

## COMMUNICATIONS.

### OLD TIME HIGHWAY.

The pargana of Palamau is a land of forest and hills and during the last few centuries it has presented an administrative problem to the rulers. In spite of the inaccessibility of the parts of the district invaders were attracted towards the pargana. Emperor Shershah was attracted probably when he was building the Badshahi Road, now Grand Trunk Road and Sherghati was an important trade centre on this road. Sherghati was closely associated with Palamau from commercial point of view. The opening of the Badshahi Road was a landmark for Palamau as people could march from Sherghati into the interior of Palamau. Shaista Khan had marched from Patna in 1642 and entered the territories of the Cheros through Manatu Pass. Jungles had to be cut down and an apology of a road was made wide enough for an army to move somehow. After this, Daud Khan appears to have proceeded, against the Cheros but the difficult nature of the country and the grim want of communication was appreciated by the fact that Daud Khan's army took about a month to cover a distance of 14 miles. They had to carve out every foot of the road as it were. But Daud Khan had determination behind him and he opened up a portion of the countryside. The march of Daud Khan is found in a map preserved in the Mannulal Library at Gaya.

This pargana was held during the Mughal rule by members of Chero family as *jagir* on an annual *Peshkash* and on condition of service. The want of communication, the rugged nature and the inaccessibility of the terrain had always prompted the local rulers to ignore their lords. One of the jagirdars, Pratap Rai, made default in the payment of *Peshkash* to the Mughal Government and troops were sent against him. Pratap Rai, however, managed to appease the Mughal Government who made him a Commander of one thousand horses and gave a grant of Palamau as a military tenure at a jama of Rs. 2,50,000. In later times as, well some jagirdars were refractory and the jagirs were resumed and resettled. The Chero jagirdars or ghatwals were called Rajas. The Palamau estate was also called Pundag and it was included in the grant of the Dewani to the East India Company and since then the Company became entitled to the rent payable by the ghatwals or Rajas of Palamau. The ghatwals had tremendous influence because of the want of communications.

In this difficult country it was a case of administrative exigency leading to the construction of the roads. After the establishment of the rule of East India Company there was some internal trouble owing to the rivalry of the two claimants, Chitrajit Rai and Gopal Rai. Captain Camac was attracted and naturally wanted to fish in the troubled water in 1771. He captured Palamau fort and made a settlement with Raja Gopal Rai. The vicissitude of Gopal Rai will be found in the Chapter on History. It has to be mentioned here that in 1786 Mr. Mathew Leslie, Collector of Ramgarh district to which Palamau then appertained made a fresh settlement of Palamau estate and in 1789 the new lessee Thakurai Sheo Prasad Singh continued. The problem of keeping the lessees in their position led the administration to make some sort of roads. There was another reason why the early administrators felt the necessity of making roads and that was because of the minerals of the area.

Captain Camac had literally overrun an absolutely unknown and unchartered territory. When he moved with the army he almost did not know what was there five miles beyond his camp until his spies brought him information. It was easy to fight a pitched battle and win it

but it was difficult to consolidate the control and one of the biggest pre-requisite was to have a survey of the area and a fairly dependable map. In this connection the great work of the early pioneers who did the survey and mapped the area cannot be overemphasised. The country was strange and difficult, mountains and terrains were formidable barriers. The people were unresponsive and the climate was unhealthy. Proper medical assistance was difficult to get and movement was extremely hazardous because of the want of roads. The magnitude of the work of the pioneers who studied the area carried out the survey and compiled some sort of maps, under such difficult circumstances, could well be imagined. Glimpses of their work could be had from the three volumes of Historical Records of the Survey of India by Col. R. H. Phillimore. Col. Phillimore's painstaking and monumental research has enabled us to have the names of some of the pioneers who made the laying of the communication artery possible in the later years.

It appears that in January, 1776 Major Rennel, Surveyor General had reported "In Ramgurh and Palamaw, no surveyor has ever yet been employed. The idea that we have of the interior parts of these districts, is from some sketches and remarks made by Capt. Carow, Lieut. Fennel..... The principal parts of Chuta Nagpur, Toree and Koondah were regularly surveyed by Lieut. Fennel who died whilst on the Survey. He had instructions to survey Palamaw and Ramgur also..... This survey will take up five or six months." Charles Ranken was appointed to survey Palamaw but in January, 1777 Rennel had reported that Lieut. Ranken could not carry on the survey in Palamaw because of administrative troubles.

A map based on a survey completed in 1777 was prepared for "Ramgur, Palamaw, Chuta Nagpur, Toree and Koondah filled in largely from observations and remarks of Capt. Camac and Lieut. Fennel, who reduced these provinces to subjections". Col. Phillimore mentions that the first edition of the Bengal Atlas, 1779-81 had nine plates and one of them was for the *conquered provinces on the south of Bahar, viz., Ramgur, Palamaw and Chuta Nagpur with their dependencies*. This was the first concrete result of the desire of Camac who while in command on the South West Frontier in 1771 had suggested a survey through Chota Nagpur and Palamaw and wrote about it to the Council of Patna: "We have often experienced the extreme diminution of our troops and the great expense and difficulty of sending them by sea, while the road would be nearer and attended with scarce any objection or trouble". It must have been some satisfaction to Camac who died in 1784 that when submitting the maps, Rennel had acknowledged the sketches made by Camac and his notes on the Geography and nature of the country "in the little known regions of Ramgur and Palamaw".

The next survey work in Palamaw appears to have been done by William Cartwright who surveyed a route of 689 miles from Hazaribagh through Palamaw and Surguja and back to Chatra. The officers of the Ramgarh Battalion combined this work with their arduous duty. Some of them who worked in Palamaw were Carmichael Smyth, Rapper, Ferguson and Robert Smith.

The next stage was the surveying of the lines for roads. The Surveyor General had deputed Gilmore in 1829 for surveying the line for a road running through Raniganj, Rup Narainpur, Palamaw, Raragdiha to Bihar. This was completed quite quickly. The area had continued to be extremely unhealthy and one of the surveyors, Olliver wrote to the Surveyor General in 1828 of the "hardships, sickness and numberless other mortifications unprecedented."....."After Mr. Rossenrode proceeded dangerously ill to Gayah, I was able, what with the aid of Mr. Torrick just recovered, and the convalescent, to finish for the season Palamaw." Col. Phillimore in his third volume refers to Ollivers' "arduous six years

travelling eastwards..... through Palamau and Chotanagpur beyond the reach of medical assistance." This brings the works of the pioneers till about 1825. The work continued spasmodically for various reasons and went on entailing exacting tasks.

The subdivision of Koranda which is practically now the district of Palamau was established only in 1853. There is a report on Koranda \_by H. Rickettes, Member of the Board of Revenue which is found in the *Selections from the Records of the Bengal Government*, Volume XX, published in 1855. Koranda<sup>1</sup> was a part of the district of Chotanagpur or Lohardaga at that time. Rickettes mentioned that the Lohardaga Division of Chotanagpur contained two estates, Nagar, the property of the Nagar Raja and Palamau the property of Government, Prasad purchased by a sale for arrear of revenue by 1813. Even at that time one Mr. Taylor had worked the coal mines at Rajhara for four or five years, but the undertaking was abandoned in 1848. For transport of coal the rivers were depended upon. It is not definitely known if the project was a failure because of want of roads. It is not unlikely while discussing the roads of this Division, Rickettes did not have much to say about the roads in the subdivision of Koranda. At that time the officer stationed at Koranda had jurisdiction over the estates of Udaipur escheated to Government, Palamau purchased by Government and Sirgooja a tributary mahal held under the Governor General's Agent. But he had no roads practically to help him in his work and ponies and elephants were the means of conveyance. There was not even a good road connecting the headquarters of the subdivision at Koranda with the district headquarters at Kishenpur or Ranchi.

The Report of Mr. Rickettes, Member of the Board of Revenue in the *Selections from the Records of the Bengal Government, 1855* particularly mentions about the lack of postal communication due to the inaccessibility of the area from Ranchi to Koranda. Ranchi was the headquarters of the district. Rickettes mentions: "An Assistant being now stationed at Koranda, it is necessary that postal communication should be established between that place and Ranchee. There is a *zamindari* dark as far as Lohardagga but no communication between that place and Koranda, the distance of 54 miles. The distance should be divided into 6 stages and that the runners should be stationed at each of the 4 named stages. In that part of the country people will not move at night alone. Two at Koranda and two at Lohardagga will suffice. Runners could be procured on Rs. 2-8-0 per month, but it was strongly recommended that Rs. 3 be allowed, for the lower sum will procure the services of only the very worst of the labouring population. The expenses will be Rs. 60 per mensem. The Principal Assistant recommends that an Overseer should be appointed at Rs. 6 but at present the necessity of incurring this expense is not shown."<sup>1</sup>

Major G, Hunter Thompson, Superintendent, Revenue Survey gave a report on Pargana Palamau based on his note made during 1862 to 1866. A summary of this report is available in the *Annals of the Indian Administration*, Part II, Vol. XI, March, 1867, pages 100-106. The report also makes out that there were hardly any good roads and that the area was full of jungles and hills and mostly wasteland. This is shown from the mention: "The approximate area of the Pargana is 3,650 square miles of which 456 sq. miles are said to be cultivated; 2,399 square miles fit for cultivation, 608 square miles entirely hills; 187 square miles unculturable waste".

Major Thompson was rather pessimistic about Daltonganj which had already been selected as headquarters of the subdivision and the residence of the Assistant Commissioner Incharge of Palamau. He mentions: "As a central situation it could not have been better selected but Daltonganj is not considered a healthy place". According to Major Thompson, if

Palamau was to be made into a separate district one of the following sites should be selected as the headquarters.-"Panki, Turhursea, Padma, Boobee, Gurwa, Bishrampoor and Neturhat". All these places that he mentioned had an elevation above sea level of more than 500 feet and Neturhat was shown to be 3,335 feet high. But it appears that excepting pony or cart, track there were no roads connecting these places. The administrative problem of that time for this subdivision for want of roads could be appreciated from the fact that the Munsiff resides at Lohardagga and the Deputy Commissioner at Ranches, so that parties to civil suits and to such criminal cases as are appealed have unusually long distances to travel before their suits and cases can be disposed of Lohardagga is 110 miles and Ranchee 150 miles distance from Oontaree." The Report on the Physical Geography, also shows that the country was of a very broken and of a hilly nature, particularly the southern arid western points and there were elevations at places of nearly 4,000 feet above the sea level. The hills as in many places were densely covered with trees and bush jungles and the climate was generally unhealthy. The Amanat Valley, Tappa Poondag, Imlee and Kote, were tolerably open and contained the richest cultivation in, Palamau. The average breadth of the valley was 8 miles and the ground was of an undulating nature and this was one of the most healthy and flourishing parts of the pargana. It has also been found that there was abundance of lime and coal and it was also realized that river sone could be utilized for transport. The Bengal Coal Company raised the coal at the pits for 8 pie or 3/4th of an Anna per mound and after carrying it to the Sone first by boat down the Koil and afterwards when they found that the river route did not answer, by carts along a rough, road which they made close to the right bank of the river, they sold it for four annas a mound, It is mentioned in Major Thompson's. Report: "The distance from Rajhara to the point where the Koel runs into the Sane is less than 40 miles and a good road on the line formerly adopted by the Bengal Coal Company could easily be made. Any other line of road would be difficult of construction, as it would have to pass over hill ghats that skirt the river for long distances, on either side. Iron, also is as plentiful as coal, and when it is considered how much of both these valuable minerals are required on the railway that are now in progress in N. W. Provinces and that the cost of both if brought from Palamau, Sirgooja, Rewa and Singrawlee would be far less than is now paid for what is brought from Bengal. It is surprising that up to this date nothing has been done to open out by good road or Canal communication the vast resources of these Provinces."

At another place Major Thompson mentioned that if more and better lines of communication could have been opened up, Palamau, could soon be converted from what it was then, into a model district. He also mentioned that trade was slight from the isolated position owing to the natural difficulty of transit and almost utter want of communication.

Major Thompson's observations were particularly relevant because of the insurrection that broke out in 1857. The inaccessibility of the countryside helped the people who raised the standard of a revolt against the administration. As a matter of fact it was this district alone out of Chota Nagpur Division where there was a very deep rooted and extremely widespread revolt.<sup>1</sup> The petty chiefs, Cheros, the Kharwars and other Adibasis tribes all rose almost to a man and fully utilized the want of communication.

Captain Dalton, Commissioner, had himself accompanied a section under Major MacDonald and fully appreciated the difficulty of want of communication. He remained at Lesliganj for some time for collecting supplies and making preparations and then entered the Bhogta country which was extremely difficult to tackle. He was not successful in capturing the two ring leaders, Nilambar Shahi and Pitambar Shahi, particularly because it, was almost impossible to open up the jungle hide-outs.

The Movement of 1857 in Palamau district was an extremely difficult problem particularly because of want of communication. After the flare up, the administrative headquarters at Koranda or Jameerapat situated on a barren hill within the limits of Sirgooja was abandoned because it was not connected by roads and Lesliganj in the valley was selected as the headquarters. Lesliganj again was abandoned later in favour of a site on the bank of Koil river opposite Shahpur where the town known as Daltonganj grew up. The new civil station was made and occupied in 1863 and the name was given after Commissioner Dalton who was at the head of the Chotanagpur Division during the stormy period of 1857. The subdivision of Palamau was upgraded into a district from January 1st, 1892.

In 1880 a writer describing Palamau prefaced a section on Roads and Carriage with the following remarks:-

"This section might almost be written in the words, *mutatis mutandis*, of Alorovandius famous chapter concerning the owls of Iceland. Of *pucka* bridged roads there is not a single example. The few roads that do exist are little better than mere fair-weather tracks. Of these the principal are from Daltonganj to Ranchi, and from the same place to Dehri-on-Son. But few of the others are practicable for carts, and the remainder can only be used by pack cattle and elephants".<sup>2</sup>

Even as late as 1897 the Deputy Commissioner reported that Palamau has neither railway nor reliable water communications, and all her roads are third class ones, i.e., *kachha* and unbridged ones. Her mode of transport of goods is by cart and by pack-bullocks. In the summer months (April, May and June), transport is very difficult owing to the want of fodder and water for cattle, and during the rains it is rendered almost impossible owing to the heavy condition of the roads and the flooded state of the numerous rivers and streams which intersect the roads frequently. Daltonganj is over 100 miles from Gaya, the nearest railway station; in dry weather it takes 8 to 10 days and in the rainy season 12 to 20 days for a cart to do the journey". During the severe famine that occurred in that year, the difficulty of transport proved insurmountable. Both road-routes and river-routes failing, and Palamau was cut off from supplies. "The fact is", the same officer said, "that Palamau is probably the most isolated district in the whole province of Bengal, a district which in a time of scarcity may not inaptly be compared, in the words of the late Sir George Campbell, to a ship at sea running short of provisions".

The impact of the ravages of frequent famines in the latter half of the nineteenth century was great in Palamau due to the absence of the means of communications. There were two acute famines in, 1897 and 1900. Food could not be rushed. Information regarding scarcity or famine could reach the administrative headquarters with delay. The advent of the railway in 1902 however, considerably met the situation. Prior to that year, the district was rather badly isolated and communications by railway, waterway or good road were almost non-existent. Administration was still a problem because of the bad communications. If military movements sponsored the earliest communications, exigency for better and normal administration was the second phase of expansion of communications. Before that the only traders were the traditional *bantias* who carried on their business through pack-bullocks and ponies only in the surrounding villages and they could not extend their business beyond the neighboring districts and State.

During the famine of 1897, in spite of bounties and advances to merchants due to the absence of means of transport of metalled roads and navigable rivers, great difficulties were there in importing food grains. Foreseeing this dismal situation when the Government decided to import rice, no sufficient numbers of bullock carts were available for this transport from Gaya to Palamau. Unfortunately, the rainy season had also set in and the roads had become impassable. It was then decided to send the rice from Gaya to Barun and through boat to Daltonganj up the son and Koil rivers, but this scheme of river transport also failed due to scanty rain in July and August which kept the rivers at an un navigable depth. Rice could only be bought to Daltonganj by making arrangement of small boats and that also within three weeks. By that time the hardship on the people or casualty through starvation may well be imagined.

This isolation was broken when the Barun-Daltonganj Railway was sponsored and extended up to Rajhara in May, 1902. This was further extended by the close of that year up to Daltonganj connecting this part of the country with the railway system of India. The section from Daltonganj to Barkakana, constructed as part of Central Indian Coalfields Railways and opened to traffic in 1929, has been connected with Calcutta-Barkakana Railway track and Barkakana-Gomoh track. The further extension of the railway has been covered elsewhere. The district, as a whole, has a poor railway, mileage and many of the areas have no railway facilities.

## **ROAD TRANSPORT.**

The first proper road made by Government was laid down in 1863 when the American Civil War had interrupted the cotton trade and it was desired to provide an outlet for the cotton grown in Palamau and Sirguja. This road was intended to join Daltonganj with the Grand Trunk Road *via* Sherghati a distance of 70 miles and was named the Bihar Cotton Road. But this road was never completed.

The interior of the district had not been opened out fully owing partly due to the nature of the country, which rendered the expense of laying roads prohibitive and partly because the resources of the District Board were inadequate for the large area comprised within the district.

The want of communications was especially marked in the south, a large roadless tract, mostly covered by hill, rock and jungle. The hilly and broken part of the country and the absence of roads rendered even cart traffic impossible and practically the entire trade was carried on by slow moving pack-bullocks or head-loads along numerous well worn tracks.

The extreme hazards of survey and mapping of the area have been indicated earlier. The fact remains that in spite of the great work done by the officers and staff of the Survey of India, so ably covered in Col. R. H. Phillimore's *Historical Records of the Survey of India* Volumes, not much attempt had been made by the civil administration to open up many roads throughout the 19th century. A picture of the roadways could be indirectly made out by the following observations on Palamau by E. B. Bradley-Birt in his *Chotanagpur, a Little Known Province of the Empire* (1903):-

"Palamau, until recently a subdivision of Ranchi but now forming a district of

its own, has always been one of the best shooting grounds in Chotanagpur. It is a land of rivers, mountains, and jungle, and even in many parts is absolutely undisturbed. But Daltonganj, the headquarters station on the North Roil, is now the centre of a large coal district, and the introduction of the railway has already made great changes threatening the peace of the jungle and foreshadowing the inevitable result of the advance of civilisation when Palamau too will cease to be a natural preserve and the haunt of big game".

It will thus be seen that till the beginning of this century the district was almost as somnolent and unopened as in the years following Captain Camac's invasion when Palamau was put as a part of the district known as Ramgarh Hill Tract when the magisterial court held alternately at Sherghati now in Gaya district and. Chatra now in Hazaribagh district. The very hugeness of the district including all Hazaribagh and Palamau with parts of Gaya, Monghyr Manbhum, and the Chotanagpur chiefs rather loosely held had made Palamau the far flung abutment almost totally neglected. It were only the rivers, nature's gift that allowed some easy transport in the rainy season. Palamau as a whole till the end of the 19th century remained as the difficult area of the aboriginals, tigers and adventurers in business, the land of big game and of illness and a headache to the administrators.

In 1908 the *Imperial Gazetteer of India*, Vol. XIX mentioned: "The Daltonganj section of the East Indian Railway (opened in 1902) runs for 55 miles within the District. The District contains 322 miles of road (of which 26 are metalled), and 38 miles of village tracks. The principal lines are from Daltonganj to Gaya District via Hariharganj and Manatu, to Ranchi, to the extreme south of the District through the Government forests, and to Mirzapur and Husainabad via the important market of Garwa; a good road from Garwa in the direction of Surguja is under construction. Quicksands in the Koil and *its* great breadth are extremely unfavourable to the development of the country west of that river".

For about two decades since the last Gazetteer (1926) was published the development of roadways was not sustained and practically the progress was slow. The District Board alone used to look after the maintenance of the roads within the district. With the increasing importance of the natural products of this forest district, the utilization and exploitation of the forest products practically forced the authorities to take due care of the roads, their improvement and further expansion. The Forest Department did not pay much attention before to the forest roads, although now about 500 miles of roads are maintained by the three Forest Divisions in Palamau district, viz., Daltonganj Forest Division, Garhwa Forest Division and Latehar Forest Division.

As regards the Public Works Department prior to 1949 there was no unit of P. W. D. functioning in this district. During 1949 a subdivision of P. W. D. was established at Daltonganj under the Hazaribagh Division and another subdivision of P. W. D., at Chandwa in 1951. It is only with the launching of the first Five-Year Plan that the Public Works Department started moving in the matter of improvement of roads which were till then entirely maintained by the District Board. The third subdivision at Garhwa was created in November, 1955 and the Daltonganj subdivision was also simultaneously made a division of P. W. D. This division is entrusted with the maintenance and development of the roadways in the district. In 1956 Barwadih subdivision was created. Before the First Five-Year Plan not even a single mile of Palamau roads were black-topped. By 1959 these three agencies, viz., District Board, Forest Department and the Public Works Department have brought about a change *in* the roadways. A description of the main roads at the close of 1950, their

classification, areas served, etc., is given below categorized according to the controlling agencies. There is no National Highway in this district.

### ***Roads under State Public Works Department.***

*Daltanganj-Ranchi Raad.*-Out of the total length of 104 miles between Daltanganj to Ranchi a length of 66 miles is in this district. It is one of the finest all-weather roads in the State, bridged at all necessary points, and entirely black-topped. The important places through which this road runs are Satwara, Manika, Sasang, Latehar, Jagaldags Colliery and Chandwa. On this road the inspection bungalows maintained by the P. W. D. are at Manika, Sasang, Latehar and Chandwa. The road is of great administrative importance and connects the beautiful Latehar area with Netarhat and other places of beauty.

*Daltanganj-Aurangabad Road.*-Out of the total distance of 60 miles between Daltanganj and Aurangabad, 44 miles lie in Palamau district. This is also a State highway, fully bridged and entirely black-topped. This all-weather road touches Nawa, Chhatarpur police-station and Hariharganj police-station and a branch road takes off to Nabinagar in Gaya district. This road serves as an all-weather link between Daltanganj and Patna via Grand Trunk Road and Gaya and during fair weather through canal road. There is one inspection bungalow on this road at Chhatarpur maintained by District Board. The road passes through a picturesque and interesting countryside and is very useful for trade.

*Chandwa-Balumath-Gania Road.*-This is an all-weather State highway running from Chandwa to Dobhi on the Grand Trunk Road but only 23.75 miles of this road is within the district or Palamau. It takes off from 57th milestone in Daltanganj-Ranchi Road, is fully bridged and black-topped and forms part of the P. W. D. road in the districts of Hazaribagh and Gaya via Chatra and Dobhi. It touches Balumath where one National Extension Service Block has been opened.

*Rehla-Garhwa-Ranka-Godarmana Road.*-This road takes off from Rehla at a distance of about 2 furlongs from North Roil and its total length up to Godarmana near Madhya Pradesh border, opposite to Ramanujganj in the district of Surguja, is 36.5 miles. In between Rehla and Godarmana the road was intervened by six major gaps. Out of these six major gaps, the construction of a major bridge of 1,615 ft. 6 inches on river North Roil, of 645 ft. on river Danru near Garhwa town and two submersible bridges at Hurdag and Kharso have been completed. A minor high level bridge on Chapchapia has been just completed. One submersible bridge on Andraj is under construction. This is a State highway and on its completion, this will provide a vital road in an area of no railways for the transport of the rich forest products of the outlying area south of Garhwa and that of Surguja district, the nearest railhead for which is Garhwa railway station. This road connects Ranka, one National Extension Service Block headquarters and leads towards Bhandaria another National Extension Service Block headquarters. There are two inspection bungalows besides this road at Garhwa and Godarmana. At Ranks also there is one inspection bungalow of District Board, Palamau Bhandaria is a neglected outlying point and will grow in importance because of this road and the National Extension Service Block. Bhandaria has a forest bungalow.

*North Koil Bridge Link Road.*-This State highway takes off from near the bridge on Sadabah river about 11 miles from Daltanganj on Daltanganj-Aurangabad Road and connects



Rehla-Garhwa-Ranka-Godarmana State highway. This is 12.5 miles long, fully bridged and black-topped.

*Daltonganj-Barwadih-Bhandaria-Godarnana Road.*-This road bifurcates at a distance of 7 miles from Daltonganj at Bhusar on Daltonganj-Ranchi Road, passes through Kutmu and then takes a turn to Barwadih and Godarmana touching Hutar coalfields and crossing North Koil near about Hutar. The road from Bhusar to Barwadih 12 miles long and from Bhandaria to Godarmana 9 miles are under improvement by P. W. D. and the rest about 25 miles from Barwadih to Bhandaria has been kept in abeyance for finalization of a new alignment. This is a fair-weather road and when it is ready it will complete a circuit from Daltonganj to Garhwa, Godarmana, Bhandaria, Barwadih and back to Daltonganj.

*Rehla-Bishrampur Road.*-This road connects Bishrampur National Extension Service Block headquarters and police-station with the North Koil bridge link road at about two miles from Rehla. It is black-topped and fully bridged and is a classified village road. There is one District Board inspection bungalow at Bisbrampur.

The following roads are under improvement by the Public works Department:-

*Daltonganj-Lesliganj-Panki Road.*-This 28 miles fair-weather road is under improvement by P. W. D. It has four major gaps on Banwa, Khapargarhi, Sapni and Satbahni which are to be bridged. Buses ply only during fair weather.

*Balumath-Herhang-Panki Road.*-This 29 miles long road is not fully bridged and only jeepable in fair weather. This has been recently taken up by P. W. D. and is under improvement. The major mileage of this road belonged to Forest Department and a negligible distance by District Board.

*Kefari-Patan Road.*-This road is 10.25 miles long, unbridged and jeepable only in fair weather. It takes off from Daltonganj-Aurangabad Road near the Amanat river. It is under improvement.

*Patan-Manatu Road (up to Padma).*-This 11.75 miles road is unbridged and jeepable only in fair weather. It has been put under improvement. From Manatu to Padma about 6 miles is a *katcha* road of District Board.

*Garhwa-Nagar-Untari-Murisemar Road.*-This road starting from Garhwa is 29.5 miles long. From Garhwa to Nagar-Untari a distance of about 23 miles is water-bound macadam and fully bridged but not as yet black-topped. This distance is for all weather, but from Nagar-Untari to Murisemar about 6.5 miles, although of water-bound macadam built, but in a very bad condition. One major gap is also between Nagar-Untari to Murisemar. This distance can be covered only in fair weather.

*Rema-Sudna Road.*-This road of 2.5 miles is under improvement by P. W. D.

## Roads under District Board.

The roads under the supervision of the District Board and their conditions, mileage, etc., are detailed below in a *proforma*. It may be mentioned that because of the inadequacy of funds the condition of the road has been rather bad under the District Board :-

Serial no.	Name of the road.	Distance.			Condition of the road									Remarks.			
					Metalled.			Gravelled.			Katcha						
					4	5	6	7									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		M.	F.	Y.	M.	F.	Y.	M.	F.	Y.	M.	F.	Y.				
1	Daltonganj-Garhwa	18	1	0	4	3	0	1	4	0	12	2	0				
2	Garhwa-Majhiawan	12	1	15		..		8	0	0	4	1	15				
3	Majhiawan-Dingwai	27	0	16		..			..		27	0	16				Katcha.
4	Lesliganj-Ekhara	26	5	135		..		7	0	0	19	5	135				It terminates at Gaya
5	Lesliganj-Loop	2	6	54	2	6	54		..			..					
6	Panki-Chako	6	1	20		..			..		6	1	20				
7	Daltonganj-Patan	13	2	32		..			..		13	2	32				
8	Garhwa up to border towards Lohardaga	1	4	0		..			..		1	4	0				It terminates at Lohardaga border.
9	Lesliganj-Bari	6	4	0		..			..		6	4	0				
10	Udaipur-Sagalim	2	4	0		..			..		2	4	0				
11	Daltonganj-Garhwa Road to Pathra village.	1	4	0		..			..		1	4	0				
12	Shahpur-Basti	1	0	168		..			..		1	0	168				
13	Shahpur-Chainpur	1	1	120		..		1	1	120		..					
14	Approach road to Garhwa Road Railway Station	0	2	0	0	2	0		..			..					
15	Approach road to Mahammadganj	0	2	15	0	2	15		..			..					

Serial no.	Name of the road.	Distance.			Condition of the road									Remarks.			
					Metalled.			Gravelled.			Katcha						
					4	5	6	7									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
		M.	F.	Y.	M.	F.	Y.	M.	F.	Y.	M.	F.	Y.				
16	Railway Station. Approach road to Rajhara Railway Station	2	4	0		..			..		2	4	0				
17	Approach road to Japla Railway Station	0	5	167	0	5	167		..			..					
18	Japla-Chhatarpur road	17	6	0	13	0	0	4	6	0		..					This is all weather road.
19	Japla-Deorighat	2	3	0	2	3	0		..			..					Metalled and all-

weather road but in good condition. Although under District Board, but the cement factory keeps it barely usable.

20	Mahammadganj-Kandi.	9	0	0	..	9	0	0	..				
21	Japla to border towards Nabinagar.	5	1	0	..	5	1	0	..				
22	Ankasi-Lurgumi	9	4	20	..	9	4	20	..				
23	Mahuadanr-Hami Chatakpur	1	1	120	..	1	1	120	..				
24	Mahuadanr-Champa	4	7	110	..	4	7	110	..				
25	Mahuadanr towards Barway in Ranchi district.	6	0	40	..	6	0	40	..				
26	Patan-Nawajaipur	7	4	0	..				7	4	0		
27	Rajwadih-Chinaki	3	6	0	..				3	6	0		
28	Approach to Untari Road Railway Station.	0	4	0	..				0	4	0		
29	Approach road to Latehar Railway Station	2	4	0	2	4	0	..					
30	Girjia Toli to Surguja border.	14	4	150	..				14	4	150		Not maintained.
31	Betla Fort Road	3	0	0	..								
32	Untari-Bhawnathpur.	9	4	0	..				9	4	0		Not maintained.
33	Approach road to M. E. School, Latehar	0	4	0	..				0	4	0		
34	Sultana road to Ladi village.	0	2	127	..				0	2	127		
35	Patan road to Kishanganj village	2	0	0	..				2	0	0		

Condition of the road

Serial no.	Name of the road.	Distance.			Condition of the road									Remarks.	
					Metalled.			Gravelled.			Katcha				
		M.	F.	Y.	M.	F.	Y.	M.	F.	Y.	M.	F.	Y.		
1	2	3			4			5			6			7	
36	Rajhara-Pahley	4	6	0	..				4	6	0				Not maintained.
37	Haidernagar-Kasiara	2	6	0	..				2	6	0				
38	Chandwa-Chatra Road to Nagar Mandir Road.	0	6	52	..				0	6	52				
39	Japla-Basti	1	0	223	..				1	0	223				
40	Japla-Pathraghat	18	0	0	..				18	0	0				
41	Approach road to Daudarkala L. P. School	1	4	0	..			1	0	0	0	4	0		

42	Approach road to Chankari L. P. School.	2	0	0	..	..	2	0	0
43	Chainpur-Salatua	6	0	0	..	..	6	0	0
44	Kechki-Mandu	10	4	0	5	0	5	4	0
45	Garu Road Road	12	0	0	..	..	12	0	0

Excepting these roads, there were other roads under District Board also, which have either been abandoned or transferred to Forest Department or to Public Works Department. An important District Board road is Daltonganj-Garhwa Road, which connects two large trade centres and is 18 miles long. It crosses a series of unbridged rivers of which North Koil, Tahley and Mangerdehai are more important. Another river Danru has been bridged by Public Works Department. This is a fair-weather road.

Till 1958-59, under District Board there were 60.50 miles of metalled and 239.50 miles of unmetalled roads.

### **Forest roads.**

The Forest Department through their three Divisional Forest Offices at Daltonganj, Garhwa and Latehar maintain about 500 miles of forest roads for their own purposes. These forest roads have been classified into two categories-class I and class II roads. These roads and the Forest Rest Houses inside the forests have made the inspection of the forest possible. The forest roads are normally used by the Government officers and they are not thrown open to the buses or trucks unless required for administrative purposes.

### **Municipal road.**

The Daltonganj Municipality maintains 16 miles of road out of which 12.71 miles are metalled and 3.29 miles are unmetalled. The Condition of the municipal roads is not too good and in great contrast to the P. W. D. roads.

### **RAILWAYS.**

It has been mentioned before that Barun-Daltonganj Railway which was opened as far as Rajhara in May, 1902 was extended up to Daltonganj by the close of that year connecting Palamau with the railway system of India. Another line of railway was also surveyed in 1925 and construction had begun which was to traverse through the coalfields of Hazaribagh, Palamau and Sirguja of Madhya Pradesh. This line was to cross the district from east to west, from a point near Chandwa police-station through Kerh to a point near Bhandaria police-station and so on into Surguja. The construction of this line had to be abandoned due to paucity of fund. Sometime or other this railway communication has to be established to open up the countryside and for feeding the multi-purpose projects with coal, etc. Another part of the Central Indian Coalfields Railways proposal for extending the line beyond Daltonganj up to Barkakana, thus connecting Barkakana and Dehri-on-Sone by single broad gauge line, was opened to traffic during 1929. This line has been extremely useful for goods and passenger traffic, because of its connection with Barkakana-Calcutta Railway tract and Barkakana-Gomoh Railway tract.

The total length of railway line passing through this district from Japla to Mahuamillan is 115 miles and the railway stations are Japla, Haidernagar, Mahammadganj, Untari Road, Garhwa Road, Rajhara, Daltonganj, Kechki, Barwadih, Chhipadobar, Kumandih, Latehar, Richughuta, Tori and Mahuamilan. From most of these stations *Biri* leaves, timber and bamboo are exported. From Japla the main goods to be exported is cement and from Rajhara coal. Both the railways and roadways have played a very important role in the economic life of the district. Till lately after the introduction of railways, the roads of Palamau cut at many places by the rivers were mostly fair-weather roads and the railways were the main carrier of the imported goods.

As regards competition between the rail and the road in this district, it can be safely said that there is hardly any competition. On the one track line inside this district only 2 passenger up trains and 2 passenger down trains run (1959). This is extremely inadequate for the passengers and taking advantage of this situation the bus owners have fixed their timings. Garhwa and Latehar are usually reached by the common man by a bus and not by train. The differences in their charges are negligible, and the buses are normally over-crowded and service rendered uncomfortable. Most of the points served by the buses are not touched by railways, which is another reason of this advantage on the part of the bus owners. The railway facilities are expected to be strengthened and more trains have to run without the least effect on the bus services.

With regard to the goods traffic, shellac which was once a main commodity for export from Daltonganj railway station is hardly exported from here now. This is because the transport of these goods through trucks takes comparatively lesser time and ensures safer delivery. Usually the places served by the trucks inside the district for transportation of goods are not served by railways. Where it is entirely impossible to carry goods through trucks, people use the railway. The revenue of railway has considerably gone down within the district. Time factor, so very important in the business world is helping the buses and trucks. There is also no programme in near future for further expansion of the railways inside the district, but for the roads there is a large programme.

## **TRANSPORT VEHICLES.**

Due to the previous unsatisfactory road system and a number of unbridged rivers till lately, transport through bullock-carts was also not possible on most of the sides. Porters, pack-bullocks and ponies were used for transport from village to village. Now these conditions have considerably changed and bullock-carts are mostly used in rural communication.

The number of bullock-carts registered in the Daltonganj Municipality and District Board is no index of the real number of the bullock-carts that are in service in the district. The District Board was not serious about insisting on bullock-carts being registered. Rubber-tyre carts drawn by bullocks common in the districts of North Bihar are not seen. *Ekkas*, two wheeled light vehicle, with a flat platform as seat, drawn by single horse so very common in Bihar are also not common in this district.

Cycles form by far the largest number of private vehicles. The number of cycles registered in the Daltonganj Municipality during 1958-59 is 848, and possibly double the

figure is in use without registration. Small tradesmen take their goods on these cycles and more from place to place. Rickshaws are much in use especially in the urban areas. This is a three-wheeled cycle carriage, accommodates two passengers and is peddled by a man. During 1958-59, the number of rickshaws registered in Daltonganj Municipality is 222. Passengers, with small luggages and for a short distance prefer this conveyance. *Theलगari*, a two-wheeled light carriage drawn and pushed simultaneously by three to four men is used in Daltonganj and other towns for transporting eight to nine maunds of commodities from the shop of one businessman to another. Their registration in Daltonganj Municipality began in 1957-58.

Regarding the power-propelled vehicles a statement of the total number of-vehicles under different heads paying their taxes in this district is given below :-

Year.	Motor cycles.	Trucks.	Buses.	Cars ans Jeeps.	Tractors.	Trailors.	Total.
1	2	3	4	5	6	7	8
1956-57	32	286	31	152	10	23	534
1957-58	29	300	34	167	10	25	565
1958-59	45	390	36	151	10	25	657
1959-60 (up to 31 <sup>st</sup> August 1959).	51	426	44	165	10	25	721

Besides the number of buses registered in Palamau district there are about 10 buses more that ply on the roads inside Palamau district but pay their taxes in one of the adjoining districts. The accurate number of trucks cannot be easily compiled for the reason that the truck owners surrender their registration when there is no work for them to avoid payment of taxes and also when their trucks are not in order.

As regards the passenger buses plying on the roads of this district, the route from Daltonganj to Gaya has been provincialised and one Rajya Transport bus plies direct from Daltonganj to Gaya and another from Daltonganj to Aurangabad. In March 1960, a direct Bus Service from Patna to Daltonganj and back has been introduced by Rajya Transport Board. The permits for plying the buses are obtained by the private individuals or companies from the Chotanagpur Regional Transport Authority with its headquarters at Ranchi. This unit has the Commissioner of Chotanagpur Division as its Chairman and several officials and non-officials as its members. This Regional Transport Authority meets from time to time, reviews the road position and grants permits, if necessary. The same Regional Transport Authority also grants permits to the private and public carriers for carrying goods. The number of the buses and the trucks will considerably rise when the district is adequately provided with roads. The routes over which the passenger bus services run are as follows:-

- (1) Daltonganj-Panki.
- (2) Daltonganj-Panki-Chako (extended up to Hazaribagh).
- (3) Daltonganj-Patna.
- (4) Daltonganj-Manatu.
- (5) Daltonganj-Hussainabad.
- (6) Daltonganj-Hariharganj.
- (7) Daltonganj-Bhandaria via Rehla.
- (8) Shahpur-Bhawnathpur.
- (9) Shahpur-Majhiawan.

- (10) Garhwa Road-Bhandaria.
- (11) Daltonganj-Mahuadanr.
- (12) Murisemar to Daltonganj via Garhwa-Rehla.
- {13} Daltonganj-Ranchi.
- (14) Daltonganj-Aurangabad.
- (15) Daltonganj to Chatra via Chandwa.
- (16) Latehar-Mahuadanr.
- (17) Daltonganj to Bhawnathpur via Rehla.
- (18) Daltonganj to Godermana via Rehla.
- (19) Shahpur to Bargarh.
- (20) Hariharganj to Japla via Chhatarpur.
- (21) Hariharganj to Aurangabad.

The condition of most of the buses is rather bad. Overcrowding is common and third class passengers are huddled together and quite a number of them have to remain standing. But for first and second class passengers there is some comfort in the seating arrangements. In this district there are no organisations either of the bus owners or of the employees. The bus services have done a great work in this district which has a small railway mileage.

There is not even a single taxi in service in this district.

## **WATER COMMUNICATIONS.**

The rivers are hilly and run dry in the summer and become turbulent for a short time in the rains. Communication by water in this district is, therefore, of little importance. The Sone can be navigated in country boats during and after the rains when conditions are favourable. This river is also used for taking floats of sabai grass, timber, bamboos, etc., and an assessment known as "*Bahata*" payment was common at certain points levied by the zamindars before and by the State now after the abolition of zamindaris. The north Koil can also be negotiated in shallow boats as far as Daltonganj in the rains. The most important use to which the rivers were put was the floating of thousands of bamboos out of the forests down the Koil in rafts from Kechki to Japla and beyond. But now bamboos are mostly transported through railways from Kechki and as such the importance of water communication in this district has considerably decreased.

### ***Ferries.***

In the absence of bridges the rivers are crossed on foot where it is possible. During the rains ferries ply. As most of the connecting ghats have not as yet been bridged so the ferries on the three rivers, viz., Sone, North Roil and Amanat are maintained by the Palamau District Board.

The ferries along the Sone are situated at Deori, Daugwar, Saundipura, Budhua, Gara, Ranidewa, Hariharpur, Sonipura, Parata Khokha, Panchdumar and Kadhawan. On the North Koil there are ferries at Mahammadganj and Sisha, on the river Amanat at Sikki and Tarhasi and on Danru at Danru. Each of these ferries as per bye-laws is required to maintain two boats, one big and another small.

## **TANSPORT BY AIR.**

There is one small landing ground at Chianki at the third mile from Daltonganj on Daltonganj-Ranchi Road. This landing ground is generally used during fair weather and normally by planes belonging to the State Government. No regular services operate from here or through this landing ground. The landing ground is 2,450 ft. from east to west and 1,500 ft. from north to south.

There are no ropeways in this district.

## **REST HOUSES.**

The inspection bungalows are distributed throughout the whole district and controlled by the agencies for the roads. The Public Works Department and the District Board maintain inspection bungalows primarily for the use of their officers, but these rest houses or inspection bungalows are also available for the public on payment if they are vacant. There is one Circuit House at Daltonganj fully furnished under the administrative control of Revenue Department. The Deputy Commissioner, Palamau is in its immediate charge.

The inspection bungalows maintained by the P. W. D are at the following places:- (1) Garhwa, (2) Godermana, (3) Manika. (4) Sasang, (5) Latehar, (6) Chandwa and (7) Garu rest house. The following are the inspection bungalows maintained by the District Board:-

Latehar subdivision---

(1) Latehar, (2) Chandwa, (3) Balumath, (4) Mahuadanr, (5) Netarnat and (6) Garu.

Garhwa subdivision---

(1) Garhwa, (2) Bishrampur, (3) Rehla, (4) Nagar Untari, (5) Ramna and (6) Ranka,

Daltonganj sadar subdivision---

(1) Lesliganj, (2) Panki, (3) Manatu, (4) Nawa, (5) Chhatarpur, (6) Haribarganj, (7) Hussainabad, (8) Haidernagar and (9) Mahammadganj.

The Forest Rest Houses are the following:---

Daltonganj Forest Division---

(1) Lat, (2) Mandu, (3) Kerh, (4) Betla, (5) Barwadih, (6) Kechki, (7) Daltonganj, (8) Kundri, (9) Seoti, (10) Karmahi and (11) Saraidih.

Latehar Forest Division---



(1) Maromar, (2) Baresand, (3) Rud (4) Aksi, (5) Adhey, (6) Amjhara, (7) Mahuamillan,  
(8) Sarju, (9) Kumandih, (10) Mutlang and (11) Fulsu.

Garhwa Forest Division---

(1) Bhandaria, (2) Chainpur, (3) Kulku, (4) Bishrampur, (5) Bhawanathpur and  
(6) Kailar.

There is one Forest Rest House at Netarhat in the Palamau district but it is under the control of Gumla Forest Division of Ranchi district. Most of the Forest Rest Houses are situated at beauty spots and will be appreciated by the tourists.

### **TRAVEL FACILITIES.**

*Old time Rest Houses and Dharmashalas.* -The old time institution of *sarais* of which one reads in the records of those early days hardly exist in the district. Owing to the hazards of road journey when railways did not exist there was not much necessity for *sarais* and *dharmashalas*. When roads and railways were opened some of them came to be established.

There are now 19 *dharmashalas* in the district. There are no good hotels either in the towns or in the areas where tourism could be developed. Even the beauty spot of Netarhat is without any hotel. The men incharge of the Rest Houses may turn out a meal provided they are given provision. In Daltonganj there are some very cheap hotels and restaurants with poor standard but they serve a great purpose by catering meals within a rupee to the itinerant middle class men who happen to be there on a casual visit.

### **POST OFFICES.**

Post offices in the Palamau district are under the control of the Superintendent of Post Offices, Hazaribagh Division with headquarters at Hazaribagh. At Daltonganj there *is* one head office. In the post-independence period there has been a phenomenal increase in the rural post office. Now 14 sub-offices and 123 branch offices are controlled by this head office. Khelari, McCluskieganj and Ray are in the Ranchi civil district, but their post offices are still controlled by the Daltonganj Head Office. There are three types of communications through which postal activities are carried on, viz., Rail 115 miles, by bus 64 miles and by runners for 598 miles. There are 101 villages that are served once between 7 to 14 days, 437 villages weekly, 895 bi-weekly and the rest villages and towns are served daily.

The average number of postal articles served in each month is 2,40,828. As regards the facilities available for extension of post offices, there is a certain standard set up by Postal Department regarding the population, etc., on which experimental post offices are being opened. There are not many villages with a population of 2,000. For these villages which fulfil this standard, experimental post offices are opened. In this way the number of post offices *is* very slowly increasing. For the area and population the postal service is inadequate on paper but the reasons are obvious. It is difficult to cater for scattered small villages separated by forests and hills, and particularly when the villages have a scanty population.

## **TELEGRAPH OFFICES.**

Besides 15 railway telegraph offices, there are six postal telegraph offices in this district at (1) Daltonganj Head Office, (2) Daltonganj Kutchery, (3) Garhwa, (4) Japla, (5) Latehar and (6) Rehla.

McCluskieganj and Khelari sub-offices are also provided with telegraphs. The phono-cum-service from McCluskieganj serves Chandwa, and Balumath within the district of Palamau.

There are the following phono-cum-services in the Palamau district where telegraphic messages are received. These messages through telephones are transmitted to the post offices provided with telegraphs and from there they are transmitted:-

- (i) Daltonganj-Lesliganj-Panki.
- (ii) Daltonganj-Patan-Chhatarpur.
- (iiz) Japla-Haidernagar.
- (iv) Garhwa-Ranka.
- (v) McCluskieganj-Chandwa-Balumath.
- (vi) Mahuadanr-Netarhat.

In this way the recently opened National Extension Service Block headquarters at Panki, Balumath, Mahuadanr, Ranka, Patan, Garhwa (South), Chhatarpur, Chandwa can be said to have telegraphically connected, but the Block headquarters at Manatu, Bhandaria, Bishrampur, Dhurki and Chandandih have not been connected.

## **TELEPHONE SERVICE.**

The telephone public call offices in the district are at (i) Daltonganj, (ii) Latehar and (iii) Garhwa. There is a proposal to start one P. C. O. at Barwadih also. In the Daltonganj town there are 86 telephones. On an average 45 outward trunk calls are booked and 30 inward trunk calls are received per day at Daltonganj exchange. The phono-cum-services given above mention the telegraph offices connected with places provided with phones. Japla Cement Factory is also provided with phones, but the connection is with Dalmianagar. This is so personal connection of the concern.

## **RADIO SETS.**

There are altogether 1,020 radio sets in the district on air and have been categorised as domestic sets, commercial sets and community sets. The licenses for the use of these radio sets are issued by the local post offices on behalf of the Government of India.

## **WIRELESS.**

There are two wireless stations in the district one at Daltonganj and another at Garhwa exclusively for administrative purposes. The police personnel are incharge of these stations.

From the description above it may be concluded that although there has been a great development in communications in this district and under the Third Five-Year Plan there will be more expansion, this picturesque district with great tourist attraction and mineral and forest prospects still needs much more of communications. There are a large number of places of commercial importance, of scenic beauty, waterfalls, wild life hill sites which could be developed for the tourists and the *shikaris* if there were better communications.

A part from the possibility of the development of tourism more roads are necessary for making the district as one of the important units in the State. It is well known that an immense quantity of iron-ore is found all over the district, especially in the neighbourhood of the coalfields. The ores from the Gondawana are very valuable and at present they are worked only to small extent. Limestone, sandstone, laterite and graphite also exist, but difficulties of transport had for a long time prevented their full utilisation. Even now they could be more exploited. Copper has been found but the want of communications has prevented a proper investigation as to the sources.

A singular effect of the hitherto want of communication will be seen in the lesser number of *hats* and fairs in the district. While the neighbouring district like Gaya or Ranchi has a large number of hats and fairs there are very few in Palamau district. The chief trade centres are almost as what they were in 1908. The district is also on the border of the State of Madhya Pradesh and for a particular area of Madhya Pradesh the nearest railway station is Garhwa Road. If railway communications could be extended from Garhwa Road connecting Ambikapur in Madhya Pradesh there would certainly have been a great development of trade and commerce. Extension of communications in the recent decades has helped in the spread of education, the incidence of which was only 1.9 per cent (3.7 males and 0.1 female, of the population being able to read and write in 1901. The number of hospitals and dispensaries also are still few and far between. An all-round improvement of the district could only be possible when there are more of roadways and railways in this district.

There are no recognised and organized Associations of Owners and Employees in the field of Transport and Communications.

