

CHAPTER VII

COMMUNICATIONS

Old-time routes

The Chikmagalur district consists largely of *malnad* parts which lie to the west bordering on the western ghats. The *maidan* tract of the district is situated to the east, and the transition from the *malnad* to *maidan* is very marked in some places. Road-making is not easy in the *malnad* areas because of their hilly nature. References in respect of old-time routes are scarce, and nothing can be said with certainty about them. Some roads as distinguished from mere tracks must have existed to serve mainly military and commercial needs. They were being maintained by local authorities. The principal traffic between the *malnad* and the *maidan* taluks was formerly through five *kanives* (passes), namely, Talagudde, Talamakki, Biranahalli, Gante Vinayaka and Sital Mallappa. During the administration of Sir Mark Cubbon, who was the British Commissioner of the old Mysore State from 1834 to 1861, the roads were classified as imperial, provincial and district roads. Later in 1902-03, after the establishment of a District Board, a local self-governing body, several roads were laid out in the interior connecting the taluk headquarters. A primary duty of the District Board, Taluk Boards and Municipalities was to use the funds at their disposal for the maintenance and improvement of local communications. Gradually, the ghat roads were widened and made all-weather highways. After rendition of the State to the Wodeyar royal family in 1881, the Baba-Budan Hill Road was formed to a length of 72 km (45 miles). A bridge at Balehonnur across the river Bhadra and another bridge at Hariharapura across the river Tunga were also constructed. In recent years, a good deal of improvement of transport and communication has taken place. In 1880, the total road-length maintained both under Provincial and District Funds was 683 km (427 miles), and in 1901, it was 994 km (621 miles). In 1930, there were twelve Provincial Roads and 42 District Fund Roads in the district and their total lengths were 523 km (327 miles) and 512 km (320 miles) respectively.

Types of roads

According to the Nagpur Plan, the roads are classified into five categories, namely, the National Highways, State Highways, Major District

Roads, Other District Roads and Village Roads. The National Highways form the arteries of the country. They connect the State capitals, metropolitan cities and important centres of major activities in the country. They are maintained by the Public Works Department of the State in which they lie, with the help of the Central Government funds. The State Highways connect district headquarters and the National Highways, and serve as main channels of traffic to and from the District Roads within the State. The Major District Roads link important marketing centres with the railways, National Highways and State Highways. The Other District Roads link important market places. Approach roads from the main roads to the villages, which have generally unmetalled surfaces, form the Village Roads.

There are no National Highways in this district. In 1979, there were five State Highways, 38 Major District Roads, 42 Other District Roads and 101 Village Roads in the district, in charge of the Public Works Department. In the *malnad* areas of the district, there are also some important ghat roads which are as follows: (1) Baba-Budangiri Hill Road, (2) Chikmagalur-Tarikere Road, (3) Chikmagalur-Narasimharajapura Road, (4) Jakkanahalli-Avati-Kanathi Road, (5) Kottigehara-Kalasa Road, (6) Kalasa-Malleshwara Road, (7) Kadur-Bantwal Road, (8) Sringeri-Karkal Road, via Miyarghat and (9) Shiravase-Sangameshwarapet Road.

State Highways

The State Highways in this district as on 31st March 1979 were: (1) Bilikere-Tarikere Road, (2) Mudigere-Chikballapur Road, (3) Kadur-Bantwal Road, (4) Tumkur-Honnavar Road and (5) Padubidri-Kottigehara Road.

(1) *Bilikere-Tarikere Highway* (State Highway No. 57).—This State Highway connecting Bilikere of Mysore district and Tarikere of this district passes via Krishnarajanagar, Holenarasipur, Hassan and Chikmagalur. It covers a length of 66.8 km in Chikmagalur district and is black-topped. It traverses over a part of the Baba-Budan hills and joins the Tumkur-Honnavar Road near Tarikere.

(2) *Mudigere-Chikballapur Highway* (State Highway No. 58).—This State Highway starts from Mudigere of this district, and connects Chikballapur of Kolar district, by passing through Belur, Halebid, Banavara, Hulyar, Sira and Gauribidanur. It covers a length of about 17.1 km in Chikmagalur district and is black-topped. It is the shortest State Highway in the district.

(3) *Kadur-Bantwal Highway* (State Highway No. 64).—This State Highway, which connects Kadur with Bantwal of Dakshina Kannada district, passes via Chikmagalur and Mudigere of this district and Belthangady of Dakshina Kannada district. It is the longest State Highway in the district covering a total length of 100.5 km in the district, of which

a length of 36 km is cement-concreted and the remaining black-topped. This Highway passes through the Charmudi Ghat and enters the Dakshina Kannada district near Kottigehara.

(4) *Tumkur-Honnavar Highway* (State Highway No. 68).—This State Highway connects Tumkur, which is on National Highway No. 4, with Honnavar which is on National Highway No. 17. It passes via Tiptur, Arasikere, Kadur, Tarikere, Bhadravati and Shimoga. The total length traversed by this Highway in this district is 59 km of which a length of three km is cement-concreted and the remaining black-topped.

(5) *Padubidri-Kottigehara Highway* (State Highway No. 66).—This State Highway is connecting Padubidri with Kottigehara. It passes via Karkal, Bajagoli, Malleshwara, Kalasa and Magundi. The total length traversed by this Highway in this district is 94 km which is fully black-topped.

Major District Roads

The important Major District Roads are : (1) Tarikere-Mangalore Road which runs for 67.40 km in the district, of which a length of 11.40 km is cement-concreted and the rest black-topped, (2) Vastare-Koppa Road which is the longest Major District Road having a length of 79.70 km in the district, and which is fully black-topped, (3) Baba-Budangiri Hill Road which is 59.50 km and black-topped, (4) Kottigehara-Kalasa Road which is 44.30 km and black-topped, and (5) Chikmagalur-Narasimharajapura Road which runs for 42 km of which 27.30 km is black-topped, 5.60 km water-bound-macadam and the rest motorable, as in 1979.

Other District Roads

Among the more important Other District Roads are : (1) Birur-Yagati-Singatagere-Sanigere Road (42.70 km), (2) Singatagere-Haralagatta-Huligere Road (36.40 km), (3) Jayapura-Balehole Road (29 km), (4) Kudregundi-Muttinakoppa Road via Mudaba (29 km), (5) Shiravase-Sangameshwarapet Road (29 km) and (6) Balegadi-Balehonnur Road (29 km). These are some of the longest roads in this district. Many of the Major and Other District Roads are black-topped, fully or partly, and the rest of their lengths are water-bound-macadam or motorable. Their total lengths were 703 km and 577 km respectively as on 31st March 1979.

Village Roads

The Village Roads, which are 101 in number, are generally of shorter distances. Their total length was 936 km of which 40 km was black-topped, 398 km water-bound-macadam, 254 km motorable and 244 km non-motorable as on 31st March 1979.

The extent of Village Roads in this district as on 31st March 1979 was 2,678 km of which a length of 936 km was in charge of the Public Works Department (including 42 km of Irrigation Tract Road), 1,488 km in charge

of the Taluk Development Boards and 212 km in charge of the Forest Department. In respect of Village Roads, a length of 40 km was black-topped and an extent of 398 km was of water-bound macadam type, while the motorable extent was 254 km, a length of 244 km was non-motorable as on 31st March 1979. Out of 984 inhabited villages (as per 1971 census) in the district, 357 (36 per cent) were connected by all-weather roads, 593 (50 per cent) were connected by fair-weather and katcha non-motorable roads and 34 (14 per cent) were not connected by any roads, as on 31st March 1979.

Roads in Kudremukh area

The Kudremukh Road Division was formed at Kalasa under the administrative control of the Superintending Engineer, Mangalore Circle, Mangalore, on 28th January 1976 for the execution of the construction or improvements of roads in the Kudremukh area. It is in charge of an Executive Engineer and has five subdivisions. The communication facilities provided by this division in this district are: (1) improvement of Kalasa-Malleshwara road (20 km), (2) construction of Malleshwara-Mangalore road in *ghat* section upto Dakshina Kannada district border (25 km), (3) improvement to (a) Sringeri-Nemmar road (8.10 km), (b) Nemmar-Heggaon road (8.10 km), (c) Heggaon (Mutholi) Kerekatte-Ganapatikatte border road (13.80 km) and (d) Ganapatikatte-Gangamoola road (8.60 km). The total expenditure involved upto the end of March 1978 was Rs. 456.88 lakhs.

Road-lengths

The total road-length in the district as on 31st March 1979 was 4,295 km of which the Public Works Department maintained 2,553 km including Irrigation Tract Road of 42 km, the Taluk Development Boards 1,488 km and the Forest Department 212 km. The State's total road-length as on 31st March 1979 was 95,363 km. Thus the average road-length per lakh of population in the district was 583 km whereas the State average was 325 km. The district's road-length per 100 square km was 60 km as against the State average of 50 km as on 31st March 1979. The proportionate figures of the district as compared to the Karnataka State as a whole as on 31st March 1979 are given below.

Category of roads	Road-length in Karnataka State (km)	Road-length in Chikmagalur district (km)	Percentage
National Highways	1,968	Nil	—
State Highways	7,802	337	4.0
Major District Roads	12,895	703	5.4
Other District Roads	9,048	577	6.3
Village Roads	63,650	2,678	4.2
Total	95,363	4,295	4.6

Particulars of road-lengths in Chikmagalur district for some years from 1956 to 1979 are given hereunder.

(in kilometres)

Year (as on 31st March)	Road-length in charge of			Total	Surfaced length	Unsurfaced length
	Public Works Department	Taluk Develop- ment Boards	Forest Department			
1956	1,181	859	—	2,040	1,083	957
1961	1,610	488	64	2,162	1,127	1,035
1966	1,750	743	64	2,557	1,350	1,207
1969	1,875	697	78	2,650	1,594	1,056
1971	1,967	708	78	2,753	1,610	1,143
1973	2,053	885	104	3,042	1,723	1,319
1974	2,053	1,093	225	3,371	1,832	1,539
1975	2,053	1,093	225	3,371	1,858	1,513
1976	2,345	1,005	208	3,558	1,935	1,623
1977	2,345	1,005	208	3,558	1,980	1,578
1978	2,512	797	212	3,563	2,016	1,547
1979	2,553	1,488	212	4,295	2,063	2,227

The table given below shows the gradual development of roads in respect of road-lengths per hundred square kilometres for some years from 1956 to 1979.

(Per hundred square kilometres)

Year as on 31st March	Surfaced length	Unsurfaced length	Total length
1956	15	13	28
1961	16	14	30
1966	18	16	34
1969	22	14	36
1971	22	16	38
1973	24	18	42
1974	25	22	47
1975	26	21	47
1976	27	22	49
1977	27	22	49
1978	28	21	49
1979	29	21	60

Statements giving lengths of different types of roads for some recent years and taluk-wise particulars of road-lengths are appended at the end of the Chapter. An additional length of 142 km of roads was in charge of the municipalities and another extent of 935 km of roads was in charge of village panchayats as on 31st March 1979. A length of 42 km of Ayacut Roads was also being maintained by the Chief Engineer of the Irrigation Projects in Karnataka, in the Bhadra Project area of Tarikere taluk. An extent of 1,273 km of roads was taken over as State Fund Roads from the Taluk Boards and other agencies during the period from 1958-59 to 1978-79.

Rural Communication Programme

A Rural Communication Programme with the object of providing important villages with a network of fair-weather roads was launched in the Karnataka State during the year 1959-60. It consists of (a) construction of roads, (b) construction of missing links and (c) construction of cross drainage works with linear water-ways of more than 6.1 metres on non-P.W.D. roads. These roads laid out with gravels or local soil are mainly intended for cart traffic. In this district, a length of 1,615 km of roads and 658 cross drainages were completed under the Rural Communication Programme to the end of March 1979. A length of 420 km was transferred to the Public Works Department as State Fund Roads, and another extent of 255 km was given over to the Taluk Development Boards for maintenance. In 1979, a length of 940 km of such roads remained in charge of the Rural Communication Programme. The total expenditure incurred on this programme to the end of 31st March 1979 is Rs 165.97 lakhs.

Expenditure on roads

The amounts spent by the Public Works Department on roads in this district from 1970-71 to 1978-79 were as follows.

(Rupees in lakhs)

Year	Original works	Repair works	Total
1970-71	23.85	30.01	53.86
1971-72	18.89	21.26	40.15
1972-73	20.46	24.45	44.91
1973-74	17.36	23.60	40.96
1974-75	11.34	21.84	33.18
1975-76	8.20	15.54	23.74
1976-77	188.84	45.94	234.78
1977-78	299.04	48.80	347.84
1978-79	92.57	71.35	163.92

Bridges

There were 26 major bridges having a linear waterway of more than 30.48 metres, and 1,089 minor bridges with a waterway of less than 30.48 metres as on 31st March 1979. All of them were situated on the State Fund Roads. The total linear waterway of the major bridges was 1,602.58 metres. The arched bridge across the Bhadra river on Vastare-Koppa road near Balehonnur has a linear waterway of 167.64 metres. Other bridges, which have a linear waterway of more than 91.44 metres, are (1) bridge across the Tunga river on Tarikere-Mangalore road near Nagalapura (137.16 metres), (2) bridge across the Bhadra river on Tarikere-Mangalore road and Shimoga-Narasimharajapura road (127.96 metres) and (3) bridge across the Tunga river on Jayapura-Sringeri road near Menase (97.52 metres). The following statement gives some particulars of the major bridges existing in the district from 1956 to 1979.

Year (as on 31st March)	Number of major bridges having linear waterway of more than			Total
	30.48 metres but less than 91.44 metres	91.44 metres but less than 152.40 metres	152.40 metres but less than 304.80 metres	
1956	8	2	1	11
1961	11	2	1	14
1966	12	2	1	15
1971	18	3	1	22
1972	19	3	1	23
1973	20	3	1	24
1976	20	3	1	24
1977	20	3	1	24
1978	21	4	1	24
1979	22	4	1	26

The expenditure incurred on bridges in the district during recent years was as given below.

Year (as on 31st March)	(Rupees in lakhs)		
	Original works	Repair works	Total
1971	7.75	0.81	8.56
1972	5.82	0.59	6.41
1973	7.85	0.51	8.36
1974	4.95	0.50	5.45
1975	4.09	0.47	4.56
1976	3.09	1.41	4.50
1977	7.12	5.65	12.77
1978	11.06	1.80	12.92
1979	19.24	7.10	20.34

Vehicles and conveyances

Before the introduction of rail communication and other mechanised transport in the district, bullock-carts and pony-driven *jatkas* were the only means for travelling and transportation. In several parts, where there were no cart-tracks, pack-animals were more in use for transport purposes. In the *ghat* sections, usually porters were engaged to carry things. Bullock-carts are playing an important part in the district even now. There are pony-driven *jatkas* in some of the towns. Bicycles are an easy and cheap mode of conveyance and are found in good number in the district.

The quicker means of conveyance in use are buses, cars, jeeps, lorries, trucks, motor-cycles, scooters, etc. Auto-rickshaws were introduced in 1972. Their number, which was only three in that year, had risen to 116 by 31st March 1979. They are found mainly in Chikmagalur town. In recent years, some well-to-do farmers have taken to the use of tractors, and there were 1,028 tractor trailers and others in the district as on 31st March

1979. It is found that a little earlier than about 1928, there were motor buses plying as public carriages every day from Chikmagalur to Kottigehara via Mudigere and to Koppa, Tarikere, Birur and Kadur. There were 1,551 motor vehicles in 1968 and their number had increased to 4,915 by 31st March 1979. The numbers of various types of registered vehicles in the district from 1970-71 to 1978-79 are given in a table at the end of the chapter.

Public transport

Public transport is an important factor in economic development. Hence, an adequate and well-organised system of transport is very essential. In recent years, there has been considerable expansion in respect of public transport in the district by the efforts of the Karnataka State Road Transport Corporation (K.S.R.T.C.) which is a public undertaking. There is a depot of this Corporation at Chikmagalur, which was started in 1961 when the Hassan Division of the Corporation came into existence. It has a workshop where repairs are done and maintenance of vehicles is looked after. The depot, which has to cater to the transport needs of the people of the district, is operating comprehensive transport services on the mofussil routes of the district. There has been route-wise nationalisation, and nationalisation of passenger transport has not been completed in this district. Eleven routes were nationalised under Hassan scheme in 1961, and 18 under Mangalore-Shimoga scheme in 1968. The route of Chikmagalur-Bangalore via Kadur and Arasikere was nationalised under Bangalore scheme. The construction of a modern depot for the benefit of the travelling public has been taken up. Transport facilities have been provided to the college students at concessional rates in Chikmagalur town. Long-distance night services and semi-luxury services are also operated from this depot. The salient operational data of the Chikmagalur depot of the K.S.R.T.C. from 1971-72 to 1975-76 were as given below.

Particulars	1971-72	1972-73	1973-74	1974-75	1975-76
Total number of Schedules	37	44	44	45	61
Daily service kilometers operated	7,989	8,598	9,970	10,698	11,123
Average number of passengers carried per day	13,535	15,090	16,663	18,748	23,000
Revenue realised per kilometre (Paise)	141.2	146.2	147.7	163.5	174.3
Average daily traffic revenue (Rupees)	11,279	12,576	14,670	17,489	19,389

Source : General Manager, K.S.R.T.C. Central Offices, Bangalore.

Besides the K.S.R.T.C. services, there are several private agencies operating their services on various routes. There were 101 private buses operating on such routes in 1979.

All motor vehicles in the district come under the Karnataka Motor Vehicles Act of 1939. All vehicles run by petrol and diesel have to be registered according to the vehicle's horse-power, seating capacity, capacity for laden weights, etc., and vehicle taxes have to be paid to the Government. Lorries and trucks have increasingly come into use for carrying merchandise, since they provide a quick and convenient means of transport. Public carriers are those vehicles which are meant to be hired out to customers. Motor vehicles include motor-cycles, scooters, trucks, jeeps, etc. The statement given below shows the number of road accidents in the district during some recent years.

<i>Year</i>	<i>Number of accidents</i>	<i>Number of persons killed</i>	<i>Number of persons injured</i>
1972-73	130	17	—
1973-74	103	34	62
1974-75	131	33	42
1976-77	184	29	113
1978-79	237	50	310

Source : Commissioner for Transport, Bangalore.

Railways

A Bangalore-Harihar railway line was thought of in October 1882 with a view to laying a meter-gauge main line from Bangalore to Poona. Earlier in the year 1863-64, a survey for a line between Bangalore and Tumkur had been completed. But the actual construction was taken up in 1882 and the section from Bangalore to Tumkur was completed and opened for traffic in August 1884. This line was subsequently extended to Gubbi. Further construction work was interrupted for some time owing to financial constraints. Then this work was entrusted to what was called the Southern Mahratta Railway Company under an agreement, stipulating that the whole line from Mysore to Harihar via Bangalore was to be administered by the Company as an entirely separate system. The Company, to which the whole line was transferred, was to retain 25 per cent of the net earnings of the entire line, and also an interest at the rate of four per cent capital was to be guaranteed to be paid to it. Three-fourths of the net earnings was to be paid to the Mysore Government. Adhering to these stipulations, the Southern Mahratta Railway Company carried on the construction work. The section from Birur in this district to Harihar in Chitradurga district was opened for traffic on 21st February 1889 and from Gubbi in Tumkur district to Birur on 12th August 1889. The Birur-Shimoga section was sanctioned in 1896. It was completed in 1899 at a cost of Rs 22,94,457 and opened for traffic on 1st December 1899. Later, this line was gradually extended from Shimoga to Talaguppa by 1940. The Bangalore-Harihar section was transferred to the Mysore State Railway on 1st January 1938. The line came

under the direct control of the Government of India from 1st April 1950, as a result of the federal financial integration.

The Bangalore-Miraj metre-gauge railway line passes through the eastern side of the district in Kadur and Tarikere taluks. The branch line from Birur to Talaguppa passes through Tarikere, Bhadravati and Shimoga. Out of these two railway lines, 59.92 km of the main line (Bangalore-Miraj section) and 34.34 km of the Birur-Talaguppa branch line lie within Chikmagalur district. Thus a total of 94.26 km of the two metre-gauge lines serve the district, with six stations on Bangalore-Miraj main line, namely, (1) Devanur, (2) Kadur, (3) Birur, (4) Nagavangala, (5) Ajjampura and (6) Shivane and three stations on the Birur-Talaguppa branch line, viz., Birur, Shivapura and Tarikere, and one train halt at Karanahalli. Kadur serves as an out-agency for Chikmagalur and as an important station for the traffic from and to Bangalore. Amenities such as retiring rooms have been provided at this station. Birur is a railway junction station from which the branch railway line takes off to Talaguppa. It is the rail head for goods traffic to and from the industrial complex at Bhadravati and also for the tourist passengers travelling from this direction to the world-famous Jog Falls which is situated near Talaguppa. The entire railway line in Chikmagalur district is under the jurisdiction of the Mysore division of the Southern Railway.

Tramways

There was a tramway (2'-0" gauge) line from Tarikere to Narasimharajapura via Lakkavalli, traversing a distance of 42.81 km (26.6 miles). A branch line of this from Tadasa to Hebbe covered another distance of 15.45 km (9.6 miles). They were intended to carry forest produce at a cheaper rate of transport. Later on, they were used for carrying other goods in addition and also passengers. The Tarikere-Lakkavalli line was opened for goods on 15th January 1915 and for passengers on 22nd May 1915. It was extended to Narasimharajapura on 15th May 1917 and the Tadasa-Hebbe branch line started functioning from 5th February 1921. These lines had to be removed in 1949 due to submergence of the area in the Bhadra reservoir.

Another tramway line of 2'-0" gauge connecting Tanigebailu of this district with Bhadravati in Shimoga district was opened in 1923. It covers a distance of 40.22 km. Iron ore mined at Kemmannungundi is carried to Tanigebailu, lying at the foot of the hill 4.8 km away, by means of a rope-way. From the rope-way terminal, the iron ore is further transported on the tramway in Hopper wagons hauled by steam locomotives to the Visvesvaraya Iron and Steel Limited, Bhadravati. Sinter, produced at the sintering plant at Tanigebailu, is also transported by tramway trains to Bhadravati.

Survey for Kadur-Chikmagalur Railway

There has been a long-standing popular demand for Kadur-Chikmagalur rail communication. The local bodies and the public repeatedly urged for it from time to time. The greatest drawback of this district, in the past, was its difficult accessibility and relative isolation of the malnad parts. Roads of modern standards could not be laid easily and there has been the problem of their maintenance in the hilly tracts. In view of the physical features of the district, motor vehicles could not prove an efficient and adequate substitute for railways. The railways being a far more helpful, massive, reliable and cheaper mode of transport, it was eagerly hoped that a new era would be brought about in the malnad belt by constructing railway lines. The District Board collected about rupees five and a half lakhs in the form of railway cess by 1926, fulfilled the conditions stipulated and urged for laying of Kadur-Chikmagalur railway line. Accordingly, this project was sanctioned by the Government of princely State of Mysore in February 1926. The public and the District Board urged its speedy execution. However, after engendering much expectation, the project was shelved with the plea that it would be quite costly and might result in an annual loss of about Rs. 48,000. But nevertheless, the railway cess was continued to be levied. In 1932, the District Board again took up this question and emphasised the essential need of the district in this respect on the following grounds: (1) The railway communication was a positive necessity and could be undertaken at a cost of about Rs. 20 lakhs (as per the fourth estimate), a cost quite within the expectation of the Government and the District Board, (2) There was likelihood of the line being financially successful at an early date as it would enhance trade and commerce, (3) The District Board would not claim any interest on its capital until the line became profitable and would make good the losses, if any, equal to its quota, (4) The railway cess collected had amounted to Rs nine lakhs by this time, exclusive of Rs one lakh proposed to be set apart for development of rural communications, (5) The people were ready to tax themselves to make the scheme a success, (6) Great bulk of goods traffic would be diverted to this line from other costly routes and the earning capacity would increase, (7) The work could be started with the help of the District Board funds in the first instance, and the Government would also be getting some returns by sale of sleepers from the Forest Department and supply of iron materials by the Government-owned Iron and Steel Works, Bhadravati, (8) Every other district headquarters town of the princely Mysore State was connected by railway except only Chikmagalur, (9) Commercial possibilities of the *malnad* were more extensive than those of the *maidan*, (10) The people of the district were paying cess even after the abandonment of the project, in the hope that Government would appreciate this and fulfil their aspiration and also sentimental longing.

However, nothing tangible emerged for many years. Later, in 1955, when a survey for Mangalore-Hassan railway line was taken up, the Railway

Board carried out a survey to investigate the feasibility of providing a rail connection from Kadur to Sakaleshpur as an alternative to Hassan-Sakaleshpur line. A traffic survey of Kadur-Chikmagalur-Sakaleshpur route via Belur as also of another route via Mudigere was done. The report of this traffic survey, which included examination of financial implications, was submitted to the Railway Board in 1961. However, it was thought that the project would not be remunerative, and the matter rests at that.

Survey for Chikmagalur-Hassan Railway

There was also a proposal for a Chikmagalur-Hassan railway line and for linking it up with the proposed Hassan-Mangalore railway line in order to enable transportation of coffee, iron ore, etc. The engineering survey of 60.5 km was carried out in this respect in 1912 and a project estimate was submitted in 1914. This matter was not, however, further pursued by the concerned.

Travel and tourist facilities

There are many natural beauty spots and places of cultural and historical interests in the district, which attract tourists and pilgrims (see Ch. XIX). The famous Krishnarajendra Hill Station near Kemmannugundi in Tarikere taluk of the district is a major attractive tourist centre of the State. The district has a great scope for development of tourism. In recent years, there has been some improvement of travel and tourist facilities. In olden days, there were *dharmashalas*, *chhatras*, *chavadis*, etc. Now there are rest houses provided by the Public Works Department, Forest Department and others. In 1895, there were 26 bungalows in various places of this district, originally meant for the accommodation of European travellers. There were also 11 inspection lodges in this district. For native travellers, there were Government *chhatras* at Kadur and Tarikere and *musafirghanas* at 13 places of this district. In 1928, there were 31 travellers' bungalows, 17 *musafirghanas*, 12 forest lodges and three Public Works Department lodges. In 1976, there were nine rest houses maintained by the Public Works Department, one in every taluk headquarters and one each at Kottigehara and Krishnarajendra Hill Station. These bungalows are primarily meant for touring officers at concessional rates of rent, but when not occupied by Government Officers, they are hired out to the public. The Taluk Development Boards have also maintained rest houses at Aldur, Ajjampura, Balehonnur, Gonibeedu, Javali, Jayapura, Kalasa, Sakrepatna, Singatagere and Yagati. The Kadur Taluk Development Board has maintained a *musafirghana* at Birur. Some of the old-type rest houses are also still in existence. The Forest Department has rest houses at twelve places, namely, Kemmannugundi, Hunasaghatta, Sukalahatti, Kowlapura, Kesave, Sangameswarapet, Magundi, Kerekatte, Chikkagrahara, Samse, Malleshwara and Burz. The Horticultural Department is maintaining eleven lodges and houses which contain 26 rooms at Krishnarajendra Hill

Station. The number of visitors to this Hill Station is gradually increasing. Whereas in 1968-69, the number of accommodated visitors was 7,638 and of casual visitors 12,415 and in 1977-78, the number of accommodated visitors was 43,450 and that of casual visitors 95,450. The well-known pontifical monastery at Sringeri has a large guest house for pilgrims. There is also a *dharmashala* at Simhanagadde in Narasimharajapura taluk maintained by Jaina Basti Matha. At Horanadu, lodging and boarding facilities are provided by the Annapurneshwari temple authorities to the pilgrims. There are several private lodging and boarding houses at Chikmagalur and in some other towns of the district.

Posts and telegraphs

It is known that in the 17th century there was a regular system of local post called *anche*. For many years, it appears to have been almost wholly devoted to the conveyance of official despatches. It had gradually expanded and was serving well the needs of the times. In the 19th century, it was controlled by a *Bhakshi* who was in direct subordination to the Commissioner. *Anche* offices were located at every taluk headquarters as well as in every town of any size or importance. The establishments of both office clerks and runners, though for the most part under-paid, were organized and the service on the whole could be said to be conducted with much regularity and efficiency. The local post carried letters (ordinary and registered), book packets, news-papers and ordinary parcels. Postage stamps were not yet in use, and prepayment of postage in cash was compulsory. Articles could not be insured and there was no postal order system or value payment post. Later on, certain measures were taken to improve the efficiency of the service. In 1879-80, the postal system was expanded by appointing *hobli* school masters as *Anche Mutsaddis* by paying them an allowance of Rs 30 per month for doing this extra work. Post-cards were now introduced.

After the rendition of the State to the Wodeyar royal family, the department was reorganised in 1882, and better facilities were provided to the rural population. The number of runners was reduced after the introduction of the railways. The quarter-anna post-cards of the British-ruled regions were introduced in the princely Mysore State by a special arrangement under which the State was paid one pie by the Imperial Post Office on each British Indian post-card used within the limits of the State. Private correspondence went on increasing with the enhancement of facilities. Money orders were issued and paid by the Mysore Treasuries, and there was an exchange of orders with the British-governed regions of India through the Bangalore Post Office. In 1889, the local postal system of the princely State of Mysore was amalgamated with the Imperial Postal System. Postal buildings and huts of the postal runners were transferred free of charge to the Imperial Postal System. From 1918, new post offices were opened and the existing ones were improved. Motor bus services began to be utilised

for carrying mails. Telegraph facilities were made available at the district headquarters and a few other important centres.

There is one Head Post Office in Chikmagalur town and it is the oldest Post Office in the district. Since 1924, it is functioning in its own departmental building. The Senior Superintendent of Post Offices, Mysore, was the superior administrative authority over the post offices in the district until 1961 when they were brought under the newly created Shimoga Division. In 1979, a separate postal division for Chikmagalur district was formed. There are three postal sub-divisions with their headquarters at Chikmagalur, Koppa and Birur, and one Inspector of Post Offices is in charge of each subdivision. In the year 1961, there were one Head Post Office, 25 sub-post offices and 90 branch post offices which also included seven combined offices (postal-cum-telegraph offices) in the district, and on 1st April 1976, there were one Head Post Office, 40 sub-post offices and 225 branch post offices in the district which also included 55 combined offices (postal-cum-telegraph offices). All the revenue villages in the district are being served daily by the extra-departmental delivery agents. There were 372 letter boxes in the district in 1976. The number of Savings Bank Accounts, as on 1st April 1976, was 17,579, and the number of National Savings Certificates issued was 9,598 (see also ch. VI). The number of letters, registered newspapers, book-packets and parcels delivered in the district during the years 1974-75, 1975-76 and 1978-79 were as follows.

<i>Year</i>	<i>Letters</i>	<i>News- papers</i>	<i>Book- packets</i>	<i>Parcels</i>
1974-75	10,34,673	79,674	1,28,384	6,193
1975-76	11,02,392	85,342	1,29,495	6,231
1976-77	11,03,568	89,664	1,36,464	6,288
1978-79	17,70,037	3,89,614	2,01,550	15,603

The number of money orders booked and paid and the number of telegrams booked and delivered during some recent years were as follows.

<i>Year</i>	<i>Number of money orders booked</i>	<i>Number of money orders Paid</i>	<i>Number of telegrams booked</i>	<i>Number of telegrams delivered</i>
1975-76	2,49,757	1,44,527	63,077	62,678
1976-77	2,71,521	1,54,498	59,998	58,927
1977-78	3,37,493	2,05,873	65,561	75,537
1978-79	3,01,141	3,04,411	28,422	31,261

Telephone amenities

The number of telephone connections is increasing year after year. The oldest telephone exchange in the district is at Chikmagalur which was opened in 1956. Three years later in 1959, the second exchange was started

at Kadur. There were 36 telephone exchanges in the district as on 30th June 1977. More exchanges are being opened and expansion of existing ones is also in progress to provide greater facilities to the public. The telephone exchanges of this district come under the jurisdiction of the Divisional Engineers, Telegraphs, Mysore and Davanagere. In 1979, the number of telephones in use in the district was 2,188 and there were also 64 public call offices, and the following statement indicates the details of telephone exchanges in the district, with places arranged alphabetically for the various taluks.

<i>Sl. No.</i>	<i>Name of Exchange</i>	<i>Taluk</i>	<i>Year of opening</i>	<i>Type</i>	<i>Capacity</i>	<i>Working connections</i>
1.	Aldur	Chikmagalur	1970	Auto	45/50	46
2.	Anoor	do	1975	„	45/50	24
3.	Avati	do	1977	„	45/50	35
4.	Chikmagalur	do	1956	„	700	623
5.	Kabbinahalli	do	1976	„	25	18
6.	Kelagur	do	1977	„	45/50	14
7.	Mallandur	do	1967	„	45/50	38
8.	Sangameshwarpet	do	1974	„	45/50	24
9.	Siruvase	do	1977	„	45/50	18
10.	Togarihankal	do	1972	„	45/50	26
11.	Birur	Kadur	1974	„	45/50	33
12.	Hirenallur	do	1977	„	45/50	13
13.	Kadur	do	1959	Manual	100	75
14.	Panchanahalli	do	1973	Auto	25	8
15.	Sakrepatna	do	1973	„	45/50	13
16.	Yagati	do	1967	„	10	7
17.	Balehonnur	Koppa	1960	Manual	100	49
18.	Basarikatte	do	1976	Auto	45/50	21
19.	Hariharapura	do	1972	„	45/50	18
20.	Jayapura	do	1966	„	45/50	28
21.	Koppa	do	1960	Manual	100	81
22.	Magundi	do	1976	Auto	25	12
23.	Banakal	Mudigere	1976	„	45/50	30
24.	Gonibeedu	do	1972	„	45/50	35
25.	Gowdahalli	do	1977	„	45/50	14
26.	Hirebailu	do	1976	„	45/50	27
27.	Javali	do	1965	Manual	100	46
28.	Kalasa	do	1971	„	50	25
29.	Malleshwara	do	1977	„	100	55
30.	Mudigere	do	1963	„	200	134
31.	Narasimharajapura	Narasimharajapura	1966	Auto	45/50	26
32.	Sringeri	Sringeri	1964	„	45/50	39
33.	Ajjampura	Tarikere	1964	„	25	10
34.	Kemmannugundi	do	1975	„	45/50	16
35.	Lakkavalli	do	1974	„	25	18
36.	Tarikere	do	1963	Manual	100	54

Radio sets

Radios have become very popular in the district, especially transistors in the rural areas. In 1979, there were 10,79,921 licensed radio sets in Karnataka, of which the Chikmagalur district accounted for 30,476. This meant that whereas there were 4,428 radio sets per lakh of population in Karnataka as a whole, in this district the proportion was 4,062, i.e., a little less than the State average.

Statement showing the total road-lengths in charge of Public Works Department, Taluk Boards and Forest Department in Chikmagalur district for some recent years (as on 31st March of each year) (Length in Kilometres)

Year	Classificationwise break-up					Surfacewise break-up							
	State High ways	Major District Roads	Other District Roads	Village Roads	Total	Surfaced length			Unsurfaced length				
						Cement concrete	Black-topped	Water-bound macadam	Total	Motorable	Non-motorable	Total	
1	2	3	4	5	6	7	8	9	10	11	12	13	
1971	P	226	746	592	403	1,967	51	872	656	1,579	182	206	388
	T	—	—	—	708	708	—	—	210.7	210.7	248.3	249	497.3
	F	—	—	—	78	78	—	—	1	1	30.5	46.5	77
	Total	226	746	592	1,189	2,753	51	872	867.7	1,790.7	460.8	501.8	962.3
1975	P	226	746	632	449	2,053	51	1,028	673	1,752	193	108	301
	T	—	—	—	1,093	1,093	—	1	88	89	435	569	1,004
	F	—	—	—	225	225	—	—	17	17	19	189	208
	Total	226	746	632	1,767	3,371	51	1,029	778	1,858	647	866	1,513

1	2	3	4	5	6	7	8	9	10	11	12	13
1977 P	243	729	632	699	2,303	51	1,062	717	1,830	246	227	473
I.T.	—	—	—	42	42	—	—	42	42	—	—	—
T	—	—	—	1,005	1,005	—	1	62	63	463	479	942
F	—	—	—	208	208	—	—	—	—	—	208	208
Total	243	729	632	1,954	3,558	51	1,063	821	1,935	709	914	1,623
1979 P	337	703	577	936	2,553	53	1,145	765	1,963	341	249	590
I.T.	—	—	—	42	42	—	—	42	42	—	—	—
T	—	—	—	1,488	1,488	—	1	62	63	262	1,163	1,425
F	—	—	—	212	212	—	—	—	—	4	208	212
Total	337	703	577	2,678	4,295	53	1,146	869	2,068	607	1,620	2,227

P=Public Works Department Roads ; T= Taluk Development Board Roads ; F=Forest Department Roads ; I.T.=Irrigation Tract Roads.

Source : Chief Engineer (C & B), Public Works Department, Bangalore.

Statement showing the total road-lengths in charge of Public Works Department, Taluk Board and Forest Department as on
31st March 1979—Talukwise break-up.

Sl. No.	Taluk	Classificationwise break-up					Surfacewise break-up							Road length per lakh of population	Road length per 100 square kms	
		State High ways	Major District Roads	Other District Roads	Village Roads	Total	Surfaced length			Unsurfaced length						
							Cement concrete	Black topped	Water bound macadam	Total	Moto-rable	Non-Moto-rable	Total			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1.	Chikmagalur	P	80	131	121	179	511	21	248	133	402	44	65	109		
		T	—	—	—	591	591	—	—	—	—	54	537	591		
		F	—	—	—	70	70	—	—	—	—	—	70	70		
	Total	80	131	121	840	1,172	21	248	133	402	98	677	770	670	73	
2.	Kadur	P	51	84	79	219	433	18	137	196	351	71	11	82		
		T	—	—	—	240	240	—	1	19	20	50	170	220		
		F	—	—	—	13	13	—	—	—	—	—	13	13		
	Total	51	84	79	472	686	18	138	215	371	121	194	315	367	48	
3.	Koppa	P	—	97	120	118	335	3	164	99	266	62	7	69		
		T	—	—	—	106	106	—	—	—	—	108	—	106		
		Total	—	97	120	224	441	3	164	99	266	168	7	175	649	77
4.	Narasimha- rajapura	P	—	120	78	79	277	2	98	80	180	38	59	97		
		T	—	—	—	44	44	—	—	24	24	5	15	20		
		F	—	—	—	1	1	—	—	—	—	1	—	1		
	Total	—	120	78	124	322	2	98	104	204	44	74	118	749	40	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5.	Mudigere	P	152	52	87	124	415	—	254	105	359	12	44	56	
		T	—	—	—	253	253	—	—	—	—	—	253	253	
		F	—	—	—	16	16	—	—	—	—	—	16	16	
		Total		152	52	87	393	684	—	254	105	359	12	313	325
6.	Sringeri	P	—	59	54	89	202	—	68	31	99	87	16	103	
		T	—	—	—	20	20	—	—	1	1	19	—	19	
		F	—	—	—	16	16	—	—	—	—	—	16	16	
		Total		—	59	54	125	238	—	68	32	100	106	32	138
7.	Tarikere	P	54	160	38	128	380	9	176	121	306	27	47	74	
		I.T.	—	—	—	42	42	—	—	42	42	—	—	—	
		Total P. W. D. Roads.	54	160	38	170	422	9	176	163	348	27	47	74	
		T	—	—	—	234	234	—	—	18	18	28	188	216	
		F	—	—	—	96	96	—	—	—	—	3	93	96	
		Total		54	160	38	500	752	9	176	181	366	58	328	386

P = Public Works Department Roads : F = Forest Department Roads : T = Taluk Development Roads,
I. T = Irrigation Tract Roads.

Source : Chief Engineer (C & B), Public Works Department, Bangalore.

Statement showing the number of various types of registered vehicles in Chikmagalur district as in some recent years

Year (as on 31st March)	Motor cycles	Motor cars	Jeeps	Auto-rick-shaws	Omni-buses	Motor cabs	KSRTC buses	Private buses	Contract carr- iages	Public carriers	Private carriers	Trac- tors	Trai- lers	Others	Total
1971	405	325	285	..	35	15	30	70	..	144	66	259	181	25	1,840
1973	546	277	330	8	32	20	32	66	2	129	63	295	225	16	2,041
1975	980	725	362	33	42	35	32	64	2	223	..	301	289	191	3,279
1977	1,280	960	355	71	48	15	37	82	..	214	104	77	21	703*	3,967
1979	1 585	1010	471	116	60	15	57	101	3	200	326	290	487	251	4,975

Note : *This figure includes 391 tractor-trailer units.

Source : Commissioner for Transport in Karnataka, Bangalore.