has thereby regained some of its lost prestige.

The Simara-Banki road starts from Simara under Khurda police station and terminates at Banki after passing through Tulasipur under Banki police station in Cuttack district. The length of the road is 29.78 km., of which 12.47 km. are black-topped and the rest have water-bound-macadam surface. The road is negotiable throughout the year.

Major
District
Road No. 78

The Chandaka-Bhubaneshwar road is known as Major District Road No. 78. It emanates from Cuttack-Ganjam road at Chandaka and connects National Highway No. 5 at Khandagiri and terminates at Bhubaneshwar. The entire road covering 17.36 km. is metalled. It affords facilities for the transport of forest produce of Chandaka to Bhubaneshwar and other places.

Major
District
Road No. 79

The Patnaika-Khurda road which is a part of the Major District Road No. 79 starts from Patnaika on the State Highway No. 8 and after passing through Delang reaches Khurda. Out of 34.18 km. of this road 31.37 km. have been metalled. It is a fair-weather road.

The Khurda-Jatni-Pipli road is a continuation of the Patnaika-Khurda road. It connects Khurda town with rail head at Jatni and links State Highway No. 1. The road passes through the railway station at Jatni and touches Pipli on the Cuttack-Puri road. The length of this metalled road is 22.12 km. It is a fair-weather road, as river Daya on its route has not yet been bridged.

The Major District Road No. 80 comprises Pipli-Konarak road and Nimapara-Astrang road.

Major
District
Road No. 80

The Pipli-Konarak road originates from Pipli town. After passing through Nimapara and Gop it terminates at Konarak where stands the famous Sun temple. The length of the road is 44.04 km. It has a black-topped surface and is motorable in all seasons.

The Nimapara-Astrang road starts from Nimapara and terminates at Astrang after passing through Kakatpur, where the famous temple of goddess Mangala is located. The length of the road is 30.57 km. which has a black-topped surface. It is a all-weather road.

Importance of the road lies in the fact that it links commercial centres like Pipli, Nimapara, Astrang and Gop, and pilgrim centres like Kakatpur and Konarak.

The Major District Road No. 81 comprises (i) Phulnakhara-Niali-Madhab-Gop road, (ii) Gop-Balighai-Puri road, (iii) Puri Brahmagiri-Barkudi road, and (iv) Balighai-Konarak road. The road from Phulnakhara to Gop starts from National Highway No. 5 near Phulnakhara and proceeds to Gop via Niali and Madhab. The length of this road is 16.09 km. of which 11.26 km. are black-topped, 4.43 km. water-bound-macadam, and the remaining 0.40 km. unmetalled. It is a fair-weather road.

Major
District
Road No. 81

The Gop-Balighai-Puri road starts from Gop and terminates at Puri after passing through Balighai. The length of the road is 32.28 km. of which 27.75 km. are motorable. It is a fair-weather road.

The Puri-Brahmagiri-Barkudi road takes its route from Puri and runs up to Barkudi after passing through Brahmagiri. The length of this road is 32.18 km. of which 12.47 km. have black-topped surface, 4.83 km. water-bound-macadam surface, and the remaining 14.88 km. are unmetalled. It is a fair-weather road.

The Balighai-Konarak road emanates from Gop-Balighai-Puri road at Balighai and extends up to Konarak. The length of the road is 16.88 km. It is intervened by an unbridged river and is motorable during fair-weather only.

In addition to Major District Road No. 18, 68, 76, 77, 78, 79, 80 and 81 there are six Major District Roads having length below 10 km. These roads are:—

	km.
Atharnalla to Gundicha Mandira ..	2.42
Puri Badadanda ..	2.01
N. H. 5 to Barakul Inspection Bungalow ..	0.80

Marine Drive (Konarak to Puri)	..	2·81
Nimapara town road	..	3·22
S. H. 8 to Sub-Jail at Bhubaneswar	..	1·21
		12·47
	Total	.. 12·47

Other
District
Roads

There are Other District Roads (O.D.R.) which are of the same type as the Major District Roads except that they are subject to more interruptions to traffic during rainy season. Details about Other District Roads as on 31-3-1973 are given below:—

Name of the Road (1)	Length in km.		Total (4)	Remarks (5)
	Metalled (2)	Un- metalled (3)		
1. Gania-Baramul-Kuturi road	9·65	25·74	35·39	Fair-Weather
2. Gania-Kantilo-Fategarh road.	21·93	12·06	33·99	Fair-Weather
3. Khali sahi-Koska-Adakata road.	22·23	1·61	23·94	All-Weather
4. Khandapara-Banpur road	11·07	..	11·07	All-Weather
5. Mahipur-Bahadajhola road	3·32	12·87	16·09	Fair-Weather
6. Odagaon-Nuagaon-Bahada-jhola road.	16·09	22·92	39·01	Fair-Weather
7. Pratappsaad-Darpanarayanpur-Sarankul road.	12·87	30·57	43·44	Fair-Weather
8. Bhapur-Kalapathar by-pass.	..	9·65	9·65	Fair-Weather
9. Khandapara town road ..	1·61	..	1·61	All-Weather
10. Khurda-Haldia road ..	15·08	..	15·08	All-Weather
11. Khurda-Malla-Kaipadar road.	4·83	..	4·83	All-Weather
12. Ranpur-Darpanarayanpur ..	3·22	9·65	12·87	Fair-Weather
13. Balugaon-Pratap road ..	12·87	..	12·87	All-Weather
14. Satasankha-Balanga-Nimapara road.	14·48	8·64	23·12	All-Weather
15. Pipli-Delang-Kanas road	16·49	4·83	21·32	Fair-Weather
16. General Hospital to Railway station road.	1·61	..	1·61	All-Weather

17. Konarak-Chandrabhaga road.	3.22	..	3.22	All-Weather
18. Sunamuhin-Satapara road	..	22.53	22.53	Fair-Weather
19. S. H. No. 8 to Dhauli ..	4.83	..	4.83	All-Weather
20. Sardeipur-Nimapara road..	27.36	..	27.36	All-Weather
21. Balakati-Balianta road ..	12.87	..	12.87	All-Weather
22. Jatni-Gobindapur road ..	5.63	..	5.63	All-Weather
Total ..	221.36	161.07	382.43	..

There are 271.89 km. of Classified Village Roads (C.V.R.) in Puri district. These roads are generally unmetalled approach roads from main roads to villages and are maintained by P.W.D. Their details as on 31-3-1973 are given in the following statement.

Classified
Village
Roads

Name of the road (1)	Length in km.		Total (4)	Remarks (5)
	Metalled (2)	Un- metalled (3)		
1. Korada-Krsuhnprasad road.	..	8.04	8.04	Fair-Weather
2. Purusottampur-Notara road	10.05	..	10.05	All-Weather
3. Nayagarh-Patali Sahi road ..	..	12.85	12.85	Fair-Weather
4. Banamalipur-Bhimpara road	..	8.04	8.04	All-Weather
5. Jatni-Tirimal road ..	14.48	3.22	17.70	Fair-Weather
6. N. H. No. 5 to S. H. No. 8 via Nirakarpur.	..	19.30	19.30	Fair-Weather
7. N. H. No. 5 to S. H. No. 8 via Narsinghpur.	3.22	16.09	19.31	Fair-Weather
8. Begunia-Ladhachua road ..	..	22.93	22.93	Fair-Weather
9. Banpur-Ayatpur road ..	2.41	7.44	9.85	Fair-Weather
10. Sunakhala-Ayatpur road ..	5.03	5.43	10.46	Fair-Weather
11. Gopalpur-Karadapalla road	..	8.04	8.04	Fair-Weather
12. N. H. No. 5 to Bhusandapur	3.22	6.44	9.66	All-Weather
13. Bhagabati temple road ..	0.80	..	0.80	All-Weather
14. Banpur-Jankia road ..	..	20.91	20.91	Fair-Weather
15. Tikatal-Koduabereni ..	..	9.25	9.25	Fair-Weather
16. Satasankha-Birapurussottampur road.	..	2.21	2.21	All-Weather

(1)	(2)	(3)	(4)	(5)
17. Sakhigopal temple road ..	2.41	..	2.41	All-Weather
18. Sakhigopal-Algum road ..	1.61	8.05	9.66	All-Weather
19. Jayapur-Sarangajodi road ..	1.61	5.63	7.24	Fair-Weather
20. Kakatpur-Konarak road ..	5.63	16.90	22.53	Fair-Weather
21. Banamalipur-Balara via Basantamal, Alanda.	6.44	13.27	19.71	Fair-Weather
22. S. H. No. 8 to Lingipur ..	..	1.61	1.61	All-Weather
23. Chhatabar-Raghunathpur road.	..	6.44	6.44	All-Weather
24. Salia-Kantilo road ..	3.32	0.40	3.72	Fair-Weather
25. Satpara-Krushnaprasad road ..	..	4.63	4.63	All-weather
26. Road from Barakul I. B. to Jatia Hill.	..	4.63	4.63	All-Weather
Total ..	60.13	211.76	271.89	..

Rural Engineering Organisation Road.

The Rural Engineering Organisation (R.E.O.) maintains 107 roads in Puri district of which 19 are approach roads to Major Irrigation Projects. The total length of these roads was 650.24 km. in 1974. Most of these roads are unmetalled and are meant mainly for cart traffic. These Rural Engineering Organisation roads connect the villages to the nearest important roads, market places and rail heads. The details of the Rural Engineering Organisation roads are given in Appendix-I.

Municipal/Notified Area Council Roads.

The Municipality and the Notified Area Councils maintained 459.23 km. of roads during the year 1974-75. The details are given below:

Name of Municipality/Notified Area Council	Metal roads in km.	Unmetalled roads in km.	Total length of roads in km.
(1)	(2)	(3)	(4)
Puri Municipality ..	145.91	26.55	172.46
Bhubaneswar Notified Area Council ..	55.21	38.23	93.44
Jatni-Notified Area Council ..	29.00	17.00	46.00
Banpur Notified Area Council ..	9.00	34.50	43.50
Nayagarh Notified Area Council ..	5.05	3.00	8.05
Pipli Notified Area Council ..	29.00	16.00	45.00
Khurda Notified Area Council ..	5.50	43.83	49.33

The total length of forest roads in the district is 389.43 km. These roads are constructed mainly to help the people in utilising the forest resources of the district. The name and the length of the forest roads are given below:—

Forest
Roads

Sl. No.	Name of Forest road	Length in kilometres	Forest Division
(1)	(2)	(3)	(4)
1	Andharakhani-Kaudia	30.0	Nayagarh
2	Lingiribari-Bajrakot	6.4	do.
3	Gateri-Barakala	13.6	do.
4	Belabani-Badruma-Bajrakot	8.8	do.
5	Singapada-Angisingi	14.4	do.
6	East Sapua	8.0	do.
7	Banigochha-Gandapaju	1.6	do.
8	Geregedi-Duisingi	10.5	do.
9	Gochhabari-Ranisahi	9.8	do.
10	Takara-Baramul	24.2	do.
11	Khamana-Kanapaju	6.6	do.
12	Nandagadu-Kalamba	12.4	do.
13	Sakini-Nandagadu	18.0	do.
14	Kalamba-Kutibari	8.2	do.
15	Banigochha-Chadeyapalli	4.4	do.
16	Badalasahi-Chancharapali	14.4	do.
17	Panchirida-Rohibanka	21.4	do.
18	Simili-Dhuannali	5.6	do.
19	Kadaleipali-Gochha	5.6	do.
20	Rajin-Baguda	12.9	Puri
21	Rajin-Kriamba	12.9	do.
22	Bhatpada-Bhansigot	16.1	do.
23	Silingpada-Bhainsigot	12.9	do.
24	Daruthenga-Banra	5.8	do.
25	Andharua-Patia road	9.7	do.
26	Minichinpatna-Deras	8.1	do.

(1)	(2)	(3)	(4)
27	Sunakhala-Sulia	..	0.06 do.
28	Kuhuri forest road	..	0.07 do.
29	Jasodapur-Raipada	..	22.5 do.
30	Nakitha-Dedrisahi	..	24.2 do.
31	Sea View Road	..	6.4 do.
32	Pithakia-Gayalbank	..	9.7 do.
33	Nuakua road	..	8.1 do.
34	Golra-Chandrabhaga	..	16.1 do.
Total		..	389.43

Panchayat Samiti Roads

In addition to the Public Works Department, Rural Engineering Organisation, Municipality, Notified Area Councils and Forest Department roads, the Panchayat Samitis and Gram Panchayats also maintain large length of roads. The roads maintained by the Panchayat Samitis and Grama Panchayats are generally fair-weather roads and are maintained by the aid received from the Community Development and the Social Welfare Departments of the Government.

There are 29 Panchayat Samitis in Puri district. These Samitis maintain 133 roads. The total length of these roads is 482.50 km. Their details are given in Appendix-II.

Grama Panchayat Roads

During the year 1975-76, 391 roads were being maintained by the Grama Panchayats in 29 Panchayat Samitis. A list of the Grama Panchayat roads is given at the end of this Chapter in Appendix-III.

Vehicles and Conveyances

The mechanically propelled and power driven vehicles are gradually replacing the indigenous vehicles in the district. In spite of that, bullock-carts continue as the main conveyance for transport of food grains and goods in rural areas. The old ceremonial *palki* and *sabari* carried by men are still in vogue in all the subdivisions of the district. Other vehicles are cycles and cycle-rickshaws. Cycle-rickshaws, though common in Bhubaneshwar and Puri, are not popular in Khurda, Pipli and Nayagarh.

The following statement shows the number of registered cycles, cycle-rickshaws and bullock-carts within the Puri Municipality and other Notified Area Councils during the year 1974-75.

Municipality/Notified Area Council	Number of registered		Bullock carts
	Cycles	Cycle-rickshaws	
(1)	(2)	(3)	(4)
Puri Municipality ..	699	1,204	320
Bhubaneswar Notified Area Council ..	8,551	1,863	588
Nayagarh Notified Area Council ..	63	7	..
Khurda Notified Area Council ..	157	83	10
Pipli Notified Area Council ..	48	11	12
Jatni Notified Area Council ..	800	204	68

Banpur and Nimapara Notified Area Councils started functioning on the 15th March, 1973. The number of registered vehicles in these two Notified Area Councils are not available.

Other vehicles in the district are motor-cycles, scooters, trucks, taxis, cars, jeeps, buses and auto-rickshaws. Their strength during the year 1974-75 was as follows :

Name of motor vehicles	Number of registered motor vehicles
(1)	(2)
Motor cycle and scooter ..	1,476
Truck ..	238
Taxi ..	129
Bus ..	45
Car ..	759
Jeep ..	557
Auto-rickshaw ..	80
Other motor vehicles ..	184
Total ..	3,468

Out of 3,468 motor vehicles registered in the district, 3,349 vehicles have been registered under the Additional Regional Transport Office, Bhubaneshwar, and the rest under the Regional Transport Office, Puri.

**Road
Accidents**

The total number of road accidents that occurred in the district by the end of 1974 was 360 in which 222 persons were injured and 61 killed.

**Public
Transport**

Prior to Independence motor transport was very poor in the district as the roads were not fully bridged or metalled. With the improvement of roads in the district motor transport is increasing day by day. The Regional Transport Officer, Puri, was the licencing, registering and taxation authority in respect of motor vehicles of this district. After the establishment of the New Capital at Bhubaneshwar an Additional Regional Transport Office was opened at Bhubaneshwar. The Additional Regional Transport officer, Bhubaneshwar, registered motor vehicles under the same registration mark as that of Puri region and certain registration numbers were allotted to him for the purpose. At present Orissa Road Transport Company Limited, State Transport Service, and private bodies run their buses in different routes of the district.

**Orissa Road
Transport
Company
Limited**

Most of the routes have been taken over by the Orissa Road Transport Company which is a tripartite (State Government, Railways, and Public Parties) transport undertaking. There are two zonal headquarters of this company, one at Jatni and the other at Bhubaneshwar.

The routes covered by the Orissa Road Transport Company Ltd. in the district are given below :

Name of the route	Condition of road	Length in km.
(1)	(2)	(3)
Bahadajhola-Odagaon	.. All-weather	11
Daspalla-Jatni	.. Ditto	110
Jatni-Gania	.. Ditto	134
Jatni-Bahadajhola	.. Ditto	109
Odagaon-Jatni	.. Ditto	98
Jatni-Kantilo via Kalapathar	.. Fair-weather	82
Jatni-Bhubaneshwar via Chandaka	.. All-weather	62
Taraboi-Bhubaneshwar	.. Ditto	42

(1)	(2)	(3)
Chamundia-Jatni (Extention to Puri)	.. Fair-weather	118
Khurda-Jatni-Gadamanitiri	.. All-weather	34
Nayagarh-Gania	.. Ditto	101
Odagaon-Kalupara Ghat	.. Ditto	62
Koska-Odagaon	.. Ditto	86
Jatni-Nayagarh-Kantilo	.. Ditto	104
Odagaon-Puri	.. Ditto	173
Kalupara-Odagaon via Raj Sunakhala	.. Ditto	88
Jatni-Hantuada	.. Ditto	88
Bhubaneshwar-Nayahat-Kakatpur	.. Ditto	73
Bhubaneshwar-Nimapara	.. Ditto	37
Puri-Capital	.. Ditto	61
Puri-Konarak	.. Ditto	85
Puri-Nandankanan	.. Ditto	92
Bhubaneshwar-Konarak	.. Ditto	64
Puri-Kanas	.. Ditto	50
Banamalipur-Bhubaneshwar	.. Ditto	27
Capital-Banamalipur	.. Ditto	32

Besides the internal services, the Orissa Road Transport Company has introduced inter-district services like Cuttack-Bhubaneshwar, Cuttack-Puri, Cuttack-Konarak, Cuttack-Banamalipur, Cuttack-Khurda, Cuttack-Odagaon, Cuttack-Ranpur, Cuttack-Haladia, Cuttack-Trimal, Bhubaneshwar-Parlakhemundi, Bhubaneshwar-Baudh, Bhubaneshwar-Jajpur, Bhubaneshwar-Aska, Bhubaneshwar-Niali, Odgaon-G. Udyagiri, Odagaon-Berhampur, Gania-Phulbani and Bhubaneshwar-Bhanjnagar.

The Cuttack-Berhampur, ;Cuttack-Baudh, Cuttack-G. Udayagiri, Berhampur-Rourkela, Bhanjanagar-Rourkela, Cuttack-Banki and Cuttack-Baideshwar buses of the company also pass through the district.

One inter-state bus also runs from Puri to Visakhapatnam daily.

Bhubaneshwar is the capital of Orissa. Hence all the district headquarters and important places of the State have been connected by all-weather roads and buses ply daily from this place for the conveni-

State
Transport
Services

ence of the people. The following inter-district and inter-State buses ply from Bhubaneshwar and Puri.

Name of the route	Length in km.
Bhubaneshwar-Baripada	272
Bhubaneshwar-Balasore	214
Bhubaneshwar-Dhenkanal	99
Bhubaneshwar-South Balanda	183
Bhubaneshwar-Bargarh	380
Bhubaneshwar-Sambalpur	321
Bhubaneshwar-Sundargarh	406
Bhubaneshwar-Rourkela	514
Bhubaneshwar-Keonjhar	240
Bhubaneshwar-Balangir via Sambalpur	457
Bhubaneshwar-Bhawanipatna via Sambalpur	565
Bhubaneshwar-Jeypore	521
Bhubaneshwar-Talcher	168
Bhubaneshwar-Machhagaon	96
Bhubaneshwar-Kuanpal	74
Bhubaneshwar-Singhpur	154
Bhubaneshwar-Paradeep	119
Bhubaneshwar-Erasama	102
Puri-Patamundai	176
Puri-Paradeep	178
Puri-Bhawanipatna via Nayagarh	418
Puri-Balangir via Nayagarh	327
Puri-Calcutta	571
Puri-Raipur	663

In addition to the buses operated by the Orissa Road Transport Company Limited and the State Transport Service, the Regional Transport Authority has given route permits to several private bus owners. The statement given below shows the name of the routes, condition of the routes and their length in kilometres.

Name of the route (1)	Condition of road (2)	Length in km. (3)
Puri-Konarak	.. All-weather	85
Puri-Balanga	.. Ditto	35
Puri-Bhingarpur via Sardeipur	.. Ditto	56
Puri-Banamalipur via Sardeipur	.. Ditto	51
Banamalipur-Bhubaneshwar	.. Ditto	27
Capital-Banamalipur	.. Ditto	32

	(1)	(2)	(3)
Puri-Nimapara via Pipli	..	All-weather	61
Puri-Nayahat	..	Ditto	77
Capital-Astarang	..	Ditto	64
Puri-Kakatpur via Pipli	..	Ditto	83
Puri-Astarang via Pipli	..	Ditto	91
Puri-Konarak via Pipli	..	Ditto	91
Puri-Gop via Nuanai	..	Ditto	34
Puri-Sunamuhin	..	Ditto	26
Capital-Balanga	..	Ditto	42
Capital-Astarang via Athantar and Nimapara	..	Ditto	97
Capital-Kanas	..	Ditto	43
Konarak-Capital via Athantar and Narada	..	Ditto	77
Sunamuhin-Capital (likely to be extended up to Satapada via Panasapada).		Ditto	87
Puri-Banamalipur via Nimapara	..	Fair-weather	50
Puri-Kakatpur via Nuanai	..	Ditto	58
Puri-Astarang via Nuanai	..	Ditto	40
Mandarbasta-Astarang via Pipli	..	Ditto	98
Puri-Kalapanchan via Nuanai	..	Ditto	168

Railways

The district is at present served by Howrah-Madras and Khurda-Road-Puri railway lines of the South Eastern Railway. The total length of these railway lines in the district is 147.6 km. They pass through 19 stations and six passenger halts in the district and serve three out of four subdivisions, viz., Bhubaneshwar, Khurda and Puri.

A short description of each of the railway lines serving the district is given below:

Howrah-Madras Line

This was the first important railway line constructed in the district and was opened to traffic in 1899. Out of its total length of 1659 km. a length of 104. km. only lies in the district. The line enters the district near Mancheswar and leaves the district at a short distance from Barakul, on the Chilka. It has broad gauge double line throughout its length in the district. There are 14 railway stations and three passenger halts on this main line, the

most important being Bhubaneshwar, Khurda Road, Delang, Nirakarpur, Kalupara Ghat, Balugaon, in point of passenger traffic; and Bhubaneshwar, Kalupara Ghat, Balugaon and Khurda Road in point of goods traffic.

Khurda
Road-Puri
Line

From Khurda Road station a branch line, 43.6 km. in length runs up to Puri. It is a broad gauge single line and was opened to traffic in 1901. It has 8 stations including three passenger halts on the line of which Sakhigopal and Puri are important. The economic significance of the line lies in the fact that it passes through the fertile track of the district and connects important marketing places and pilgrim centres like Sakhigopal and Puri. The areas through which this line traverses in the district possesses good agricultural land producing betel leaf and coconut. When the road transport was not much developed in the past this line had played the key role in the socio-economic development of the district.

Passenger
Traffic

The statement given below indicates the number of passengers travelling outward with money collected from them as fare, and the number of inward passengers, for the year 1974-75 at each station of the district.

Name of the Station		Outward	Passengers	Inward passengers Number
		Number	Amount collected (in Rs.)	
(1)		(2)	(3)	(4)
Bhubaneshwar	..	2,303,347	40,45,071	297,220
Retang	..	45,968	25,810	5,531
Khurda Road	..	4,47,466	33,81,908	420,823
Motari	..	70,446	45,752	54,682
Delang	..	31,482	29,933	25,432
Sakhigopal	..	204,459	3,30,602	188,006
Malatipatpur	..	69,251	77,620	2,911
Puri	..	710,331	57,06,930	676,668
Chilka	..	6,095	14,466	6,130
Balugaon	..	70,313	10,42,579	27,628
Solari	..	4,081	45,168	3,145
Gangadharpur	..	28,171	1,04,479	630
Kuhuri	..	49,322	67,047	27,930
Kalupara Ghat	..	78,780	2,85,310	38,325
Bhusandpur	..	46,935	1,05,362	3,168

(1)	(2)	(3)	(4)
Nirakarpur ..	120,539	6,18,465	53,569
Kaipadar Road ..	23,424	24,651	2,780
Tapanga ..	57,831	51,502	21,346
Mancheswar ..	46,547	40,498	14,925

The South Eastern Railways has not only contributed to the economic growth of the Puri district but also of other coastal districts of the State. It has accelerated agricultural and industrial development by providing transport facilities for the carriage of raw material and finished products. Besides the industrialized zone in the immediate vicinity of Bhubaneswar, a number of coir, cotton spinning and weaving, rough casting, iron and other small-scale industries have come up all along the rail route. Apart from serving all these industries, the railways also contribute largely to the movement of agricultural produce and other commodities like paddy, betel leaves, coconuts, vegetables, fish, tortoise and lobster.

Role of the Railways in the economic life of the district

In Puri district the National Highway No. 5 and the State Highway No. 8 run more or less parallel to the railway lines. Railways deal mainly with materials and minerals in huge quantity required for the industrial undertakings, while road vehicles carry commodities consisting of general merchandise for traders. There is not much of competition between the railways and the roadways in this respect. There is also no competition in passenger traffic as rail and road services are equally patronised by the people.

Rail-road competition and regulation of transport

During the period from 1968 to 1975 ten major train accidents occurred in Puri district in which three persons were killed, 8 persons were seriously injured and 37 persons received minor injuries.

Train Accidents

Regarding waterways in Puri district, Mansfield states, "The sea along the coast is fairly deep, and vessels can go close to the shore; but there is no place where a vessel, even of small draught, can take refuge in bad weather, and during the greater portion of the year there is a heavy surf through which only *masula* or surf boats can pass.

Waterways

In the interior there is a considerable amount of traffic along the rivers during the rains, but in the hot weather they all cease to be navigable for more than a few miles above their mouths,

except the Devi, by which rice finds its way by boat to the Taldanda canal and Cuttack. The three great rivers of the district, the Kushbhadra, Bhargavi and Daya, are navigable throughout for several months of the year. The Kushbhadra is the first to dry up in its upper reaches, but in its lower reaches it is navigable by small country boats the whole year round. The Daya and the Bhargavi are usually navigable throughout till about the month of January; even in the hot weather country boats may be seen along their banks for at least ten miles above the point where they enter the Chilka. The boats belong chiefly to Ganjam traders, who bring loads of bamboos and other goods and in return carry off the surplus rice of the Southern *parganas*. They come *via* the Ganjam canal and the Chilka lake, which is available for boat traffic the whole year round¹.

At present, on the rivers dug outs and ordinary country boats are in use. On the Chilka lake people use boats called *patwa*. These are flat-bottomed boats and are specially made for shallow water. On the sea the fishermen use *masula* boats. The *masula* boats are large flabby flat-bottomed crafts of planks sewn together with cane strips. They are used close to the beach and are not fit for going out to sea. Many fishermen also employ catamarans for fishing in the sea. They are composed of four tree trunks held together by wooden pegs, the two trunks in the middle acting as a keel.

Boats

The Government have eight power boats and ninety-six country boats in the district. These boats are placed at the disposal of the Subdivisional Officers of Puri, Bhubaneshwar, Khurda and Nayagarh and are kept at vulnerable points for the purpose of flood relief operations. They are not used in ferry ghats for daily passenger services.

Ferry services

From time immemorial ferry services are run on the rivers, nalas and the Chilka lake for the transport of passengers and goods. A list of ferry services operating in Puri district is given in Appendix IV.

Bridges

Prior to Independence, most of the roads in the district were unbridged. This was a great bottleneck in the development of road transport. After Independence, therefore, along with the construction of roads, large amount was spent for the construction of bridges. As a result almost all the important roads in the district

1. P. T. Mansfield-Bihar and Orissa District Gazetteers, Puri, 1929, pp. 221-22.

are now bridged. The statement below gives the number of culverts and bridges on different category of roads as on 31st March, 1974.

Category of roads	Total number of culverts and bridges	Culverts with length up to 6 metres	Minor bridges with length above 6 metres but less than 30 metres	Major bridges with length of 30 metres and above
(1)	(2)	(3)	(4)	(5)
1. National Highway	115	108	6	1
2. State Highway	332	299	24	9
3. Major District Roads	815	746	55	14
4. Other District Roads	536	512	24	..
5. Classified Village Roads	286	271	15	..
6. Rural Engineering Organisation Roads	604	593	11	..

This district has an aerodrome at Bhubaneswar since 1947. It is maintained by the Director General of Civil Aviation, Government of India, New Delhi. The Indian Air Lines operates three flights a day, connecting Bhubaneswar with Calcutta and Visakhapatnam. This aerodrome is also used by the State Government planes and those belonging to private individuals. At present one State Government plane is housed in a hanger in the aerodrome. In addition to the aerodrome at Bhubaneswar there are two State Government aerodromes in Puri district, one at Konarak and the other at Sar lake. These air strips were used by small air crafts. Now these air strips are sand-bound and are not fit for use.

Airways and aerodromes

The Puri district attracts tourists of all description such as pilgrims, sight-seers, big game hunters, and lovers of fauna and flora throughout the year. But tourism in the modern sense has not developed to the desirable extent. For the convenience of the tourists and government officials travelling on official business, Government maintains a number of circuit houses, inspection bungalows and rest houses in important places of the district. A list of such circuit houses and bungalows is given in Appendix-V.

Travel and Tourist Facilities

In olden days, when communications were not well developed, mostly pilgrims came from long distances to Puri, Bhubaneswar, Konarak, Odagaon, Sarankul and Kantilo on foot by halting at wayside villages. Often they had to travel on forest paths beset with the danger of wild animals and highwaymen and had to cross flooded rivers by irregular ferries. While covering long distances they had to halt at wayside villages or inns (Chatigharas). Villagers usually received them with great hospitality and gave them accommodation with provisions of utensils and food stuff.

In almost all the pilgrim centres Dharmasalas are usually found. These are maintained by the philanthropic public and also by the authorities of the temples and *mathas*. They provide lodging for those who desire to stay for a few days. In addition to these Dharmasalas, priests who conduct rituals, also take pilgrims as paying guests. Those who congregate at these places on festival days, have to elbow themselves on a priority basis.

There are 19 Dharmasalas in Puri district. The largest number of Dharmasalas are found at Puri (9), followed by Bhubaneswar and Nayagarh with 3 each. Khurda, Banpur, Khandapara and Krushna prasad tahsils have one Dharmasala each. Other tahsils do not have Dharmasalas. Details about the Dharmasalas have been given in Appendix-VI.

Besides the Dharmasalas, there is one Sarai at Kaipadar near the shrine of Pir Bokhari Saheb which is mostly meant for the Muslims.

In the past, the district had a number of places where *Chhatras* or free fooding and lodging were provided to the pilgrims. In those places pilgrims and priests took shelter while on their way. But now the system has changed due to better communication facilities. To meet the growing needs of the travelling public many boarding and lodging houses have sprung up in the district. There the visitors get accommodation and food at reasonable rates. Places like Puri, Bhubaneswar and Konarak have good hotels with modern amenities.

There are two travel agents in the district, viz., Travel Wings, and Kalinga Travels, both having their offices at Bhubaneswar. They help the travellers intending to go abroad by sea and air.

At religious and archaeological centres like Puri, Bhubaneswar, and Konarak some people act as guides. They accompany the visitors and show them the temples, historical monuments etc. and acquaint them with their history and significance. Two tourist information bureaus, one at Puri and the other at Bhubaneswar, have been opened by the Director of Tourism and information. These bureaus supply useful information to the visitors.

Puri Postal Division has been formed with effect from the 15th February, 1955, which comprises the Revenue district of Puri. This is under the administrative control of one Superintendent of Post Offices having headquarters at Puri. The division is further subdivided into 6 postal subdivisions and each subdivision is controlled by an Inspector of Post Offices.

There are 4 Head Post Offices, 91 Sub-Post Offices, 7 Extra Departmental Sub-Post Offices and 530 Branch Post Offices in the district to meet the postal needs of the people. Besides its 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 at the Head and Sub-Post Offices. A Combined Office renders normal postal services along with telegraph services. Due to the expansion of postal facilities almost all the villages are now served daily by the post offices. For a list of post offices in the district please see Appendix VII.

The total length of postal communication in 1975 was 4,746 km. of which 375 km. were served by railway mail service, 447 km. by cycle runners, 595 km. by mail motor service, 75 km. by foot runners and 3,254 km. by extra departmental runner. The statement given below shows the volume of postal business transacted during the year 1974-75.

(1)	1974-75	
	Number (2)	Amount in rupees (3)
1. (a) Money orders issued ..	3,41,073	436,32,851.32
(b) Money orders paid ..	6,71,085	359,71,842.34
2. (a) Savings Bank deposits ..	3,18,380	499,49,941.75
(b) Savings Bank withdrawals ..	2,05,580	474,99,427.44
3. Certificates issued ..	12,644	466,735.00
4. (a) Registered letters issued ..	5,49,742	..
(b) Registered letters delivered ..	7,92,299	..
5. (a) Registered parcels issued ..	1,00,164	..
(b) Registered parcels delivered ..	82,448	..
6. (a) Ordinary letters issued ..	3,01,47,023	..
(b) Ordinary letters delivered ..	2,19,67,956	..
7. (a) Telegrams issued ..	82,304	2,85,776.20
(b) Telegrams delivered ..	92,831	..

Telephones

There are 14 telephone exchanges in Puri district. All the important places in the district are connected with trunk lines. Bhubaneswar, the capital of the State, is linked with Delhi, Calcutta, Sambalpur, Rourkela, Berhampur (Ganjam), Puri, Jatni and Khurda by trunk lines. There are 53 public call offices and 36 Trunk public call offices in the district.

The following table shows the position of telephone facilities available in the Puri district as on 31st March, 1975.

Name of the telephone exchange	Total number of connections		Type of Exchange	Capacity	Trunk lines connected to
	Main	Extension			
(1)	(2)	(3)	(4)	(5)	(6)
Bhubaneswar ..	2,613	1,497	Cross Bar	3,000 lines	Delhi, Calcutta, Cuttack, Sambalpur, Rourkela, Berhampur (Ganjam), Puri, Jatni, Khurda.
Balugaon ..	31	2	CBNM	100 lines	Jatni, Berhampur, (Ganjam).
Chandanpur ..	10	..	SAX	25 lines	Puri
Daspalla ..	14	..	SAX	25 lines	Nayagarh
Jatni ..	186	19	CBNM	200 lines	Berhampur (Ganjam), Puri, Cuttack, Bhubaneswar.
Khandapara ..	8	..	SAX	25 lines	Nayagarh
Khurda ..	81	7	CBNM	100 lines	Jatni, Nayagarh, Bhubaneswar.
Konarak ..	9	..	SAX	25 lines	Jatni
Nayagarh ..	54	4	CBNM	100 lines	Khurda
Nimapara ..	18	7	SAX	25 lines	Jatni
Pipli ..	20	..	SAX	25 lines	Jatni
Sakhigopal ..	36	..	SAX	50 lines	Puri
Puri ..	402	..	CBM	480 lines	Cuttack, Calcutta, Bhubaneswar, Jatni.
Tangi ..	19	..	SAX	50 lines	Khurda

The table reveals that except Krushnaprasad and Ranpur Tahsil, all other tahsil headquarters posses telephone exchange facilities in the district.

There is no broadcasting station in the district . In 1974, there were 20,115 licensed radio and transistor sets in Puri district. Radio

There are 26 Wireless Transmission stations in the district. These stations have been installed to transmit and receive messages connected with law and order. Wireless

The district has two pigeon lofts. The main pigeon loft is stationed at Puri with 62 pigeons including 6 squeakers and another loft at Nimapara with 38 pigeons. These are trained birds and are used for boomerang services. The following boomerang services are in operation. Pigeon Service

Puri to Brahmagiri

Nimapara to Konarak

Nimapara to Balanga

Nimapara to Balipatna

There are nine organisations in the district in the field of transport and communications. They are registered under the Indian Trade Unions Act, 1926, and carry on trade union activities in the district for the benefit of workers. Details about the Unions are given below as on 31st December, 1974. ORGANISATIONS OF OWNERS AND EMPLOYERS IN THE FIELD OF TRANSPORT AND COMMUNICATIONS

Registration No.	Date of Registration	Name and address of the Union	Members
(1)	(2)	(3)	(4)
450	1.2.65	All Orissa Motor Transport Employees Federation, Bhubaneswar.	..
647	15.5.70	Indian Railways Ticket checking staff Association, K h u r d a Road.	205
402	6.12.63	Orissa Motor Transport Employees Union, Vivekananda Marga, Bhubaneswar.	500
625	4.10.69	Orissa Road Transport Workers Union, Orissa Road Transport Company, Bhubaneswar.	216
650	3.9.70	Orissa Road Transport Workers Association, Jatni.	40
675	7.1.71	Puri and Cuttack Taxi Drivers Union, Capital Taxi Stand, Bhubaneswar.	246
387	30.7.63	Rickshaw Pullers Union, Puri ..	15
497	11.4.66	Sakat Bahak Sangha, Puri ..	100
847	18.4.74	Bhubaneswar Rickshaw Chalak Sangha, New Capital, Unit—4, Bhubaneswar.	..

APPENDIX I

LIST OF RURAL ENGINEERING ORGANISATION ROADS

Name of the Road (1)	Length in Kilometres (2)
Brahmagiri-Sukal-Delang	.. 16.00
Bhargabi-Brahmagiri-Harachandi	.. 13.00
Biranarsinghpur-Siruli	.. 12.80
Malatipatapur-Nuagaon via Jagannathpur	.. 12.80
Rench- J. T. R. via Jhilmilipatna and Mangalpur	.. 19.20
Jagadalpur-Jatni-Pipli via Sadangoi	.. 12.80
Beroboi- Dhanakera via Minijipur	.. 11.84
Rench-J. T. R. via Jhilmilipatna	.. 12.80
Patapur-Balanga via Bamanal	.. 19.20
Chanahat-Rajas Road	.. 11.20
Kapilaprasad-Panchayat Road	.. 12.80
Krushnaprasad-Prayagi via Malud	.. 25.50
Krushnaprasad-Jharkata via Titipa	.. 12.80
Khandapara-Barabati via Gunthuni	.. 13.00
Itamati-Khandapara	.. 10.00
Darapada-Odagaon	.. 12.00
Raj Sunakhala-Dhalapathar	.. 16.00
Pichukuli to Deuli	.. 10.00
Simara-Bankoi road to Malipodar	.. 10.00
N. H. No. 5 Palla-Anda	.. 10.50
Dadhimachhagadia-Goda	.. 13.00
Gurujanga to Kajalaganda	.. 10.00
Tangi Bhusandapur via Mangalajori	.. 10.00
Other roads (below 10 km.)	.. 330.20
Total	.. 650.24 km.

APPENDIX II

BLOCK-WISE LENGTH OF ROADS MAINTAINED BY
PANCHAYAT SAMITIS

Sl. No.	Name of the Block	Length of Panchayat Samiti roads in kilometres
(1)	(2)	(3)
1	Astarang	11'00
2	Balianta	23'00
3	Balipatna	22'00
4	Banpur	13'00
5	Begenia	8'00
6	Bhapur	26'00
7	Bhubaneshwar	11'00
8	Bolagarh	18'50
9	Brahmagiri	26'00
10	Chilka	7'50
11	Daspalla	38'00
12	Delang	14'00
13	Ganfa	2'00
14	Gop	18'00
15	Jatni	12'50
16	Kanas	10'00
17	Kakatpur	18'50
18	Khandapara	29'50
19	Khurda	8'00
20	Krushnaprasad	19'00
21	Nayagarh	18'00
22	Nimapara	12'50
23	Nuagaon	6'50
24	Odagaon	15'00
25	Pipli	7'50
26	Ranpur	38'50
27	Sadar (Puri)	13'50
28	Satyabadi	19'00
29	Tangi	15'50
Total		482'50

APPENDIX III
BLOCK-WISE LENGTH OF ROADS MAINTAINED BY
GRAMA PANCHAYATS

Sl. No.	Name of the Block	Length of Grama Panchayat roads in kilometres
(1)	(2)	(3)
1	Astarang	14'00
2	Balianta	40'00
3	Balipatna	43'00
4	Banpur	27'00
5	Begunia	29'00
6	Bhapur	48'00
7	Bhubaneshwar	38'00
8	Bolagarh	38'00
9	Brahmagiri	54'00
10	Chilka	15'00
11	Daspalla	75'00
12	Dejang	29'00
13	Gania	21'00
14	Gop	45'00
15	Jatni	10'00
16	Kanas	19'00
17	Kakatpur	38'00
18	Khandapara	81'00
19	Khurda	13'00
20	Krushnaprasad	48'00
21	Nayagarh	24'00
22	Nimapara	27'00
23	Nuagaon	14'00
24	Odagaon	32'00
25	Pipli	16'00
26	Ranpur	77'00
27	Sadar (Puri)	38'00
28	Satyabadi	42'00
29	Tangi	32'00
	Total	1,027'00

APPENDIX IV
LIST OF FERRIES

Name of Community Development Blocks	Name of Ferry	Name of River/Nala/ Lake
(1)	(2)	(3)
Krushnaprasad	Kumarpur to Sabalia	Chilka Lake
	Kandeswar/Talatalansai	Ditto
	Malud to Bajrakot-Kandakhai	Ditto
	Maleswari/Budhibar pentha to Khallikot.	Ditto
	Morda to Titipa	Ditto
	Siala to Badadanda	Ditto
	Bodakuda to Pathara	Ditto
	Ghimuda to Balugaon	Ditto
	Tichhini to Chadheya	Ditto
	Chadheya/Jayamala Pentha to Balugaon.	Ditto
	Nuapara/Kathapentha to Balugaon	Ditto
	Nuapara to Anlakuda Paisan	Ditto
	Ratamati to Bhabanipur	Ditto
	Gorapur to Gambhari	Ditto
	Panasapada to Kalupara	Ditto
Jadupur to Kalupara	Ditto	
Gangadharpur Nali	Ditto	
Brakmagiri	Barakud	Ditto
Satyabadi	Balapur	Bhargavi river
Puri Sadar	Basagoba	Ditto
	Kanchi	Karchi river
Pipli	Kanti	Daya river
Gop	Gop	Kusabhadra river
	Solapur	Ditto
	Netpur	Ditto

(1)	(2)	(3)
Nimapara	Bijipur	Kusabhadra river
	Balanga	Bhargavi river
	Parbatipur	Ditto
	Gopinathpur	Ditto
	Khirikbia	Ditto
	Juanlo	Dhanua river
	Bamania	Ditto
	Bakugram	Ditto
Astarang	Talada-Naiguan	Devi river
Kakatpur	Patharpaka Bhandi Sahi ghat	Ditto
	Kundheighat	Prachi river
	Mangala ghat	Ditto
	Deuli ghat	Ditto
	Tatapada ghat	Kadua river
	Tikarapada ghat	Ditto
Delang	Beguliapada	Daya river
Bhubaneswar	Lingipur	Ditto
	Dhauri	Ditto
	Khatuapada	Ditto
Balipatna	Darada	Dhanua river
	Krushnapur	Ditto
	Dalakasoti	Ditto
	Bhakar Sahi	Kushabhadra river
Balianta	Benupur	Ditto
	Bhingarpur	Ditto
	Kakarudrapur	Ditto
	Kuakhai	Kuakhai river
	Kuakhai ferry at Tankapani	Ditto
	Balianta	Ditto

(1)	(2)	(3)
Khandapara	Kantilo-Kameighat	Kusemi river
	Kantilo-Mahanadi ghat	Mahanadi river
	Banapur-Mahanadi ghat	Ditto
	Sidhamola-Mahanadi ghat	Ditto
	Pathoria ghat	Kusemi river
	Salanatta ghat	Ditto
Bhapat	Kanabara	Mahanadi river
	Padmabati	Ditto
	Madhapur	Ditto
	Kalpur	Kalpur river
Gaura	Nangala Katta	Mahanadi river
	Raotpada	Ditto
	Masulhadra	Ditto
	Chhannunda	Ditto
	Baramul	Ditto
	Bratanga	Bratanga nala
	Ghagota	Ghagota nala
Khanda	Halada	Ra river
Chilka	Patiked-Kalupada ghat	Chilka Lake
	Panasapada ghat	Ditto
	Ganabari ghat	Ditto
	Panchhat ghat	Ditto
	Gauri ghat	Ditto
	Ghansadanda ghat	Ditto

APPENDIX V

LIST OF CIRCUIT HOUSES, INSPECTION BUNGALOWS AND REST SHEDS

Name of Tahsil	Circuit House/ Inspection Bungalow, Rest Shed	Location	Maintained by
(1)	(2)	(3)	(4)
Daspalla	Inspection Bungalow	Daspalla	Public Works Department
	Inspection Bungalow	Gania	Ditto
	Inspection Bungalow	Banigochha	Ditto
	Inspection Bungalow	Baramul	Ditto
	Inspection Bungalow	Kuturi	Ditto
	Inspection Bungalow	Chharundia	Forest Department
Nayagarh	Rest Shed	Nuagaon	Revenue Department
	Circuit House	Nayagarh	Ditto
	Inspection Bungalow	Pandusar	Public Works Department
	Inspection Bungalow	Sarakul	Ditto
	Inspection Bungalow	Odagaon	Ditto
	Inspection Bungalow	Nuagaon	Ditto
	Rest Shed	Darpanarayanpur	Revenue Department
	Rest Shed	Krushnaprasad	Ditto
	Rest Shed	Mahipur	Ditto
	Rest Shed	Nayagarh	Ditto
Ranpur	Rest Shed	Barakul	Forest Department
	Circuit House	Ranpurgarh	Revenue Department
	Inspection Bungalow	Ranpurgarh	Public Works Department
	Inspection Bungalow	Sunakhala	Ditto
	Inspection Bungalow	Chandpur	Ditto
Khandapata	Inspection Bungalow	Kantilo	Ditto
	Inspection Bungalow	Khandpara	Ditto
	Inspection Bungalow	Near Nayagarh	Ditto
	Rest Shed	Marada	Revenue Department
	Rest Shed	Koska	Ditto

(1)	(2)	(3)	(4)
Nimapara	Inspection Bungalow	Konarak	Public Works Department
	Inspection Bungalow	Nimapara	Ditto
	Inspection Bungalow	Gop	Public Works Department
	Inspection Bungalow	Astarang	Ditto
	Inspection Bungalow	Gop	Irrigation Department
	Inspection Bungalow	Kakatpur	Ditto
	Rest Shed	Kakatpur	Revenue Department
Krushnaprasad	Inspection Bungalow	Nuapada	Ditto
Pipli	Inspection Bungalow	Pipli	Irrigation Department
	Inspection Bungalow	Jagadapur	Revenue Department
Banpur	Inspection Bungalow	Bhusandapur	Ditto
	Inspection Bungalow	Balugaon	Ditto
	Inspection Bungalow	Hantuad	Ditto
	Inspection Bungalow	Pratap	Ditto
	Inspection Bungalow	Tangi	Public Works Department
	Inspection Bungalow	Sunakhala	Ditto
	Inspection Bungalow	Barakul	Ditto
	Rest Shed	Niladriprasad	Revenue Department
	Rest Shed	Padmapur	Public Works Department
	Rest Shed	Barbara	Forest Department
	Rest Shed	Dhuanali	Ditto
Khurda	Inspection Bungalow	Khurda	Public Works Department
	Inspection Bungalow	Siko	Revenue Department
	Rest Shed	Siko	Ditto
	Rest Shed	Begunia	Ditto
	Rest Shed	Kuradhilo	Ditto
	Rest Shed	Haladia	Ditto

(1)	(2)	(3)	(4)
Bhubaneswar	Circuit House ..	Capital	Revenue Department
	Inspection Bungalow ..	Jatni	Ditto
	Inspection Bungalow ..	Bhubaneswar	Ditto
	Inspection Bungalow ..	Capital	Ditto
	Inspection Bungalow ..	Sardeipur	Public Works Department
	Inspection Bungalow ..	Chandaka	Ditto
	Inspection Bungalow ..	Chhatabar	Ditto
	Inspection Bungalow ..	Nandankanan	Forest Department
	Rest Shed ..	Sardeipure	Revenue Department
Puri	.. Circuit House (two) ..	Puri	Revenue Department
	Inspection Bungalow ..	Puri	Public Works Department
	Inspection Bungalow ..	Puri	Forest Department
	Inspection Bungalow ..	Sechan Bihar Penthakata	Irrigation Department
	Inspection Bungalow ..	Balighai	Agriculture Department
	Inspection Bungalow ..	Baliguali	Rural Engineering Department
	Inspection Bungalow ..	Satyabadi	Irrigation Department
	Inspection Bungalow ..	Kanas	Ditto
	Inspection Bungalow ..	Satyabadi	Public Works Department.
	Inspection Bungalow ..	Brahmagiri	Ditto
	Inspection Bungalow ..	Satpara	Revenue Department
	Rest Shed ..	Torania	Irrigation Department
	Rest Shed ..	Sukul	Ditto
	Rest Shed ..	Kanas	Ditto

APPENDIX VI
LIST OF DHARMASALAS

Name of the tahsil (1)	Location (2)	Facilities available (3)
Nayagarh ..	Nayagarh ..	The Dharmasala at Nayagarh has only three rooms. Ordinary sanitary facilities like water supply and latrine are not available. It is managed by the Kumuti society.
	Sarankul ..	The Dharmasala has 17 rooms in a pucca building constructed during the Durbar Administration. This building is situated in front of the 'Ladu Baba' temple. This is managed by Debottar Department.
	Odagaon ..	The Dharmasala has 32 rooms in a pucca building constructed during the Durbar Administration. There is one pucca well inside the courtyard and six pucca latrines at the back of the building. This Dharmasala is near the Raghunath temple and is managed by the Debottar Department.
Khandapara ..	Kantilo ..	The Dharmasala at Kantilo has two rooms. It is managed by Kantilo Grama Panchayat. This is located at a distance of 16 km. from Khandapara and is connected by Khandapara-Kantilo road.
Krushnaprasad	Krushnaprasadgarh.	The Dharmasala at Krushnaprasadgarh has two rooms.
Banpur ..	Banpur ..	The Dharmasala at Banpur is called Laxminarayan Dharmasala. It is situated at Banpur Bazar near the police station and the Government hospital. The Dharmasala has 16 rooms.
Khurda ..	Khurda ..	The Dharmasala at Khurda has four rooms and is provided with electricity and water supply facilities.
Bhubaneshwar ..	Bhubaneshwar ..	(i) The Doodwala Dharmasala with 37 rooms is located near the Lingaraj temple. (ii) The Dalmia Dharmasala is also located near the Lingaraj temple. It has 22 rooms. (iii) The Biharilal Dharmasala is on the old railway station road. It has 21 rooms.

(1)	(2)	(3)
Puri	Sakhigopal	There is a Dharmasala in front of Sakhigopal Chandan Phokhari and on the side of the road leading from Puri-Cuttack road to Sakhigopal temple. There are 22 rooms with facilities of latrines and electricity. The Dharmasala is managed by a local agent of Baijanath Deokinandan Dalmia.
	Puri	<p>(i) Seth Tolaram Sujanmal Bagaria Dharmasala is situated on the right side of the Grand road leading from Singhdwara of Shri Jagannath temple to Gundicha Mandira. It is a three storied building having 44 rooms with electric light, fan, water supply, latrine and telephone facilities. The Dharmasala is managed by the Seth Tolaram Sujanmal Bagaria Trust.</p> <p>(ii) Raibahadur Debi Dutta Hajurimal Doodwala Dharmasala is situated on the left side of the Grand road in front of the Shri Nahar, Puri. It is a three storied building having 35 rooms. All the rooms are electrified. It has latrine and water supply facilities. The Dharmasala is managed by the Raibahadur Debi Dutta Hajurimal Doodwala Dharmasala Trust.</p> <p>(iii) Rama Chandra Goenka Dharmasala is situated on the right side of the Grand road in front of the Town police station. It is a three storied building with 35 rooms. Latrine, electricity and water supply facilities are available in the Dharmasala. It is managed by the Rama chandra Goenka Dharmasala Turst.</p> <p>(iv) Angyaram Motilal Kothari Dharmasala is situated at Dolabedikona on the back side of UttarParswa Matha. It has 30 rooms with electric light, water supply and latrine facilities. It is managed by the Angyaram Motilal Kothari Trust.</p>

(1)

(2)

(3)

-
- (v) Dhayi Mulji Dharmasala is situated at Dolabedi kona. It has got 28 rooms which are electrified. It has provisions of tube-well and septic latrine. There is a manager to look after the Dharmasala.
- (vi) Kanheyalal pilgrims rest house is situated near the Bus stand on the left side of the Grand road. It has 44 single and 7 double bedded rooms and 7 dormitories out of which 9 rooms have attached bath and latrine facilities. Most of the rooms are fitted with electric fans. It is a Government managed institution and is managed by the District Magistrate and President lodging house fund committee, Puri.
- (vii) Mahabir Dharmasala stands near Bus stand by the side of the Grand road. Now this building is occupied by the Womens College, Puri.
- (viii) Ganapati Ray Khameka Dharmasala is situated in Dolamandap Sahi. It has got 19 rooms. All rooms are electrified and fitted with fans. It is provided with septic latrines and wells for water supply. The Dharmasala is managed by the Ganpat Ray Kamekha Dharmasala Trust.
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APPENDIX VII

CLASSIFIED LIST OF POST OFFICES (AS ON 31ST MARCH, 1975)

* Khurda—HO., PCO., COM.

(Puri Division) (2nd Class)

Bagheitangi	.. ES
Bangida	.. S
Daleiput	.. ES
Dadhimachhagadia	.. S
Dalatola	.. S
Garhniai	.. S
Gudum	.. S
Gurujanga	.. S
Haladia	.. S
Kaipadar	.. S., COM.
Kalyanpur (Khurda)	.. ES
Keranga	.. S
Kumbharabasta	.. ES
Kunjuri	.. S
Muktapur	.. S
Mukundaprasad	.. S
Paik Tigiria	.. S
Pana baraj	.. S
Pubusahi	.. S
Saradhapur	.. S
Sarua	.. S

Bajpur—S O., COM.

Anda	.. S
Argul	.. S
Chhatipur	.. S
Garh Sanput	.. S
Haladiapada	.. S
Taraboi	.. S
Trimal	.. S

Balugaon—LSG., SO., COM., PCO.

Ankula chati	.. S
Badajhada	.. ES

Barakul	.. S
Bajrakote	.. ES
Chilka Nuapada	.. S
Ghikhola	.. S
Khanata	.. S
Malud	.. S
Rahanbil	.. S
Sial	.. ES
Titipa	.. S
Banpur—LSG., SO., PCO., COM.	
Antarakiari	.. S
Badahantuad N D., EDBO.	.. S
Badasireipur	.. S
Balidihi	.. S
Banpur-Odagaon	.. S
Bheteswar	.. S
Dibyasinghapur	.. S
Kumaranga	.. S
Narendrapur	.. S
Niladriprasad	.. S
Panchugaon	.. ES
Pratpa	.. S
Saliadam	.. ES
Sanahantuada	.. S
Chandpur—SO., PCO., COM.,	
Vasantmanjari Swasthyanivas	.. S
Gopalpur (Puri) COM.,	
Basudia	.. S
Jasodapur	.. S
Mahatpalla	.. S
Mayurjharia	.. S
Nakithana	.. S
Narasinghpur	.. S
Natimi	.. S
Sindhuria	.. S

Jankia—SO., PCO., COM.

Birakesharipur	.. S
Chhanagiri	.. S
Damana Bhumi	.. S
Golabai	.. S
Haja	.. S
Nidhipur	.. ES
Olasingha	.. S
Raipur	.. S
Rameswar	.. ES

Janla—SO., COM.

Angarapada	.. S
Dandichhatabar	.. S
Gangapada	.. S
Kaimatia	.. S
Kantabada	.. S
Madanpur	.. ES
Mendhasala	.. S, PCO.
Paikarapur	.. S
Palaspur	.. S
Retang R. S.	.. S

Jatni—LSG., SO., PCO , *, COM.

Badatota	.. S
Bhimpur-Padanpur	.. ES
Godiput Matiapada	.. S
Harirajpur	.. S
Hatabazar ND.,EDBO., TBO.	.. S
Kantia	.. S
Kudiar	.. S
Kusumati	.. S
Panchagaon	.. S

Kalupara Ghat, SO, PCO. COM.,

Jaripada N D., EBDO.	.. S
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Khurda Road RS., ND., SO,+**Kuhuri—PCO.**

Baradihi	.. S
Baradhiharikund	.. S
Baulabandha	.. S
Biribadi	.. S
Gambarimunda	.. S
Harichandanpur	.. S
Haripursasan	.. S
Kulei	.. S
Salapdihi	.. S
Sonakhala	.. S
Soran	.. S

LOCO Settlement NDSO, +

Nachuni—EDSO.

Nairi—EDSO.

Narangarh—SO., PCO., COM.

Hadapada	.. S
Malipada	.. S
Nizigarh Tapanga	.. S
Ramachandi	.. S, PCO, COM.

Nirakarpur—SO, PCO., COM.

Baku	.. S
Gadakharad	.. S
Lendu	.. S
Nilagiripatna	.. S
Odal	.. S
Olhan	.. S

Pallahat NDSO, +

Parikud—EDSO.

Rajranpur—LSG., SO., PCO., COM.

Botalama	.. S
Brajarajpur	.. S
Chatrapada	.. S
Garh Banikilo	.. S
Gourangapur	.. S
Goudapatna	.. S

Pimpala	.. S
Sagadabhanga	.. S
Sarangadharpur	.. S
Siko	.. S
Taria	.. S
Singipur—SO. (Puri) PCO., COM.,	
Achutpur	.. S
Bhusandpur	.. S, PCO., COM
Haripur	.. S
Kamaguru	.. S
Kusumi	.. S
Sundarpur	.. S
Tankol	.. S
Tangi—SO., PCO., COM.	
Badapari	.. S
Chandeswar	.. S
Pariorada	.. S
Patiamal	.. S
Nayagarh—HO., PCO., *, COM.	
Balugaon (Nayagarh)	.. S
Barapalli	.. S
Chahali	.. S
Gotisahi	.. S
Karada	.. S
Khandapara -Sikharpur	.. S
Lenkudipada	.. S
Mahipur	.. S
Malisahi	.. S
Padmadeipur	.. S
Similisahi	.. S
Baghamari—SO., COM.	
Badaberena	.. S
Bhogada	.. S
Bhusanipatna	.. S

Gediapalli	.. S, COM
Kantabada	.. S
Kotpalla	.. S
Malipadar	.. E S
Pandalam	.. E S
Pangarsinga	.. S
Puincha	.. S
Simara	.. S
Bahadajhola—SO, PCO	
Beruanbadi	.. S
Dimiripalli	.. S
Gumi	.. S
Madanpur	.. S
Singarpalli	.. E S
Sunamuhin	.. S
Begunia—PCO, COM	
Bariko	.. S
Chakapada	.. S
Dingar	.. S
Gadamanitiri	.. S
Kadab	.. S
Narayanipada	.. S
Parichhal	.. S
Routpara	.. S
Bhapur—SO, (Puri) COM	
Badasahara	.. S
Baunsabati	.. S
Bijipur	.. S
Chakradharprasad	.. S
Fategarh	.. S, COM
Golapokhari	.. S
Karabar	.. S
Kainfulia	.. S
Padmabati	.. S
Rakama	.. S
Salapada	.. S

Bolgarh—PCO, COM

Arakhapalli	.. S
Baladianuagaon	.. S
Dabardhuapatna	.. ES
Dighiri	.. \$
Gopalipara	.. S
Jagannathprasad	.. S
Kalanga	.. S
Purusottamprasad	.. S
Sompur (Bolgarh)	.. S
Surukabadi	.. S
Tangisahi	.. S

Daspalla—SO, PCO, COM

Banigochha	.. S
Dihagaon	.. S
Ghugudipada	.. ES
Poibari	S
Pokharigochha	.. ES
Satpatna	.. S
Subalaya	.. S
Takara	.. S
Tumandi	.. ES

Gania—SO, PCO, COM

Adakata	.. ES
Chhamundia	.. S
Gobindpurpatna	.. ES
Kishoreprasad	.. S
Koska	.. S
Mandhyakhanda	.. S
Raitodholmara	.. S
Rasang	.. S

Itamati—SO, COM

Badapandusara	.. ES
Baunsiapada	.. S
Biruda	.. S

Champatipur	.. S
Gadadharprasad	.. ES
Gunthuni	.. S
Hatekrushnapur	.. S, PCO

Kantilo—SO, PCO, COM

Madhapur	.. S
Sidhamula	.. S

Khandaparagarh—SO, PCO, COM

Baigania	.. S
Banamalipurpatna	.. S
Barabati	.. S
Benagadia	.. ES
Gohiriapada	.. S
Khalisahi	.. S
Kiajhar	.. S
Jadunathpur	.. S
Singhapara	.. S

Mandhatapur—SO, COM

Darpanarayanpur	.. S
Ekiri	.. S
Gambaridihi	.. S
Kalikaprasada	.. S
Kesharpur	.. S
Lathipada	.. S
Notar	.. S

Manikagoda—EDSO**Nayagarh Bazar NDSO, +, PCO****Nayagarh College NDSO, +****Nuagaon (Puri) EDSO****Odagaon—SO, PCO, COM**

Dandor	.. ES
Gaudaput	.. S
Kaibalyapur	.. S
Komanda	.. S
Korapitha	.. S

Kural

S

Nandighore	.. S
Rabera	.. S
Ranganipatna	.. S
Sakiri	.. ES

Pichukuli—SO.

Arikama	.. S
Asarala	.. S
Deuli	.. S
Kulasar	.. S
Manibandha	.. S
Narendrapur	.. S
Sanapadar	.. S

Raj Sunakhala—PCO, COM

Bankoi	.. S
Baradandi	.. S
Gobardhanprasad	.. ES
Kasanda	.. ES
Nilakantheswarpur	.. S
Patabandha	.. ES
Sagargaon	.. S

Sarankul SO, PCO, COM

Binayakpur	.. S
BaunaSagadia	.. S
Bhaliadihi	.. S
Damasahi	.. S
Dimisara	.. ES
Godipada	.. S
Hariharpur	.. S
Kajalalpalli	.. S
Pancharida-Manpur	.. S
Sikharpur	.. S

**New Capital, Bhubaneswar HO, * Bhubaneswar, PCO *
(Puri division), (2nd Class).****A. G. Office NDSO (Bhubaneswar) * PCO****Air Field NDSO (Bhubaneswar) * PCO, COM****Ashoknagar LSG, SO, PCO, COM****Astrang SO, COM**

Alasahi	.. S
Derunia	.. S
Jharling	.. S
Kusumbar	.. S
Namaro	.. S
Nagar	.. S
Patalada	.. S
Risol	.. S
Sisua	.. S
Udayapur	.. S

Balakati SO, PCO, COM

Bhainchua	.. S
Biswanathpur	.. ES
Brahmansuanlo	.. S
Darada	.. S
Garhsrirampur	.. S
Jhintيسان	.. S
Laxminarayanpur	.. S
Nuapada	.. S
Sisilo	.. S
Satyabhamapur	.. S

Balanga SO, PCO

Badaninigaon	.. S
Bakugram	.. S
Dandipur	.. S
Dipideuli	.. ES
Garhchandpur	.. ES
Jopan	.. ES
Kamakantia	.. S
Kumarpara	.. S
Nahantara	.. S
Rupdeipur	.. S
Sahadapada	.. S
Saraswatipur	.. S
Uchhupur	.. S

Balianta—SO, COM

Benupur	.. S
Bhatpatna	.. S
Jayapur	.. S
Mancheswar	.. S
Naharkanta	.. S
Pahala	.. S

Balipatna—SO, PCO, COM

Athantara	.. S
Brahmanasarangi	.. S
Chanahata	.. S

Mahukhanda	.. S
Prataprudrapur	.. S
Sasana	.. ES
Turintira	.. S

Banamalipur SO.

Abhayamukhi	.. S
Amanakud	.. S
Bhakarāsahi	.. S
Bhanranijigarh	.. S
Kantapara	.. S
Majjihara	.. S
Padmapur	.. L S

Bapujinagar NDSO, (Bhubaneshwar)+PCO**Baramunda Colony LSG, SO,+, PCO, COM**

Andharua	.. S
Ghatikia	.. S
Khandagiri	.. S, TRO
Malipada-Bhubaneshwar	.. S

Bhojnagar NDSO, (Bhubaneshwar)+**Bhubaneshwar LSG, SO,+, PCO, COM**

Itipur	.. S
Jadupur	.. S
Kausalyaganga	.. S
Kuha	.. S
Patrapada	.. S
Sisupalgarh	.. S
Sundarpada	.. S
Sarakantara	.. ES

Bhubaneshwar Court NDSO,+, PCO**Bhubaneshwar Secretariat NDSO,+, PCO****Budheswari Colony COM, Bhubaneshwar LSG, SO,+, PCO**

Jharpada	.. S
Station Bazar NDBO	.. S, TRO

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Kalpna Square NDSO (Bhubaneshwar), +, PCO**Kharavelanagar NDSO (Bhubaneshwar), +****Konarak SO, PCO, COM**

Balidokan	.. S
Chitreswari	.. S
Dhanitri	.. S
Junei	.. S
Karamanga	.. E S
Kotanga	.. E S
Kurujang	.. S
Khalkatapatna	.. S
Matiapada	.. S
Sarada	.. S

Madhusudannagar NDSO, +, (Bhubaneshwar)**Nayahat SO, COM**

Baharana	.. S
Baulanga	.. S
Desthali	.. S
Sorava	.. E S
Suhagpur	.. S

Nimapara LSG, SO, * PCO, COM

Alipingal	.. S
Amareswar	.. S
Arisandha	.. S
Badala Sasan	.. S
Bamanal	.. S
Bantugram	.. S
Bhodar	.. S
Bhogasalada	.. E S
Bishnupur	.. S
Brahmakundi	.. S
Chanatapada	.. S
Chhanijanga	.. E S
Dighalo	.. S
Nuapalamhat	.. S
Salang	.. S
Taradapada	.. S
Tentuligaon	.. E S
Terundia	.. S
Tulasipur	.. E S
Villigram	.. S

Orissa Assembly NDSO, +, P C O (Bhubaneswar)

Pipli L S G, SO, PCO, COM

Bantalasingh	.. S
Binayakpur	.. S
Bindha	.. S
Dakhinaradas	.. S
Dalkasoti	.. S
Dangahiri	.. S
Dhaleswar	.. S
Gobindapur	.. S
Haripur	.. S
Kairi	.. S
Kanti	.. S
Manijanga	.. S
Mangalpur	.. S
Mukundadaspur	.. S
Nuasasan	.. S
Olikana	.. S
Palasahi	.. S
Rainsol	.. S
Rajas	.. S
Ratilo	.. S
Rench	.. S
Renghalo	.. S
Sangaleيسان	.. S
Sampur (Pipli)	.. S
Sunugoradi	.. S

Rajbhavan SO, +

Rasulgarh SO, +

Regional Research Laboratory NDSO, +

Sahidnagar LSG, SO, +, PCO

Sainik School S. O., +, PCO, COM

Suryanagar NDSO, +, PCO, COM

Utkal University LSG, SO, +, PCO, COM

Mancheswar R S .. S

Patia .. S, PCO, COM

Puri HO, PCO, * COM

Badagaon	.. S
Baliguali	.. S
Bantaligram	.. S
Biraharekrushnapur	.. S
Chhaitana	.. S
Gopinathpur	.. S
Gorual	.. S
Khadipada	.. S
Mahapur	.. S
Rebana Nuagaon	.. S
Sasana damodarpur	.. S
Talajanga	.. S

Balisahi NDSO,+,PCO, COM**Balukhand Chakratirtha NDSO,+,PCO, COM****Basudevpur (Puri) SO.**

Bhandarikuda	.. S
Chhatabar	.. S
Garhkokala	.. S
Hantuka	.. S
Kandagoda	.. S
Kapileswarpur	.. S
Kerandipur	.. S
Khajuria	.. S
Palli	.. S
Rahadmal	.. S
Santidham	.. S

Beroboi PCO, COM

Abhayamukhi-Ramachandrapur	.. ES
Arisal	.. S
Badagualipada	.. S
Bhimpur	.. S
Bilaspur	.. S
Hakapada	.. S
Jenapur	.. S
Khelore	.. S
Nalibasanta	.. S
Praharajpur	S

Brahmagiri SO, PCO, COM

Arakhakuda	.. ES
Bentapur	.. S
Bhagabanpur	.. S
Bhubanpur	.. S
Brahmania	.. S
Chapamanika	.. S
Garh Rodang	.. S
Kusubenti	.. S
Manapada	.. ES
Nugaon Badbhumi	.. S
Palanka	.. S
Panasapada	.. S
Sa tpara	.. S

Chandanpur SO, PCO, COM

Alasana	.. S
Bijayaramachandrapur	.. S
Biranarasinghpur	.. S, COM
Birapratappur	.. S
Ganganarayanpur	.. S
Garhmugasira	.. ES
Kanheibidyadharpur	.. S
Pratappurushottampur	.. S
Rua	.. S
Sirulu	.. S
Tadasaramahansapur	.. ES

Delang SO, PCO, COM

Ghoradia	.. S
Kalyanpur (Delang)	.. S, PCO, COM
Motari	.. S
Muninda	.. S
Sadangoi	.. S
Singhbrahmapur	.. S

Trilochanpur

S

Jagannathballava NDSO,+ ,PCO**Kanas SO, PCO, COM**

Badas	.. S
Gadamatiapada	.. S
Gadisagoda	.. S
Garhbalabhadrapur	.. S
Garhasahi	.. S
Jagannathpur	.. S
Kalapadar	.. ES
Khandahata	.. S
Nandigoda	.. S
Tipuri	.. S

Kundheibentasahi NDSO,+ ,PCO, COM**Labanikhia Chhak NDSO,+****Mahodadhi ND, EDSO,+****Manikaruika NDSO,+****Markandeswarsahi NDSO+ ,****Police Line (Puri) NDSO,+ ,PCO, COM****Puri Sea Beach NDSO,+****Puri Station Road LSG, SO,+ ,PCO, COM****Sakhigopal LSG, SO, PCO, COM**

Alagum	.. S
Balarampurgarh	.. S
Balipada	.. S
Baliput	.. S
Barala Balunkeswar	.. ES
Biragobindapur	.. S
Birapurussottampur	.. S
Biraramchandrapur	.. S
Biswanathpur	.. S
Brahmanapada	.. S
Charisri	.. S
Dahan	.. ES
Depursasan	.. S
Dubeipur	.. S
Gabakunda	.. S
Gualigorada	.. S
Lalitapahandi	.. S
Parkena	.. S
Patnaikia	.. S
Rai chakradharpur	.. S
Sandrahat	.. S
Sarangajodi	.. S
Satasankha	.. S
Sriramchandrapur	.. S, PCO
Sukal	.. S

Singhadwar NDSO,+ ,PCO, COM

Swargadwar NDSO,+ ,PCO

Sr. D. A. G. Office NDSO

Symbols used in the classified list of post Offices---

LSG	..	Lower Selection Grade Office
*	..	Cash Office
E	..	Experimental
COM	..	Combined Office
PCO	..	Public Call Office
ND	..	No delivery
S	..	Branch offices vested with savings bank power
+	..	Town Sub Office
TBO	..	Town Branch Office
EDBO	..	Extra Departmental Branch Office
EDSO	..	Extra Departmental Sub-Office
SO	..	Sub-Office