

CHAPTER VII

COMMUNICATION

108. Old-time trade routes and highways and modes of conveyance

Most part of the Jeypore country, as the Koraput district was termed by the early Europeans when it formed a part of the Vizagapatam Agency, was for several centuries isolated from the plains due to non-existence of communications. Outsiders never penetrated into it on account of its steep hills and malaria-infested jungles. All the roads in existence at present have been constructed after 1863 A. D. when Madras Government first took over the direct administration of the Jeypore estate which forms the present district. Roads as is understood at present were non-existent. In 1863 only the plains portions of the district adjoining the Parlakimedi tahsil were accessible. But the nature of the route connecting those portions by that time is not known. There was a road from Jeypore to Bhadrachalam on the Godavari but it was very difficult to cross it as there were many Ghats and rivulets and it passed entirely through jungles. Several routes also appear to have been in existence through the Jeypore country to Nagpur. There was a route connecting Jeypore with Parvatipur which passed through the villages Alamanda, Narayanpatna, Bandhugan, Lakshmipur and Mahadeiput. An old trade route between the eastern coast and Chhatisgarh passed through Kashipur. Brinjaries and other traders used to frequent this route with caravan of pack-bullocks.

In olden days carts were in use in the country below the Ghats. But for want of proper roads they were unable to cross the Ghats. It was only by about 1874 that carts could with difficulty cross the Ghats for the first time on the newly laid road on the Ghats from Salur to Pottangi and on the Ghats between Koraput and Borigumma. Prior to that merchandise was being carried by caravans of pack-bullocks. For carriage of smaller loads "Khavadis" (baskets slung on either end of a bamboo piece carried across the human shoulder—*Bhara*) were used and are still popular throughout the district.

The first road to be constructed by the British is the present Jeypore-Anantagiri road. Regarding its construction we quote below from R. C. S. Bell's Koraput District Gazetteer, which may be of some interest.

"For some years after Government officers first entered Jeypore the annual grant for construction of roads was only Rs. 13,000 of which Rs. 10,000 was for jungle clearing along the rough tracts which traversed the country, the old rule being that fifty yards (the supposed effective range of an arrow) should be cleared each side of a road. Efforts were at first concentrated on building a road

direct from Jeypore, which was then the administrative centre of the Agency, to Vizagapatam by the shortest route, viz., Padwa and Anantagiri. Work was begun on the Ghat section below Anantagiri by the old Sibbandi force, and improved by the company of sappers then stationed at Jeypore, who also constructed part of the track down the Petta Ghat which had been marked out by Major Shaw-Stewart, R. E. In February 1863, the mortality and sickness among the sappers was so heavy that the Government recalled them. Lieutenant Smith, the first Assistant Agent at Jeypore, nevertheless continued the work and made the 56 miles from Jeypore into an excellent bullock track. The Ghat section up to Anantagiri was not, however, made practicable for traffic, and from 1866 all funds were devoted to developing the alternative track, viz., Pottangi and Salur, and the Anantagiri Ghat was abandoned for many years.

The idea of completing it was revived in 1885 by Mr. H. G. Turner, the then Agent, and after an expenditure of Rs. 67,000 he made the Ghat to Anantagiri passable for carts, but the Government declined to sanction the Rs. 87,000 that were required for the completion of Mr. Turner's project, averring that it led only 'to a bare and sparsely populated plateau and will apparently be of little use except as a second alternative to the Salur-Pottangi road to Jeypore'. Nothing more was done to develop this route until the years after the war of 1914—1918 when the two Ghats were considerably improved."

Although road building work began with the construction of Jeypore-Anantagiri road it was soon felt that a road to Jeypore via Salur would be more useful for traffic. In 1866 work on the present Salur-Jeypore road was first started by the then Assistant Agent at Jeypore, Lieutenant Smith, when the section running across the plateau was laid. In 1868 it was decided that the main route to Jeypore must follow this course. After several attempts for finding a suitable course on the two Ghats at each end of the road, the existing route was finally fixed upon. At the Pottangi end first a road was laid by improving on a bullock-track between Sunki and Pachipenta and in 1878 H. G. Turner, the then Special Assistant Agent at Koraput, constructed the Ghat, which still bears his name, connecting Pottangi with Tadivalasa in the plains. Sometime afterwards this road was greatly improved. This road has an advantage over the road by way of Sunki, the descent of about 3,000 ft. being accomplished in eight miles instead of twenty. But it has long since been abandoned. This route is now favoured by pack-bullock caravans because the facilities of pasture and water on it are much better than on the regular road. At the Jeypore end the portion now called Ranigedda Ghat was laid by Lieutenant Smith by cutting the Ghat between Koraput and Borigumma. It was only by 1874 that carts from Salur could cross

the Ghat (with difficulty) and reach Jeypore for the first time. In the year following, under the direction of Mr. Nordaman of the P. W. D., construction work of the present Pottangi-Ghat road, which crosses the old Pachipenta route at several places, was begun. The construction work faced great difficulties, the upper staff were constantly down with malaria and labour was scarce and shy. In 1880 Colonel Sankey, the then Chief Engineer, visited the Ghat for inspection and the work gained momentum. Still it was only in 1883 that a carriage could be driven to Sunki. Excepting the Sunki bridge which was constructed much later, the work was finished by 1889. Soon the traffic which swarmed up and down this road was beyond expectations. Carts in search of grain from coastal region reached as far inland as Kotpad. The 22 miles from Itikavalasa to the end of the Ghat had cost Rs. 21,000 a mile. In 1887 H. D. Taylor, who was then in charge of the Jeypore estate, took in hand the construction work of the Ghat between Koraput and Jeypore. The then Maharaja of Jeypore contributed the expenses in honour of Queen Victoria's Jubilee and it was at first christened as Jubilee Ghat. This road was finally metalled in 1892. The Pottangi-Koraput section, except for the iron girder bridge across the Korandi river, was completed by the P. W. D. in 1895 at a cost of Rs. 3,00,000.

The road construction work was intensified after the First World War. By 1940, the total length of the principal roads of the district under the P. W. D. was 617 miles of which 372 miles were metalled. Because of the Second World War the progress of road construction was considerably checked but soon after Independence and especially during the First and Second Five-year Plan periods it gained momentum.

One of the principal defects in the system of communication of this district is its want of lateral communication. As the district remained administered from Vizagapatam, since British occupation for over three quarters of a century and because of the fact that commercially it is attached to the coastal plains all the roads initially built run down the Ghats towards the coast. Need for building roads laterally was probably not felt till 1921 when the district and other Agency tracts of Vizagapatam and Ganjam were administratively united under one Commissioner. Vizagapatam Agency was then felt to be an administrative necessity. But the unified system of administration continued for too short a period for any progress to be made in this direction. With the creation in 1936 of Orissa Province and the constitution of Koraput as a separate district the want of lateral communication was more intensely felt. The shortest route to Rayagada, the headquarters of a subdivision, from Koraput was by Itikavalasa-Jeypore road to Salur, from Salur to Parvatipuram via Bobbili and then to Rayagada, a most round about way covering more than 54 miles of Andhra Pradesh. Similarly, the only convenient route from Rayagada to Gunupur involved passing through Parvatipuram and

travelling about forty miles in Srikakulam district of Andhra Pradesh. The first of these difficulties was removed in 1940 by construction of a direct road from Lakshmipur to Kumbhikota. This lateral link of Koraput with Rayagada follows for the first 37 miles, the previously existing road to Lakshmipur and then to Kumbhikota on the new construction cut across sixteen miles of wild country. From Kumbhikota there was already in existence a rough road leading to Rayagada but a good deal of expenditure has been incurred on improving this section. By this road Koraput is only 68 miles from Rayagada, 46 miles shorter than on the other route. The second of the difficulties is being removed by connecting Ramanaguda on Gunupur-Bissamcuttack road with Komatlapeta via Kailasakota. Work on the 14 miles from Komatlapeta to Kailasakota has completed and construction of culverts and the Ghat road is in progress. The construction is with a view to link Komatlapeta with Mohana in Ganjam district via Ramanaguda and Depiguda which will connect Ganjam district headquarters with Koraput district headquarters within the State. The estimate for this work is Rs. 12,00,000. Another notable work in construction of communication with the rest of the State was the laying of the Muniguda-Baliguda-G. Udayagiri-Kalinga road.

The P. W. D. maintains National Highways, State Highways and Major District Roads of which a major portion is metalled and black-topped. This Department has since transferred charge of Kotta-Malkangiri-Motu road of 112 miles and 68 miles of Jeypore-Madhya Pradesh road from Papadahandi to Kundai to Dandakaranya Development Authority and at present (1965) maintains 98 miles of National Highways which is fully black-topped, 243 miles of State Highways (151 miles black-topped, 75 miles metalled and unmetalled 17 miles), 229 miles of Major District Roads (68 miles black-topped, 137 miles metalled and unmetalled 24 miles) and 644 miles of Other District Roads (all unmetalled). Brief particulars of the roads are detailed below:

109. National Highways and other roads

(i) National Highway No. 43—Salur-Jeypore Road and Jeypore-Madhya Pradesh border Road

This road is a part of the National Highway No. 43. The total length of the road within the district is about 98 miles. From Salur the road leads almost to west till it reaches Itikavalasa, $5\frac{1}{2}$ miles from Salur. Just after Itikavalasa it takes uphill zigzag course across the Eastern Ghats rising steeply for the first four miles from 600 ft. above sea-level to about 2,000 ft. above sea-level. It then crosses the Andhra-Orissa boundary, about 5 miles from Itikavalasa. Thenceforward for the next five miles the road winds on the slope of mountain ranges but takes more or less a level course, till it reaches Sunki. From Sunki it rises again, with intervening level stretches, and reaches a height of 3,500 ft. above

sea-level near the 19th milestone from Itikavalasa. From there it descends to a 3,000-ft. plateau in about 3 miles reaching Pottangi. The road crosses the plateau, passing through Semiliguda (near the 36th milestone) and Koraput (near the 51st milestone). From Semiliguda a branch road meets the Jeypore-Anantagiri road at Handipur and from Koraput two other roads lead to Borigumma and Rayagada (via Lakshmipur) respectively. At the 58th milestone the road begins descending the steep Ghat and loses about 1,000 ft. of its height in 3 miles journey. Jeypore, which is on 2,000-ft. plateau, is only 2 miles from the foot of this Ghat.

From Jeypore going north it leads to Borigumma (14 miles from Jeypore). A road from Koraput and another from Umarmkot meet this road at this point. From Borigumma it proceeds towards west and reaches Orissa border near Dhanpunji village, via Kotpad (31 miles from Jeypore). The distance between Itikavalasa and Jeypore is about 63 miles and that between Jeypore and Jagadapur 54 miles.

The road as it lies within the State of Orissa is maintained by the P. W. D. Recently the Ghat road from Orissa border up to Pottangi has been widened, curves and bends eased and narrow culverts and catch-water drains widened. The whole length of the road in the district has been metalled and black-topped. A good many number of rough-stone dry culverts have been replaced by pucca reinforced concrete culverts up to full formation width of the road. This is an all-weather route and is the principal road of the district. It has always carried a phenomenal amount of traffic. On Fridays and Sundays the traffic is especially heavy on account of the very large weekly market at Dummuriput (near the 43rd milestone) on Saturdays. But everyday sees numerous trains of carts and lorries passing on their way to Jeypore, Nowrangpur, Kotpad and Jagadapur to fetch paddy, rice, oil-seeds and timbers, for the merchants of Salur and Vizianagaram. Since the abolition of toll in 1931, the cart traffic has increased appreciably and at the same time year by year motor lorries are entering the field in increasing number. These heavy vehicles lumber along the road hour after hour day and night. The maintenance of this road is an expensive affair.

As the trade of the district is largely in the hands of merchants at Salur and Vizianagaram the road is of a much commercial importance. The weekly markets at Kundai, Dummuriput, Umuri and Kotpad are served by this road. Buses carrying passengers from Vizianagaram ply on this road.

(ii) State Highway No. 2—Borigumma-Papadahandi-Maidalpur Road

This is a part of State Highway No. 2. Its total length is about 38 miles of which about 22 miles are tarred and the rest metalled. This is an all-weather road.

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From Borigumma it goes to Papadahandi taking almost a northern direction via Nowrangpur, the subdivisional headquarters (27 miles from Jeypore). At Papadahandi a branch road leads to Umarkot taking a north-western course. Taking an eastern bend at Papadahandi the road goes to Kalahandi district down the Ampani Ghat via Maidalpur.

Weekly markets at Laliguda, Nowrangpur, Papadahandi and Maidalpur are served by this route.

(iii) State Highway No. 4—Koraput-Lakshmipur-Rayagada Road

This road connects the district headquarters (Koraput) with the subdivisional headquarters, Rayagada, which is situated on the Vizianagaram-Raipur Railway. It is a State Highway having a total length of 68 miles of which 25 miles are tarred and the rest metalled and motorable throughout the year. As one of the few lateral roads of the district this road is of much administrative importance. From Lakshmipur (37 miles from Koraput) on this road a branch road leads to Parvatipuram via Narayanpatna.

(iv) State Highway No. 5—Muniguda-Baliguda Road

This State Highway meets S. H. No. 6 at Muniguda and connects Baliguda in Baudh-Khondmals district. Length of this road from Muniguda to the district border is about 11 miles of which 7 miles are metalled and the rest being metalled. The work of improvement of this road was completed in 1959 at an estimated cost of Rs. 1,72,600.

(v) Major District Road No. 48 'B', State Highway No. 4, State Highway No. 5 and State Highway No. 6—Parvatipuram-Madhya Pradesh Road

This road runs parallel to the Vizianagaram-Raipur Railway line. Starting from Parvatipuram in Andhra Pradesh it goes almost north and enters Orissa State between the 15th and the 16th milestones. Then onward it traverses on Koraput district till it reaches Kalahandi district border. Total length of this road within the district is 72 miles, metalled throughout. It passes through Jemidipeta (21 miles from Parvatipuram), Rayagada (31 miles), Balaga (49 miles), Bissamcuttack (60 miles), Muniguda (70 miles) and Ambadola (84 miles). At Rayagada a road from Koraput via Lakshmipur meets this road and from Komatlapeta, a branch road leads to Kalyansingpur. The Gunupur-Bissamcuttack road meets this road, and goes almost due east towards Baliguda. The portion of this Parvatipuram-Madhya Pradesh road up to Muniguda, 54 miles from Orissa-Andhra Pradesh border, is all-weather but an unbridged hill-stream at Kiveda on Andhra Pradesh-Orissa border obstructs traffic only for a few hours during heavy rains. The road from Andhra Pradesh border to Rayagada (15 miles) has been categorised as M. D. R. No. 48 'B', from Rayagada to Komatlapeta (about 6 miles) S. H. No. 4, from Komatlapeta to Muniguda (33 miles) S. H. No. 5. and from Muniguda to Ambadola (18 miles) S. H. No. 6. Many bridges have been

constructed recently and the work of improvement of this road (black-topping) is in progress. There is a curved railway overbridge on the road near the 25th milestone.

(vi) Major District Road No. 50—Papadahandi to Orissa border

The total length of this road is about 68 miles of which 37 miles are metalled and the rest lower type (motorable). This is a Major District Road. From Papadahandi it goes to Umarkot (66 miles from Jeypore) and beyond. It lacks in one bridge at Dabugan (45 miles from Jeypore). A causeway constructed a few years ago was partly washed away by the floods of 1956. A wooden bridge for the washed away portion has since been constructed. There is proposal to span it permanently. Buses ply up to Umarkot throughout the year. This road is under Dandakaranya Development Authority for a length of 32 miles from Papadahandi to Umarkot. The rest 36 miles from Umarkot to Kundai have been recently taken over by P. W. D. from the D. D. A.

It serves weekly markets at Dabugan and Umarkot.

(vii) Major District Road No. 52—Visakhapatnam-Jeypore Road

This road links Jeypore with Visakhapatnam, Kotta, Lamptaput, Handiput, Padwa and Anantagiri. At Kotta a road from Malkangiri meets this road. From Lamptaput, a branch road leads to Machkund and at Handiput meets the road from Semiliguda on Salur-Jeypore road. The total length of this road is 132 miles of which 53 miles lie in Koraput district (out of this some portions including the Ghats are tarred and the rest metalled). This is a Major District Road motorable throughout the year.

Whether from Koraput or Jeypore this is a very convenient alternative route to Visakhapatnam. But as the trade of this district is largely in the hands of merchants at Salur and Vizianagaram the road had not been of much commercial consequences and after the transfer of Koraput district to Orissa (1936) it lost its administrative importance. But it assumed importance after the starting of the Machkund Hydro-electric Project. It serves the weekly markets at Peta and Soguru.

(viii) Major District Road No. 53—Kotta-Motu Road

This is a Major District Road motorable throughout the year. The total length is 104 miles of which 71 miles are lower type (motorable) and the rest metalled. A submersible bridge at river Pangam between the 33rd and 34th milestones has been recently constructed at an estimated cost of Rs. 2,14,000.

From Kotta (8 miles from Jeypore) it goes to Boipariguda where a short-cut road from Jeypore meets. On Boipariguda-Malkangiri section lie Govindapalli and Mathili (weekly market). From Malkangiri this road further proceeds to Motu via Kalimela. This road serves

the whole of the south-western area of the district. This road has been handed over to Dandakaranya Development Authority for its improvement and maintenance.

(ix) Major District Road No. 50 'A'—Koraput-Borigumma Road

This Major District Road having a length of 22 miles is metalled all throughout. It descends the Ghat to Ranigedda and meets the Jeypore-Madhya Pradesh road at Borigumma. This serves in the dry season as a loop to remove congestion on the route via Jeypore. It is intervened by two perennial streams which obstruct traffic in the rainy season.

(x) Major District Road No. 55—Semiliguda-Handiput Road

This road connects Jeypore-Salur road with the Jeypore-Vizagapatam road. Nandapur, the old capital of Jeypore kingdom, where a weekly market is held, lies on it. This is an all-weather road having a total length of about 23 miles metalled all throughout. A wooden bridge across the Kolab near Pittaguda has been recently replaced by a submersible reinforced concrete bridge at an estimated cost of Rs. 5,00,000.

(xi) Major District Road No. 56—Parvatipuram-Lakshmipur Road

This road from Parvatipuram in Andhra Pradesh enters Koraput district near Alamanda after 8 miles of its course. Then it proceeds in a zigzag manner to Lakshmipur (on Koraput-Rayagada Road) via Narayanpatna. The total length of this Major District Road is 43 miles of which the Narayanpatna-Parvatipuram section (29 miles) is motorable in fair weather only. Of the 35 miles lying within Koraput district the whole portion is metalled.

(xii) Major District Road No. 58—Gunupur-Gudari Road

This is a Major District Road and its total length is 21 miles which has been already metalled. It serves the weekly market at Bamini.

(xiii) Major District Road No. 61—Parvatipuram-Gunupur Road

Length of this road from Andhra Pradesh border to Gunupur is 11 miles metalled throughout. The section between Jagannathpur and Gunupur (6 miles) is motorable in fair weather only because of two unbridged streams on the way at Jagannathpur and Sirjoli. This is a part of M. D. R. No. 61.

(xiv) Major District Road No. 48 'A'—Komatlapeta-Kalyansingpur Road

The length of the road is 24 miles. Except two furlongs of lower type (motorable) road it is metalled throughout. This is an all-weather road. There are two unbridged streams on the way which hold up traffic for a few hours when it rains heavily.

(xv) Major District Road No. 57—Gunupur-Bissamcuttack Road

The section between Gunupur and Ramanaguda (14 miles) is classified as a State Highway and the rest as a Major District Road (25 miles). A branch road from Ramanaguda leads to Komatlapeta via Kailasakota. Only about a half of the whole length is metalled and the rest lower type (motorable).

(xvi) Jagannathpur-Bathili Road

Length 2 miles (metalled). This road connects Bathili with Jagannathpur on Parvatipuram-Gunupur road. This is an Other District Road.

(xvii) Elevenpeta-Ramanaguda Road

This road connects Elevenpeta in Andhra Pradesh on Parvatipuram-Gunupur road with Ramanaguda in Koraput on Gunupur-Bissamcuttack road. The total length of this road is about 19 miles out of which 6 miles lie within Orissa.

(xviii) Lamptaput-Ankadelli Road

The total length is 19 miles motorable throughout the year. At the 12th mile from Lamptaput is Machkund Hydro-electric Project which maintains the road.

(xix) Saguru-Jalaput Road

Total length 11 miles. This is an all-weather road joining Jalaput where there is a reservoir for Machkund Hydro-electric Project, with Saguru on Jeypore-Visakhapatnam road. This is maintained by the Project.

A list of roads, maintained by P. W. D. with their mileage, is furnished in Appendix A of the Chapter.

(xx) Revenue Roads

There is also a network of roads maintained by the Revenue Department throughout the district. Total length of Revenue roads within the district is about 800 miles. Most of the roads are fair-weather in nature.

The following important Revenue roads are now transferred to Public Works Department for improvement and maintenance. These are brought under the category of the Other District Roads :

Sl. No.	Name of the Road	Mileage
1.	Rupkona-Kashipur ..	24 miles (4 miles metal- led and rest soling).
2.	Herdaput-Konga-Kusumi-Kotpad ..	23 miles
3.	Ambadola-Dhaminimaska (Belgarh road)	8 miles
4.	Nowrangpur-Tentulikhunti ..	14 miles
5.	Boipariguda-Ramagiri-Gupteswar ..	24 miles (earthen)

Sl. No.	Name of the Road	Mileage
6.	Boipariguda-Kundra ..	22 miles
7.	Papadahandi-Kodinga-Kosangumunda ..	19 miles
8.	Borigumma-Bhairabasingpur-Kumili-Komta ..	28 miles
9.	Semiliguda-Mathalpur-Kakkirigumma ..	25 miles (10' wide, 10 miles metalled and the rest earthen).
10.	Ponchda-Dasantapur-Girligumma ..	27 miles
11.	Nowrangpur-Agnipur-Rajoda ..	22 miles
12.	Nuagan-Kusumi ..	6 miles
13.	Kalimela-Venkatapalam ..	4 miles
14.	Kalimela-Bojajiveda ..	12 miles
15.	Govindapalli-Salima-Mohupadar ..	20 miles
16.	Umarkot-Jharigan-Chandandi-Malgan ..	49 miles (under D.D.A. to be taken over by P. W. D.)
17.	Umarkot-Kundai ..	36 miles
18.	Balda-Raisingi-Pukkali-Ratlanguda ..	28 miles (earthen)
19.	Gunupur-Padmapur ..	16 miles
20.	Kutraguda-Jagadalpur-Ambadola ..	30 miles
21.	Gudari-Raibiji ..	19½ miles
22.	Kashipur-Mandibisi-Sikarpai ..	26 miles
23.	Maidalpur-Dabugan-Jharigan ..	30 miles
24.	Bissamcuttack-Dukum ..	14 miles
25.	Kundili-Ranga ..	9 miles
26.	Bhairabguda-Suvai ..	8 miles
27.	Sunki-Ampavalli ..	15 miles (earthen)
28.	Bhairabasingpur-Ranigedda ..	19 miles
29.	Ramanaguda-Katiki ..	12 miles
30.	Kotpad-Girila ..	11 miles
31.	Doikallu-Jagadalpur ..	7 miles
32.	Muniguda-Bhairuda-Kumundaballi ..	6 miles
33.	L. J.-Bagara Waterfall ..	4 miles (metalled 2 miles).
34.	Kashipur-Thuamul-Rampur (portion in Koraput district).	10 miles (earthen).
35.	Kashipur-Gunupur (portion in Koraput district).	10 miles (earthen)

110. Vehicles and conveyances—Beasts of burden, bullock and horse-drawn carts, cycles, automobiles, etc.

As has been narrated before, till 1863 merchandise used to be carried by caravans of pack-bullocks in the hill country above the Ghats. Carts were then unknown in that region. As roads opened on the Ghats, carts began to pour in from the plains and at present bullock-drawn carts are seen throughout the district. These are owned and driven mostly by people from the low country but the inhabitants of this district are now making and using them in increasing number. In the greater part of the district carts are made after the pattern prevailing in Visakhapatnam, with large wheels of about five feet in diameter. Formerly in Nowrangpur region there were carts with smaller wains after the Bastar fashion, having little wheels two or three feet in diameter and with broad fellies. But these have now gone out of use. Carts intended for carrying grains have a kind of huge sarcophagus, three feet high and seven long, capable of holding a third of a 'garce' and made of bamboo wattle smeared inside with clay, into which grain is poured loose. The carts usually have only wooden axles. The oxen never have nose-strings or even ropes to their horns, and if they bolt, the driver is powerless. The palanquin is rarely seen as a means of conveyance but is still used in taking the bride to her father-in-law's house by the higher castes. The carriers are generally Gadabas. Kavadis (baskets slung on either end of a bamboo carried across the shoulder) are much used for carrying loads and are so popular that a man uses them for the lightest loads, even taking out his dinner to the fields. Horse-drawn vehicles were used by the Maharaja as a dignified mode of conveyance but were never popular. Since the beginning of the 20th century bicycles gained popularity and at present this mode of conveyance is seen even in the interiors. Rickshaws are plied only in the urban areas of Jeypore, Rayagada and Nowrangpur.

By 1936 there were only 120 motor vehicles of all kinds registered in the district. These included 55 lorries and 16 buses. Since then the number of automobiles has increased rapidly.

During 1963-64, forty-three motor-cycles, three hundred and ninety-two motor-cars and jeeps, seventy-nine public service vehicles, six hundred and ten goods vehicles and one hundred and forty-one motor vehicles of other description were plying in the district.

The Superintendent of Police was in charge of registration and taxation of all categories of motor vehicles. But from 1st August 1965 this charge has been entrusted to a full-time Regional Transport Officer.

111. Road Transport

(i) The District Regional Transport Authority controls matters relating to registration and issue of permits for motor vehicles. The Authority is constituted with five members, the District Magistrate

being the Chairman. Other four members are the Superintendent of Police, Executive Engineer (P. W. D.), the Chairman, Zilla Parishad and one M. L. A. The Regional Transport Officer acts as the Secretary although he is not treated as the member of the Authority.

(ii) The following routes have been allowed by R. T. A. to be operated by private-owned buses:

Name of the route	Approximate Kms.	Condition	Number of buses plying
1. Bathili to Gudari via Gunupur.	47	Fair-weather	Two
2. Muniguda to Gudari via Bissamcuttack and Gunupur.	111	Ditto	Two
3. Tentulikhunti to Kosagumuda	41	Ditto	One
4. Gunupur to Rayagada via Bissamcuttack.	112	Ditto	Two
5. Kosagumuda to Tentulikhunti via Kodinga, Nowrangpur.	128	Ditto	One
6. Chatikana to Gotlapodar via Bissamcuttack, Durgi, Gunupur, Jagannathpur.	88	Ditto	One
7. Jeypore to Chandili via Borigumma, Kotpad.	64	All-weather	One
8. Rayagada to Gunupur via Ramanaguda, Kenduguda, Bamini.	72	Fair-weather	One

(iii) The State Transport Service is operating in the district from 1st March 1956. It takes about $4\frac{1}{2}$ to 5 hours to reach Koraput from Vizianagaram by the State Transport Bus Service which connects every train.

A list of the transport routes operated by the State Transport Service in the district is given below :

Sl. No.	Name of the route	Distance in Kms.	Number of buses plying	Number of Trips
1	2	3	4	5
1.	Jeypore-Rayagada ..	131	4	2
2.	Jeypore-Jharigan ..	125	2	1
3.	Jeypore-Kundai ..	147	2	1
4.	Jeypore-Narayanpatna ..	102	1	1
5.	Jeypore-Malkangiri ..	104	3	2
6.	Jeypore-Orkel ..	102	1	1
*7.	Jeypore-Chitrakonda ..	125	1	1
8.	Jeypore-Sambalpur (Inter-district).	408	3	1
9.	Jeypore-Chandilli ..	64	} 3	2
10.	Chandilli-Umarkot ..	125		
11.	Jeypore-Umarkot ..	106		
12.	Jeypore-Padwa ..	93	1	1
13.	Jeypore-Koraput ..	22	1	2
14.	Jeypore-Semiliguda ..	45	1	2
15.	Jeypore-Ankadelli-Jalaput ..	116	1	1
16.	Koraput-Kanker (Inter-State)	264	1	1
17.	Malkangiri-Jagadalpur (Inter-State).	189	1	1
18.	Nowrangpur-Vizianagaram (Inter-State.)	211	8	4
19.	Rayagada-Kashipur ..	74	1	1
20.	Rayagada-Kalyansingpur ..	48	1	1
21.	Rayagada-Muniguda ..	66	1	1
22.	Bhawanipatna-Jeypore (Inter-district).	162	2	1

* Fair-weather route.

(iv) The District Transport Manager with headquarters at Jeypore is the officer in charge of the State Transport Service in the district. There are unit offices at Jeypore, Rayagada and Vizianagaram (Andhra Pradesh) from where State Transport buses operate to different parts of Koraput. A District Advisory Committee advises the Transport Authority on matters relating to public and local interest and thereby promotes better co-ordination between the travelling public and the authority. Besides the regular passenger service the State Transport Service runs a goods service with 15 vehicles in this district. Another remarkable feature of the State Transport is introduction of 'Hire car services' at Koraput. The Authority has provided passengers' waiting halls at Jeypore, Nandapur, Pattangi, Lakshmipur, Dabugan, Papadahandi, Lamtaput, Govindpalli and Semiliguda. During 1964-65, 1,452,068 passengers travelled in different State Transport buses operating in the district.

112. Rail Roads—Length, points connected and important stations, passengers and goods traffic, role in the economic life of the district, etc.

Three Railway lines serve the district. The Parlakimedi Light Railway (2½ feet narrow gauge) has its terminus at Gunupur. Only two or three miles of this line run through the district. This Railway serves to carry much of the highly prized rice crop of Gunupur subdivision. The extension to Gunupur was opened in 1931.

The Raipur-Vizianagaram Branch of the South-Eastern Railways (broad gauge) traverses the Rayagada subdivision and there are stations at Jemidipeta, Rayagada, Singpur Road, Teruvali, Bissamcuttack, Muniguda, Doikallu and Ambadola. The line was opened for traffic in 1932. It took nearly half a century to complete survey and construction work of this line. Malaria played havoc and unusually delayed progress in construction. For a detailed account see Appendix to Chapter XVI—Medical and Public Health Services.

Rayagada is the headquarters of an Assistant Engineer of the Railways and there is a considerable Railway colony at that place. Two passenger trains travel everyday on this line to and fro. Of the rail road stations, Rayagada, after its rise as an industrial and commercial centre, is of some consequence from the point of view of passenger as well as goods traffic.

The Railways serve only the north-eastern part of this district, the Rayagada subdivision. Salur, the terminus of a branch line from Bobbili, is better communicated with the rest of the district, and much of rail road traffic, particularly of goods, are carried through that station. An out-agency of the Railways at Jeypore established in 1940 is transacting imports and exports of this district by the Railways. This out-agency accepts goods and parcels for transport in the same manner as railway stations do and similarly goods and parcels booked to this

district are delivered here. The serving station for this out-agency is Salur and for the transport between Salur and Jeypore an extra amount, calculated according to a rate fixed by the Railways for such transport, is charged. At present a private transport company named the Pitny Transport carries goods between Jeypore and Salur on behalf of the Railways under a contract. Previously only two wagons a week were given to this out-agency but since the formation of the rice zone 8 more wagons per week are allotted. These 8 wagons are meant for export of rice, only. In the year 1958-59, 25,088 maunds of goods and 1,339 maunds of parcels were exported from here. Rice is the main item of export. The figure of export after the formation of rice zone has greatly swelled. The year 1959-60 recorded higher volume of export of rice when over 300,000 maunds were booked mainly to West Bengal. (For goods traffic by rail roads see Chapter VI on Banking, Trade and Commerce.)

With a view to provide the steel town of Bhilai a direct rail road link with Visakhapatnam, survey was conducted for construction of a broad gauge Railway line which had to run through this district. After organisation of Dandakaranya Development Authority it was felt that such a rail road would help to promote exploitation of the mineral deposit in the district. The Railway line called Dandakaranya Railway is now under construction. It starts from Bailadila in Madhya Pradesh and passing through towns like Bhanupratappur, Narayanpur, Kondagaon and Jagadalpur of the same State enters the Koraput district and traverses about 103 miles across the district after which it descends the Ghats near Anantagiri Ghat road and enters Areku valley in Andhra Pradesh ultimately meeting the Howrah-Madras line of South-Eastern Railways at Kottavalasa. When completed the Railway would pass through the following stations in the district :

Kotpad road (12 miles from Kotpad)	Koraput
Kusumi	Telaput
Hadia	Paliba
Jeypore	Machhakund road
Maliguda	Bijaguda
Jarti	Padwa
Marubaru	Darlipur

This Railway would open up new possibility of trade and commerce and would greatly improve the economic life of the district.

113. Ferries waterways, and bridges

(i) Ferries

There are a number of hill-streams which receive water only during heavy rains on the hill-tops. They obstruct traffic only for a few hours and dry up soon after. No ferry service is, therefore, required

with regard to these streams. Even important rivers like Vamsadhara, Indravati, Nagavali and Kolab dry up in summer requiring no ferry services and admitting no navigation. Only at a very few places it is necessary to arrange ferry services during the rains. The ferries are owned either by the Zilla Parishad or Grama Panchayats. They are auctioned to contractors who realise tolls for ferrying of goods and passengers according to approved rates. The only ferry service worth mentioning is the one of Vamsadhara between Gunupur and Vikrampur. During rains the width of the river expands up to about one furlong and it becomes necessary to fix up strong light at the two ends for safe ferrying after sunset. This ferry belongs to the Notified Area Council, Gunupur and is important because it is the only means for negotiating the subdivisional headquarters during the rainy season. There is one ferry service between Motu in Malkangiri subdivision and Kanta in Andhra Pradesh.

(ii) Waterways

There is no waterway in the district. A launch service (passenger and goods) from Rajahmundry and Bhadrachalam in the Godavari touches at Motu in Malkangiri subdivision. This service continues for only six months and serves as an important means of carrying necessary articles to the whole of lower Malkangiri. Timbers from Malkangiri are exported by this route. They are not, however, conveyed by any mechanical power but are simply floated in the river.

In the small rivers, dugouts are used at a number of points for crossing them.

(iii) Bridges

There are two major bridges in the district. The bridge on the river Indravati at 25th mile of Jeypore-Madhya Pradesh road is 462 ft. in length and has four spans. It is an iron girder bridge and was constructed during zamindari administration.

The other bridge is over the river Nagavali at 37/1-2 mile of Pravatipur-Madhya Pradesh road. This is a R. C. bridge with six spans and the total expenditure of the bridge, the construction of which was completed in 1955, was Rs. 5,90,000.

The following is the list of some other important bridges :

Name of the bridge with exact location	Total length in feet	Number of spans with length
1. Umiri girder bridge at 4/2 mile of Jeypore-Madhya Pradesh road.	180	3 spans with sixty feet each.
2. Portion girder bridge at 17/5 mile of Jeypore-Madhya Pradesh road.	120	2 spans with sixty feet each.

Name of the bridge with exact location	Total length in feet	Number of spans with length
3. Surligedda submersible R. C. bridge at 23/7 mile of Borigumma-Bastar border road.	240	4 spans two with seventy-two feet each and other two with thirty feet each.
4. Kolab girder bridge at 124/3 mile of Visakhapatnam-Jey-pore road.	292	One span
5. Vamsadhara bridge near Kutraguda at 4/0 mile of Baliguda-Muniguda road.	250	5 spans with fifty feet each.

114. Transport by Air, other means of transport, travel and tourist facilities

(i) There are air strips at Jeypore and Jaykaypur for landing of small aircrafts. The Jaykaypur air strip is a private-managed one. There is no ropeway in the district.

(ii) Travel and tourist traffic are not of much consequence in this district (see Chapter XIX for accounts on places of travellers' interest). The only important choultry for travellers, founded at Jeypore by the late Maharaja Sir Vikram Deo, K.C.I.E., is managed by the ex-Jeypore State authorities. It is called the Marsh Choultry in memory of the Maharaja's tutor Dr. J. Marsh. The Revenue Department and the Public Works Department maintain many travellers' bungalows. The bungalows maintained by the Revenue Department are mostly used by its touring officers. The Inspection Bungalows maintained by the Public Works Department are equipped with essential furniture required for travellers. A list of P. W. D. Inspection Bungalows with their location is given below:

Serial No.	Place	Location
1	Sunki I. B.	.. 56 miles from Jeypore on N. H. 43
2	Pottangi I. B.	.. 42 miles from Jeypore on N. H. 43
3	Doliamba I. B.	.. 32 miles from Jeypore on N. H. 43
4	Kotpad I. B.	.. 30 miles from Jeypore on N. H. 43
5	Koraput I.	.. 14 miles from Jeypore on N. H. 43

Serial No.	Place	Location
6	Jeypore I. B.	.. On N. H. 43
7	Borigumma I. B.	.. 14 miles from Jeypore on N. H. 43
8	Papadahandi I. B.	.. 35 miles from Jeypore on S. H. 2
9	Nowrangpur I. B.	.. 27 miles from Jeypore on S.H.R. 2
10	Boipariguda I. B.	.. 14 miles from Jeypore on M.D.R. 53
11	Lamptaput I. B.	.. 23 miles from Jeypore on M.D.R. 52
12	Padwa I. B.	.. 57 miles from Jeypore on M.D.R. 52
13	Nandapur I. B.	.. 14 miles from Semiliguda on M.D.R. 55.
14	Kakkirigumma I. B.	.. 25 miles from Koraput on S. H. 4
15	Rayagada I. B.	.. 68 miles from Koraput on M. S. H. 4
16	Narayanpatna I. B.	.. 64 miles from Jeypore on M.D.R. 56
17	Bandhugan I. B.	.. 74 miles from Jeypore on M.D.R. 56
18	Alamanda I. B.	.. 83 miles from Jeypore on M.D.R. 56
19	Bissamcuttack I. B.	.. 32 miles from Rayagada on S.H. 5
20	Lakhaguda I. B.	.. 22 miles from Komatlapeta on M. D. R. 48 'A'.
21	Mohipanga I. B.	.. 17 miles from Gunupur S. H. 4
22	Jagannathpur I. B.	.. 8 miles from Gunupur on M.D.R. 61
23	Gudari I. B.	.. 21 miles from Gunupur on M. D. R. 58.
24	Mathili I. B.	.. 28 miles from Malkangiri on M.D.R. 53.
25	Budini I. B.	.. 20 miles from Bissamcuttack on S. H. 5.

Besides, a Circuit House at Koraput and 35 Inspection Bungalows and 55 Rest-sheds in different places of the district, are maintained by Revenue Department, as shown in Appendix B.

The Forest Department also maintains eleven rest houses which are mainly intended to be used by its touring officers. The Nowrangpur and Koraput Notified Area Councils maintain one choultry each. There are also choultries at Rayagada, Gunupur and other places.

(iii) No big hotel worth the name can be found in the district. At Jeypore only some hotels provide boarding and lodging facilities to the travellers. The ex-Jeypore estate runs a Guest House where boarding and lodging are provided on payment.

115. Posts and Telegraphs, Telephones, Facilities available

(i) The Posts and Telegraphs Department maintains a Head Office at Jeypore, 23 Sub-Post Offices at important places and 235 Branch Offices throughout the district. Of these, the Post Offices of Gunupur subdivision are under the administrative control of the Superintendent of Post Offices, Berhampur, while the rest are under the Bolangir Postal Division. The district with its vast areas and scattered villages greatly needs many more Post Offices. The volume of business transacted by all the Post Offices of this district during 1960 to 1964 is detailed below :

Money-orders

Year	Number of Money-orders issued	Value of Money-orders issued	Commission realised. (The figures do not include that of Gudari and its Branch Offices)	Number of Money-orders paid	Value of Money-orders paid
		Rs. P.	Rs. P.		Rs. P.
1960	.. 121,730	10,25,056·15	1,05,115·70	57,118	4,90,428·43
1961	.. 141,980	67,68,398·02	1,07,862·15	50,886	25,16,641·61
1962	.. 166,999	81,18,001·80	1,28,083·35	54,410	26,42,045·81
1963	.. 179,424	86,42,870·71	1,38,877·10	57,488	28,35,617·23
1964	.. 195,385	1,04,91,415·99	1,62,520·27	60,128	29,48,324·28

Savings Bank

Year	Number of deposits	Amount deposited	Number of withdrawals	Amount withdrawn
		Rs. P.		Rs. P.
1960	.. 20,359	24,75,069·29	10,981	27,76,569·65
1961	.. 21,942	28,43,363·21	11,852	23,61,787·04
1962	.. 21,553	29,34,260·95	13,303	25,80,729·83
1963	.. 23,213	29,03,480·05	13,842	28,12,740·16
1964	.. 26,033	31,51,812·53	15,720	28,84,155·64

Registered Letters and Parcels booked

Year	Number of Registered Letters	Number of Registered Parcels
1960	.. 65,404	11,737
1961	.. 77,210	11,603
1962	.. 90,221	13,810
1963	.. 96,063	14,698
1964	.. 108,537	13,745

(ii) There are also telegram facilities available at Jeypore, (Head Office), Gunupur, Koraput, Rayagada, Machkund, Pottangi, Nowrangpur, Bissamcuttack, Boipariguda, Borigumma, Kotpad, Malkangiri, Muniguda, Sunabeda, Umarkot (all Sub-Offices), Kundra, Motu, Mathili, Bhairabasingpur, Dabugan and Ambadola (all Branch Offices). Telegrams are received at and delivered from these offices, During the years 1960—64 total number of traffic was 257,492 and telegraph charges realised in cash for 1964 was Rs. 84,608·50 P.

(iii) There are at present five Telephone Exchanges. These are :

Serial No.	Name of Exchange and nature	Date of opening	Total capacity
1	Koraput—Manual ..	26-3-1956	100 lines
2	Jeypore—Manual ..	29-1-1958	200 lines
3	Nowrangpur—Auto ..	6-3-1960	25 lines
4	Rayagada—Manual ..	21-1-1959	100 lines
5	Kotpad—Auto ..	15-3-1962	50 lines

Besides, there are two Private Branch Exchanges at Orkel and Chitrakonda opened by State Government on 12-4-1965 and 31-3-1965, respectively, for Balimela Dam Project.

The average number of trunk-calls booked in all these Exchanges per day during 1964-65 are about 130. the Telephone revenue realised in 1960, 1961, 1962, 1963 and 1964 are Rs. 58,979-50 P., Rs. 68,901-24 P., Rs. 1,33,287-26 P., Rs. 1,38,761-21 P. and Rs. 1,64,046-78 P., respectively.

116. Radio and Wireless Stations

There is a 10 Klwt. Radio Station at Jeypore which transmits, by relay, the programmes of the All-India Radio at Cuttack. There are about 3,372 radio sets registered in the district in 1964. Total amount realised as radio licence fees during the years 1960 to 1964 is Rs. 1,35,026-69 P.

The Police Department maintains wireless sets at Malkangiri, Motu, Koraput, Rayagada and Gunupur and pigeon stations at Koraput, Rayagada and Bissamcuttack.

117. Transport and Communication as a means of employment

According to 1961 Census, 2,466 persons were enumerated as workers in transport, storage and communication. 385 of them are employees. They are mostly Drivers, Conductors, Cleaners, etc., engaged in Transport Services and the employees of the Railways. The rest are all independent workers in the field, mostly found in the urban areas, including rickshaw-drivers.

118. Organisation of Employers and Employees in the field of Transport and Communication

Employees of the Railways have Associations of their own organised on an all-India basis which look to their interest.

The employees of the State Transport Service, which is the largest employer in the field of transport by motor vehicles, have their Association called the State Transport Employees' Sports and Welfare Association. The organisation aims at promoting the welfare of the employees.

APPENDIX A

List of P. W. D. Roads with Mileage

Name of Road	Total mileage
1. Itikavalasa-Jeypore Road ..	58-2-349'
2. Jeypore-Madhya Pradesh Road ..	69-7-497'
3. Borigumma-Bastar Border Road ..	25-3-340'
4. Vizagapatam-Jeypore Road ..	52-6-460'
5. Kotta-Malkangiri Road ..	55-7-260'
6. Papadahandi-Maidalpur Road ..	16-4-465'
7. Koraput-Borigumma Road ..	21-6-110'
8. Koraput-Rayagada Road ..	67-6-610'
9. Semiliguda-Handiput Road ..	22-5-110'
10. Parvatipuram-Lakshimpur Road ..	35-0-293'
11. Parvatipuram-Madhya Pradesh Road ..	71-4-540'
12. Parvatipuram-Gunupur Road ..	20-7-445'
13. Gunupur-Gudari Road ..	21-0-0'
14. Gunupur-Bissamuntack Road ..	39-0-400'
15. Elevenpeta-Ramanaguda Road ..	6-6-70'
16. Jagannathpur-Bathili Road ..	1-7-15'
17. Baliguda-Muniguda Road ..	11-2-40'
18. Komatlapeta-Kalyansingpur Road ..	24-0-0'
19. Approach road to Ambadola Railway Station ..	0-1-398'
20. Approach road to Bissamuntack Railway Station ..	0-0-150'

APPENDIX B

Revenue Inspection Bungalows and Rest-sheds

Name of the Subdivision	Name of the Tahsil	Location of the I. B.	Location of the Rest-shed
1	2	3	4
1. Gunupur ..	1. B i s s a m- cuttack.	1. Bissamcuttack 2. Ambadola 3. Kutraguda 4. Muniguda 5. Chatikona	1. Dangusuruda 2. Telengapadar 3. Jagadalpur 4. Durgi
	2. Gunupur ..	1. Bikrapur .. 2. Gudari 3. Padmapur 4. Chandrapur 5. Chakunda	1. Gottipadar 2. Kujendri
2. Koraput ..	1. Pottangi ..	1. Semiliguda ..	1. Pukkali 2. Renga 3. Sorispadar 4. Lamptapur 5. Undraguda 6. Dudhari 7. Kotiya
	2. Koraput ..	1. Koraput .. 2. Dasmantapur 3. Lakshampur	1. Girligumma 2. Chomalida 3. Bamankota 4. Lulla 5. Pendapadar 6. Doliamba 7. Kundra 8. Munjango 9. Bandhugan 10. Nilanadi 11. Kumbharpur
3. Rayagada ..	1. Rayagada ..	1. Rayagada .. 2. Kalyansingpur 3. Kailasa kota	1. Gajigan 2. Dengulodi 3. Majhiguda
	2. Kashipur ..	1. Kashipur	1. Kashipur

Name of the Subdivision	Name of the Tahsil	Location of the I. B.	Location of the Rest-shed
1	2	3	4
4. Malkangiri	1. Malkangiri	1. Mathili .. 2. Malkangiri 3. Khariput 4. Mudulipada	1. Paolmagiri 2. Salimi 3. Korkunda 4. Naikguda 5. Kondakamberu
	2. Motu ..	1. Motu .. 2. Podia 3. Kalimela	1. Manyamkonda 2. Bejjangiwada 3. Niliguda 4. Pusuguda 5. Pulimeta
5. Nowrangpur	1. Kotpad ..	..	1. Kusumi 2. Nuagan 3. Murthahandi
	2. Umarnkot ..	1. Umarnkot .. 2. Chandahandi 3. Kundri 4. Raighar	1. Singisasi 2. Dhota
	3. Borigumma	1. Bhairabasing- pur.	1. Kutraguda 2. Ranigeda 3. Kumuli 4. Kalinguda
	4. Jeypore ..	1. Ramagiri .. 2. Kundra	1. Konga 2. Gupteśwar 3. Bagdari 4. Asma
	5. Nowrangpur	1. Tentulikhunti 2. Papadahandi 3. Kodinga	1. Sanamosigan 2. Anchalagumma 3. Maidālpur 4. Rajoda