CONCLUSION

The main aim, why the Indian Government, started a large scale construction of roads in the province was basically for strategic reasons in the firstly, as it had a very powerful sense that the newly created country Pakistan, would try to create confusion in this fertile area for causing inconvenience to the government, and for the immediate movement of the troops and the ammunition, they were required. Secondly, for the rehabilitation of the farmers, who had migrated to India after partition, so that they could easily reach and cultivate the lands allotted to them. And thirdly, and the most important fact being, for making this a border state, which had a very fertile land due to the rivers that flowed through it an highly cultivated agricultural producing state of the country. There were other reasons for their development, such as for the growth of industry for the upliftment of people, for producing electricity, etc. a good and reliable system was very much required.

The Government drafted various Five Year Plans from time to time, in which funds were raised from within the province and sometimes taken from the Central Government for the overall development of the State transportation was one of the major subjects on which money was heavily spent, as the continuous movement of economy depends on them to a great extent. The Public Works Department along with the help of Zila Parishads, Municipalities, etc. all got down seriously on the work of their construction. Large-scale construction of rural roads was started; every village was linked with the other village, with the market and mandis and with railway stations, (which acted as feeder’s to the roads). So, the mileage of the State highways, including districts major roads, district minor road and village roads, increased to a large extent. Above all, the movement of various vehicles of public and private utility increased as the public realising their benefit started using them in their
fields (tractors, trolley's etc.), in their houses (jeeps, cars, etc.) for the easy movement of various articles.

Apart from the roads, there were other ways of transportation present in the province. Firstly, the railways, no new construction to increase the mileage took place except, the Pathankot - Mukerian line; Ropar – Nangal line, which provided a link to the religious place of Sikhs – Anandpur Sahib. The serving was improved along with the condition of waiting room, inquiry offices, wagons, etc. for the convenience of people. No, other mileage was added as the Government felt there was no need to extend them any further in the province.

Secondly, the air transportation, even in this direction the Government did not pay much attention. There were two airports present in the province, first at Amritsar, on which international flights were introduced as Punjabi’s started migrating to other countries and second at Sahnewal, near Ludhiana from which two flights daily went to Delhi. There were air-force stations present at Halwara, Adampur, etc. But no other airport was started nor any scheme drafted for its progress.

Thirdly, the water transportation; as we already know that their use for transportation had stopped in Punjab at the time of the time of the Britishers only, as the irrigation canals were cut out from them due to which water flowed become less. Only the Sirhind Canal was used for bringing the timber down from the hills. But other than transportation, water as such was used for irrigation purpose and for producing electricity.

So, we can say, that from among the various transportation systems, only the roads were constructed to a large extent and best utilised within the state.

The communication system including the post offices and the telegraphy system also faced growth. As the public had realised their benefit and started using them to a great extent. They became a
necessity in the lives of the people, instead of a luxury. The number of post offices, letterboxes, parcels and packets, money orders and valuable articles sent, etc. all increased. More and more people were employed for their efficient working.

An increase was also felt in the number of telegraphy offices. Not only this, but the number of telephone exchanges and public call offices also increased, as one could take to anyone, no matter how far, in no time and not so expensively. Thus, in the communication system there was a definite growth in all the systems.

The importance and impact of the transportation and the communication system can be realised from the fact that they have knitted the World together in to a small unit, no matter how much the difference or distance. They by increasing the interaction between the rural and urban society, led to the change in the living, clothing, eating, etc., habits of the rural population. They made the urban and rural people dependent upon each other for the fulfilment of the basic needs. They led to the movement of people from one place to another in search of better opportunities for better living. They led to the growth of educated public, as through them it was easy to reach any institution. They proved very helpful during any natural calamity, during war and for the consolidation of the country. They helped in reducing the Caste rigidities and stopping the evil practises to some extent. They led to the growth of industry, agriculture, production, trade, etc. all this provided the government with heavy revenues, which were utilised for the further development of the state.

Thus, we can say that these systems which were started by the Britishers for the fulfilment of their selfish means, proved very beneficial for the socio-economic, political, cultural progress of the province.
Fig. 27

PUNJAB
RAILWAYS AND ROADS

- Railway Lines
- National Highways
- State Highways
- Other Roads

Based upon Survey of India map with the permission of the Surveyor General of India, Government of India. Copyright 1993. The territorial waters of India extend into the sea to a distance of twelve nautical miles measured from the appropriate base line. Responsibility for the correctness of internal details shown on the map rests with the publisher.
Fig 10

Based upon Survey of India map with the permission of the Survey General of India, Government of India. Copyright 1993. The
territorial extent of the province is shown as a distance of fifteen nautical
miles from the territorial boundary line. Responsibility for the
accuracy of names and references lies with the publisher.

PUNJAB
CANAL NET WORK

--- CANAL
• CANAL HEAD WORKS
+ OTHER CITIES AND TOWNS
--- RIVERS

Scale: 1:1,500,000

10 20 30 40 50
Kilometres
### Road Length in India – Some Indicators (Kilometre)

<table>
<thead>
<tr>
<th>Year/State/UTs</th>
<th>National Highways</th>
<th>State Highways</th>
<th>Total Surfaced</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1992</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1993</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1994</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1995</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1996</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1997</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Source:** CSO (June 10, 2002); Statistical Abstract, India, 2001.

**Economic and Political Weekly** November 30, 2002

---

**Notes:**
(a) On March 31, 1996; (b) on March 31, 1995; (c) on March 31, 1994; (d) Ex-roads under BRD and other department. *Reconciled figures in respect of municipal roads. **Data for all the years, excluding 1997, include rural roads constructed under Jawahar Rozgar Yojana. Source: CSO (June 10, 2002); Statistical Abstract, India, 2001.