

CHAPTER 7

TRANSPORT AND COMMUNICATIONS

Before 1844, the transport system of Dharwad district was very limited and even for the movement of bullock carts, there were no proper roads suitable for all seasons. A few inscriptions do mention about the existence of a major route connecting the district with Goa, well before the advent of the British to India. During the time of the Adil Shahis, goods were transported upto Kadra by river route and from thence, on bullocks to Hubli by road. A Portuguese traveller of the Vijayanagar period mentions his travel to Hampi from Bhatkal via 'Darcha', which has been surmised as Dharwad. There was a road between Rattihalli and Kumta during the Peshwas. Hubli-Kumta road of 110 miles via Sirsi also existed during the Peshwas. Kalghatgi-Yellapur-Arebylghat-Ankola road was 80 miles in length. Kalghatgi-Yellapur-Arebylu - Sadashivghad Ghat road had 78 miles of length. Merchants travelled by these roads which passed through forests. Only during fair weather, bullock carts travelled through some '*kutch*a' roads, and goods were transported even through pathways. But it was not possible during rainy season. In 1850, the road between Dharwad and Belgaum was unsuitable for travel in rainy season with no bridges constructed even on other roads. By 1856, among the roads constructed with bridges, Belgaum-Hubli road, Pune-Harihar route and Dharwad-Mundgod-Sirsi-Kumta road of 110 miles connecting the ports were prominent. On Pune-Bangalore road, a bridge was constructed across the Varada river in 1866, at a distance of 80 km. south of Dharwad. After 1864, formation of new roads and development of roads started briskly with the release of more Local Funds to the Commissioners and Collectors. Dharwad had good roads to Karwar, Kumta and Goa ports in 1884 and on Goa road, transport and communications were carried out on a small scale.

In 1883, Dharwad had 10 important roads, connecting many prominent places, viz., 1. Pune-Harihar, 2. Karwar-Bellary, 3. Dharwad-Kumta, 4. Mundgod-Bankapur, 5. Pala (in North Kanara) to Badami, 6. Havanur-Samasgi, 7. Harihar-Samasgi, 8. Hubli-Sholapur, 9. Tadas-Gondhi, and 10. Masur-Mundargi. These roads were more convenient for the movement of carts only during good weather conditions. On the Dharwad-Kumta road, movement of bullock carts was more, and through this road cotton was transported to Mumbai (hence Dharwad cotton was known also as 'Kumta-cotton'); Besides, cheap salt and salt fish were imported through the Goa route. This trade existed in the southern parts of the district via Kalghatgi, even during the Peshwa regime. The district had routes

passing through hills, which were traversed by employing pack animals. Prominent among them were Soratur-Doni and Veerapur roads in Kappatagudda range. Goods were transported from Misrikote to Goa, Sadashivgad (via Kali river), Ankola and Kumta ports. A road length of 168 km. running from Kalghatgi, Sambrani (north Kanara) and Diggighat to Goa was already in use during the 18th century. The road from Kalghatgi to Yellapur-Baraballi, Ghati-Sadashivgad was a pathway of about 64 km.

Since 1875, attempts were made for the construction of new roads and bridges. The details are given below: 1) A sum of Rs.2,30,705 was spent for the formation of Hubli-Sholapur road, which was completed in 1878-79. After sometimes this road with a length of 180 km. became the main communication link between Sholapur Railway junction and many trade places lying on its pathway. During the great famine of 1876-78, many road works were undertaken. 2) A sum of Rs.1,27,971 was spent for the formation of the road from Gadag to Hesrur which was completed in 1879-80. 3) In 1881-82, Annigeri-Navalgund road was formed at an expenditure of Rs.97,369. 4) A sum of Rs.1,19,868 was spent for the formation of Havanur-Ekkambi road connecting the North Kanara district, which was completed in 1883-84. 5) From Karjagi Railway station, a road was constructed in 1903-04, at a cost of Rs.26,714. In 1910-11, the district had 435 km. of metalled roads and 864 km. of other roads, convenient to be used in favourable seasons. In order to ease the road journey, a cause-way was constructed at a cost of Rs.37,874, across the river Varada near Sangur and another bridge (No.204), at a distance of 80 km. from Dharwad was also reconstructed at a cost of Rs.5,282 during 1917-18.

The formation of railway lines which was started in 1882, by the Southern Maratha Railway Company, and the laying of metre gauge lines in 1887, were important steps in the improvement of transport and communication system of the district. The movement of Banjaras (Lamanis), who were transporting goods on bullock carts in the district declined with the much increased road facilities. However, they continued transporting salt from the coast on pack animals for sometime. Hence, they were called by the name 'Lamani' (originating from the word 'Lavana' meaning salt). In 1803, a new postal line was initiated between Madras and Mumbai and postal bags were exchanged in Dharwad. The post offices established at Hubli and Dharwad were the oldest and the Dharwad post office is known to have been started in 1820. By 1884, telegraph offices were already working in Gadag, Hubli and Dharwad.

ROADS

There was no specific principle drawn up by the Government relating either to the formation of good roads or to the classification of roads till 1926. During that year, the Government of Mumbai constituted a Board for Roads, which later came to be known as Board of Communications. For the first time, provincial roads were classified as Trunk roads and Feeder roads. In 1930, these roads were again divided into three classes. 1) The class I roads included provincial roads which were under the administrative control of the Government. These roads were considered important as they passed through more than one state or province. 2) As class II roads passed through more than one district, they were further classified as IIA and II B. 3) The roads which did not belong to the above category of roads, were considered class III roads. Out of these, while the Government had control over the class I and class II-A roads, class II-B and III roads were under the control of the District Local Boards. In 1930, the Government of India approved the mode of division of roads of the Mumbai province and Dharwad was included under the road network of the Southern circle. The classification of roads was made with the intention of improving roads through financial assistance collected from petrol tax.

Again roads were reclassified based on the vehicular movement as 1) areas with heavy movement of motor vehicles (more than 100 motor vehicles plying per day) 2) Areas with not so heavy, and medium movement of motor vehicles (upto 100 motor vehicles plying per day) and 3) Areas with light movement of vehicles (upto 20 motor vehicles plying per day). There were 350 km. of class I roads in the district as on March 1933. Out of these, the portion of roads from Dharwad to Hubli and Hubli to Kumta, had heavy vehicular movement (43 km.). Moreover, Karwar-Bellary road (formed for the movement of the army), from the border of Dharwad to Kalghatgi, a distance of 16.5 km, had the highest movement of motor vehicular traffic. Out of 681 km. of class III roads, 192 km. were under the control of Government and the remaining 489 km. were under the control of the District Local Boards.

Till 1943, no systematic efforts were made to classify roads in the country. But according to the Nagpur Plan, roads were classified as 1) National Highways 2) State Highways 3) Major District Roads 4) Other District Roads, and 5) Village Roads. These roads classified according to their prominence, were under the control of Public Works Department during the first three years. In the first year (1951-52) of the First Five Year Plan, the roads controlled by the Public Works Department in the district consisted of, 160 km. of State Highways, which included 134 km. of metalled, 11 km. of tarred, and 15 km. of mud roads respectively; 508 km. of other metalled and village roads etc., comprised 484 km. length of metalled, 8 km. of tarred and 16 km. of mud roads respectively. In 1953, there were National Highways, State Highways, Major District Roads and Other District Roads in the district and their details are given here:

National Highway: The Pune-Bangalore National Highway was the only Highway passing through the district. This road which ran to a length of 173 km. within the district was a link road connecting Dharwad, Hubli, Kundgol, Shiggaon, Haveri, Byadgi and Ranibennur taluks.

State Highways: The Karwar-Bellary State Highway starting from Karwar enters the district via Kalghatgi taluk and passes through Hubli, Navalgund, Gadag and Mundargi taluks, with a road length of 98 km, till Hesrur (Mundargi taluk) bordering Bellary district, became the prominent road in the district. Another State Highway, from Kumta port, runs between Kumta and Hubli, passes for 15 km. in Shiggaon taluk, joins the Pune-Bangalore National Highway. The Sholapur-Hubli Highway, starting from Sholapur, traverse through Bijapur, covering the taluks of Nargund, Navalgund and Hubli. The total length of this Highway running through this district is 77 km.

Major District Roads: There are 10 Major District Roads connecting different parts of the district viz., 1) Gadag-Pala road (102 km.) 2) Gadag-Badami road (64 km.) 3) Havanur-Ekkambi road (90 km.) 4) Shirhatti-Mundargi road (36 km.) 5) Dharwad - Haliyal road (33 km.) 6) Dharwad-Goa road, 7) Dharwad - Saundatti road (21 km.) 8) Masur-Guttal road (61 km.) 9) Harihar - Samasgi road (83 km.) and 10) Tadas-Gondhi road (62 km.)

Other District Roads : Other District Roads which connected the rural and urban areas of the district (in 1953) were: **Dharwad taluk** 1) Kittur-Alagawadi road, 19 km; **Hubli Taluk:** 2) Hubli-Hebballi road 7 km.; 3) Kusugal-Byahatti road 6.4 km.; **Navalgund Taluk:** 4) Hebsur-Yamanur road 4.2 km.; **Kalghatgi Taluk:** 5) Bandur-Chalamatti road 24 km.; 6) Kalghatgi-Bammighatti road 13 km.; 7) Kalghatgi-Dharwad old Road 12.8 km.; **Gadag Taluk:** 8) Gadag-Venkatapur road 17 km. 9) Mundargi-Korlahalli Road 9.6 km.; 10) Korlahalli-Hemmigi road 16 km., **Ron Taluk:** 11) Ron-Naregal Road 15 km.; **Ranibennur Taluk:** 12. Halageri-Thumminakatti Road, 16 Km.; 13) Hulihalli-Byadgi Road 11.2 km.; 14) Ranibennur-Gangapur Road 7.2 km.; 15) Ranibennur-Medleri road 12.8 km.; **Hirekerur Taluk:** 16) Rattihalli-

Thumminakatti road 11.8 km. 17) Tavargi-Rattihalli road 10.4 km.; **Kundgol-Mahal:** 18) Kundgol-Yaliwala Road 12 km., **Shirhatti Taluk:** 19) Bellatti-Itagi road 17.6 km. 20) Bellatti-Adaraghatti-Lakshmeshwar Road 20.8 km. 21) Battur-Kadakola road 20.8 km; 22) Varavi-Bannikoppa road 19.2 km. 23) Doddur - Balehosur road 14.4 Km.; 24) Shirahatti-Yalisirur 4.8 km.; 25) Magadi-Yarebudihal road 11.2 km.; **Shiggaon Taluk:** 26) Shiggaon-Attigere Road 18 km.; and **Haveri Taluk:** 27) Somanakatti-Hosaritti road, 8 km.

Table 7.1 : Total Length of Roads (in km.) under different Departments (1951-52)

| Department | Metalled and Asphalted | | Total |
|----------------------------|------------------------|-----------|--------|
| | Roads | Mud Roads | |
| 1. Public Works Department | 808.0 | 33.0 | 841.0 |
| 2. District Local Bodies | 707.0 | 800.0 | 1507.0 |
| 3. Municipality | 280.0 | 90.0 | 370.0 |
| Total | 1795.0 | 923.0 | 2718.0 |

Table 7.2 : Statistics of roads under each Municipality in the district (1951-52)

in km.

| Municipality | Metalled and Asphalted | unmetalled | Total |
|------------------|------------------------|------------|-------|
| 1. Byadgi | 6.0 | 5.3 | 11.3 |
| 2. Dharwad | 89.6 | 12.8 | 102.4 |
| 3. Gadag-Betgeri | 24.0 | 17.7 | 41.7 |
| 4. Gudageri | 3.2 | 0.8 | 4.0 |
| 5. Haveri | 7.6 | 4.7 | 12.3 |
| 6. Hubli | 72.0 | 16.0 | 88.0 |
| 7. Kundgol | 4.0 | 1.6 | 5.6 |
| 8. Lakshmeshwar | 16.0 | 8.0 | 24.0 |
| 9. Nargund | 8.8 | 7.5 | 16.3 |
| 10. Navalgund | 5.0 | 2.6 | 7.6 |
| 11. Ranibennur | 20.8 | 11.2 | 32.0 |
| 12. Savanur | 16.0 | — | 16.0 |
| 13. Shigli | 1.6 | 3.2 | 4.8 |
| 14. Shirhatti | 5.6 | — | 5.6 |
| Total | 280.2 | 91.4 | 371.6 |

After the State's re-organization and during the Five Year Plans, much attention has been given to the all-round development of roads. In the Second Five Year Plan (1956-1961), 61 km. of new roads were formed, 197 km. of road were either asphalted or metalled and about 958 km. of rural roads were formed. In the Third Five Year Plan (1961-66) 249 km. of new roads were formed; in order to connect important places, 1006 km. of roads were formed and 196 km. of roads were asphalted. As a result, the length of roads increased from 3118 km. in 1956 to 3690 km. in 1966. Three Annual Plans for 1966-67, 1967-68 and 1968-69, were executed. Under this, Rs.89.55 lakh was spent for the surfacing

of 325 km. of road; 172 km. of rural roads and 21 km. of other roads were formed. Preference was given to the formation of new roads and to improve the quality of roads in the Fourth Five Year Plan (1969-70 to 1973-74). Under this plan, 568 km. of rural roads, 90 km. of other roads were formed, besides raising the quality of 225 km. of roads and asphaltting of 221 km. of roads were also undertaken. By 1974, the total length of the roads, was 4,754 km. out of which, the length of surfaced roads was 2,905 km. As on 31.03.1976, the total length of all the roads was 5,442 km, which ensured that on an average 40 km roads would be found for every 100 sq. km of area. This rose to 43 Km. in the year 1981. The various developmental programmes, undertaken in the district ensured that there were 6,946 km. of roads in 1986, with 51 km. of road length for every 100 sq.km. Again in 1991, due to increase in the length of roads, the average rose to 68 km. per 100 sq. km. with the total road length being 9,382 km. As on 31.3.1994, the total road length in the district was 9,369 km.

National Highway: National Highway No.4 passes through the district. This road of 160 Km. with a tarred surface, passes 10 km. in Dharwad, 27 km. in Hubli, 30 km. in Shiggaon, 19 km. in Haveri, 36 km. in Ranibennur, 11km. in Byadgi and 7 km. in Savanur taluks.

State Highways: A total road length of 695 km. of *tarr* surfaced State Highways comprised several State Highways that pass through the district and the places connected therein were : **Highway No.2:** Sirsi, Yakkambi, Haveri, Mylara, Harappanahalli, 75.73 km.; **Highway No.6 :** Karwar, Kaiga, Mundgod, Bankapur, Savanur, Gadag, Gajendragad, Ilkal 145.97 km. **Highway No.28:** Supa, Haliyal, Dharwad, Hebsur route: 56.85 km. **Highway No.30:** Nargund-Sindhanur route via Ron and Kushtgi 74.30 km. **Highway No.34:** Dharwad to Goa (connecting Dharwad to Anmod); 29.9 km. **Highway No.42 :** Ankola-Joladarasi route, via Yallapur, Kalghatgi, Gadag, 132.2 km. **Highway No.63:** Bijapur-Hubli route via Nargund, Navalgund; 78.2 km. **Highway No.65:** Bijapur-Dharwad route via Jamakhandi, Ramdurg, Saundatti 20.7 km. **Highway No.69:** Kumta-Sirsi-Mundgod-Tadas; 16 km. **Highway No.93 :** Between Khanapur-Talguppa (Sirsi-Siddapur route): only 4.05 km. in the district

Since the Public Works Department had rich experience in the maintenance of roads, roads which were under the control of Taluk Board, Forest Department etc. were transferred to Public Works Department and converted as State Funded roads. As a result, a road length of about 4,401 km. was transferred to the Public Works Department between 1958-59 to 31-03-1991. (See table 7.3 to 7.5 in the following pages)

Table 7.3 : Taluk wise distribution of different roads (As on 31.3.1993) (in km.)

| Taluks | National Highway | State Highway | Major District Roads | Other District Road | Village Road | Total |
|--------------|------------------|---------------|----------------------|---------------------|--------------|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. Byadgi | 11 | — | 50 | 12 | 465 | 538 |
| 2. Dharwad | 30 | 98 | 74 | — | 454 | 656 |
| 3. Gadag | — | 84 | 57 | — | 307 | 448 |
| 4. Hangal | — | 66 | 46 | — | 669 | 781 |
| 5. Haveri | 19 | 44 | 54 | 8 | 477 | 602 |
| 6. Hirekerur | — | — | 132 | 15 | 764 | 911 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----------------|-----|-----|------|----|------|------|
| 7. Hubli | 27 | 72 | 40 | 8 | 280 | 427 |
| 8. Kalghatgi | — | 33 | 57 | 25 | 263 | 378 |
| 9. Kundgol | — | — | 51 | — | 352 | 403 |
| 10. Mundargi | — | 12 | 94 | — | 430 | 536 |
| 11. Nargund | — | 40 | 13 | 8 | 214 | 275 |
| 12. Navalgund | — | 46 | 88 | 11 | 268 | 413 |
| 13. Ranibennur | 36 | — | 83 | — | 816 | 935 |
| 14. Ron | — | 91 | 116 | — | 494 | 701 |
| 15. Savanur | 7 | 22 | 14 | — | 329 | 372 |
| 16. Shiggaon | 30 | 65 | 37 | 5 | 232 | 369 |
| 17. Shirhatti | — | 22 | 89 | 5 | 521 | 637 |
| Total | 160 | 695 | 1095 | 97 | 7335 | 9382 |

RURAL COMMUNICATION

Farmers settled in rural areas depend much on rural roads either for marketing their crops or for buying the required commodities. Therefore, formation of All Weather Roads or Fair Weather Roads were commenced in 1959-60, during the Second Five Year Plan. Under this programme, construction of rural roads, connection of missing link roads and formation of cross drainages measuring 20 ft. and above on Non-Public Works Department roads, assumed importance.

Progress achieved in formation of rural roads and the expenditure incurred from 1961-62, 1963-64 and 1964-65 in Dharwad district was as follows :

| Years | In km. | Rs. in Lakh |
|---------|---------|-------------|
| 1961-62 | 563.0 | 39.35 |
| 1963-64 | 373.58 | 3.38 |
| 1964-65 | 69.80 | 4.23 |
| | 1006.38 | 46.96 |

Under this programme 51 culverts were completed as on 31-03-1964.

Under the rural road communication programme the total length of roads completed (in km.) and expenditure incurred from 31.03.1961 to 31.03.1974 were as follows. Total length of roads completed: 1066 km., during 31-03-61 to 31-03-68; Thereafter the road length completed every year, from 1969 to 1974, are as follows: 1969-1,178; 1971-1,390; 1972-1,457; 1973-1,516; and 1974-1,746 Km.

Under the Fifth Five Year Plan (1974-79), rural communication programme was included under the minimum needs programme. According to this, in less populated areas with villages having a population of below 1,000; and in thickly populated areas with villages having a population of more

Table 7.4 : Different classes of roads in the district from 1956-1994 (As on 31.3.1994)

| Year | National Highway | State Highway | Major District roads | Other District roads | Village roads | Total | Irrigation Department roads | T.D.B roads | Forest roads | Total | Surfaced roads | Non-surfaced roads | Average road length per 100 sq.kms |
|------|------------------|---------------|----------------------|----------------------|---------------|-------|-----------------------------|-------------|--------------|-------|----------------|--------------------|------------------------------------|
| 1956 | 160 | 260 | 700 | 155 | — | 875 | — | 2,188 | 55 | 3,118 | 1,192 | 1,026 | 22 |
| 1966 | 160 | 313 | 1,078 | 43 | 618 | 2,212 | — | 1,420 | 58 | 3,690 | 1,986 | 1,704 | 26 |
| 1976 | 160 | 370 | 1,137 | 318 | 1,827 | 3,812 | — | 1,585 | 45 | 5,442 | 3,484 | 1,958 | 40 |
| 1986 | 160 | 370 | 1,262 | 242 | 3,682 | 5,716 | 54 | 1,131 | 45 | 6,946 | 5,412 | 1,534 | 51 |
| 1989 | 160 | 694 | 1,103 | 97 | 3,663 | 5,709 | 157 | 1,141 | 45 | 7,052 | 5,747 | 1,305 | 51 |
| 1990 | 160 | 695 | 1,095 | 97 | 3,661 | 5,708 | 157 | 2,473 | 45 | 8,383 | 5,967 | 2,416 | 61 |
| 1991 | 160 | 695 | 1,095 | 97 | 3,671 | 5,718 | 612 | 3,007 | 45 | 9,382 | 6,280 | 3,102 | 68 |
| 1994 | 160 | 695 | 2,004 | 23 | 2,836 | 5,718 | 599 | 3,007 | 45 | 9,369 | — | — | — |

Source : Public Works Department

Table 7.5 : Talukwise details of different categories of roads under different departments

| Sl.No. | Taluku | Controlling Departments | | | | | | | | Categories of roads | | | | | |
|--------|-----------|-------------------------|--------------------|----------------------|------------------------|-------------------|--------------------|------------------|---------------|----------------------|----------------------|---------------|---------------|--------|----------|
| | | National Highway | Public works Dept. | Zilla Parishad roads | Irrigation Tract roads | Taluk Board roads | Forest dept. roads | National Highway | State Highway | Major District roads | Other District roads | Village roads | 8 to 12 total | Tarred | Metalled |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 1. | Byadgi | 11 | 50 | 209 | — | 268 | — | 11 | — | 50 | 12 | 465 | 538 | 98 | 226 |
| 2. | Dharwad | 30 | 172 | 184 | 72 | 184 | 14 | 30 | 98 | 74 | — | 454 | 656 | 220 | 242 |
| 3. | Gadag | — | 141 | 227 | 25 | 55 | — | — | 84 | 57 | — | 307 | 448 | 204 | 135 |
| 4. | Hangal | — | 112 | 251 | 88 | 326 | 4 | — | 66 | 46 | — | 669 | 781 | 130 | 374 |
| 5. | Haveri | 19 | 98 | 294 | 44 | 147 | — | 19 | 44 | 54 | 8 | 477 | 602 | 148 | 310 |
| 6. | Hirekerur | — | 132 | 389 | 57 | 333 | — | — | — | 132 | 15 | 764 | 911 | 200 | 364 |
| 7. | Hubli | 27 | 112 | 203 | 40 | 45 | — | 27 | 72 | 40 | 8 | 280 | 427 | 180 | 189 |
| 8. | Kalghatgi | — | 90 | 210 | 30 | 30 | 18 | — | 33 | 57 | 25 | 263 | 378 | 141 | 172 |
| 9. | Kundgol | — | 51 | 207 | — | 145 | — | — | — | — | 51 | 352 | 403 | 59 | 170 |
| 10. | Mundangi | — | 106 | 190 | 19 | 221 | — | — | 12 | 94 | — | 490 | 536 | 122 | 182 |
| 11. | Nargund | — | 53 | 136 | 44 | 42 | — | — | 40 | 13 | 8 | 214 | 275 | 69 | 148 |
| 12. | Navalgund | — | 134 | 187 | 47 | 33 | — | — | 46 | 88 | 11 | 256 | 401 | 139 | 217 |
| 13. | Rambennur | 36 | 83 | 317 | 99 | 400 | — | 36 | — | 83 | — | 816 | 935 | 178 | 387 |
| 14. | Ron | — | 207 | 232 | 26 | 234 | — | — | 91 | 116 | — | 494 | 699 | 213 | 217 |
| 15. | Savnur | 7 | 36 | 197 | 3 | 129 | — | 7 | 22 | 14 | — | 329 | 372 | 68 | 205 |
| 16. | Shiggaon | 30 | 102 | 150 | — | 78 | 9 | 30 | 65 | 37 | 5 | 232 | 369 | 149 | 139 |
| 17. | Shirhatti | — | 111 | 185 | 4 | 337 | — | — | 22 | 89 | 5 | 521 | 637 | 132 | 154 |

Source : Public Works Department

than 1,500, it was proposed to form all-weather roads. On this basis, 28 villages were identified in different taluks to form 246.50 km. of road involving an expenditure of Rs.86.27 lakh. A Master-Plan was drawn up in 1979 for the development of rural roads in the State.

**Table 7.6 : Detailed list of road facilities in the Villages of the district
(as on 31.3.1979, 1982, 1985 and 1994)**

| | Villages with All Weather Roads | Villages with Fair Weather Roads | Villages with Kutcha/ non motorable roads | Villages without roads | Total |
|-----------|---------------------------------------|--|--|------------------------------|-------|
| 31.3.1979 | 550 | 365 | 369 | 56 | 1340 |
| 31.3.1982 | 633 | 420 | 249 | 38 | 1340* |
| 31.3.1985 | 856 | 324 | 131 | 11 | 1322 |
| 31.3.1994 | 1051 | 213 | 58 | | 1322 |

* The number of revenue villages reduced later

Table 7.7 : Talukwise villages with different types of village roads as on 31.3.94

| | All weather roads | Fair weather roads | Motorable roads |
|----------------|-------------------|--------------------|-----------------|
| 1. Byadgi | 52 | 8 | 2 |
| 2. Dharwad | 11 | 20 | 8 |
| 3. Gadag | 54 | | |
| 4. Hangal | 69 | 64 | 9 |
| 5. Haveri | 81 | 5 | |
| 6. Hirekerur | 98 | 11 | 15 |
| 7. Hubli | 41 | 6 | |
| 8. Kalghatgi | 66 | 7 | 9 |
| 9. Kundgol | 39 | 15 | 2 |
| 10. Mundargi | 43 | 8 | |
| 11. Nargund | 26 | 7 | |
| 12. Navalgund | 48 | 8 | 2 |
| 13. Ranibennur | 103 | | |
| 14. Ron | 63 | 21 | 7 |
| 15. Savanur | 52 | 10 | |
| 16. Shiggaon | 78 | 11 | 4 |
| 17. Shirhatti | 61 | 15 | |
| Total | 1051 | 213 | 58 |

Minimum Needs Programme: Though the Minimum Needs Programme was included in the Fifth Five Year Plan, it was started in 1981. According to this programme, formation of village road works and the completed length of roads in the district are given below.

| Year | Village road works undertaken | New roads formed (total length in km.) |
|-----------|-------------------------------|--|
| 31.3.1981 | 22 | 117.85 |
| 81-82 | 3 | 23.00 |
| 82-83 | 1 | 01.00 |
| 83-84 | 9 | 16.50 |
| 84-85 | 10 | 30.50 |

BRIDGES

Since 1850, construction of bridges was started in the district as rivers and nallahs restricted the movement on roads. The bridge built across the Varada river on Pune-Bangalore road with a length of 400 ft. at a cost of Rs.2,46,000 was opened for traffic, in the year 1866. The bridge constructed over the Kumudvathi river near Masur with a linear waterway of 54.90 metres at a cost of Rs.2.30 lakh was yet another important bridge. The bridge constructed near Nalavadi on Karwar-Bellary road in 1942, had a linear waterway of 70.08 metres. A causeway with a linear waterway of 120 ft. was constructed near Bhadrapur on Karwar-Bellary road in 1923-24. In 1967, the bridge constructed on the State Highway near Yamanur had a length of 175.59 metres, and the cost incurred towards it was Rs.10.50 lakh. Another bridge constructed on Karwar-Bellary State Highway near Sirguppa at a cost of Rs.7.54 lakh, had a linear waterway of 98.99 metres. In 1970, Rs.6.50 lakh was spent for the construction of a bridge over the Varada river on the Basapur-Marol road (Haveri division). The bridge constructed over the Tungabhadra river on Havanur - Ekkambi road was completed in 1973-74, with a linear waterway of about 366 metres at a cost of Rs.26 lakh. A bridge constructed near Hosaritti, on Hosaritti-Lakshmeshwar road was one of the bridges constructed in recent years, with a linear waterway of 179 metres, at a cost of Rs.15.44 lakh. The bridge near Kusnur between Magund and Byadgi was completed in 1979-80. A sum of Rs. 6.60 lakh was spent for its construction with a linear waterway of 42 metres. The Government have been spending sufficient amount of money every year towards the construction of new roads, repair of old roads, maintenance etc. Expenditure towards these items since 1961-62 (in lakh) was as follows ;

1961-62 : 10.06 ; 1966-67 : 29.35; 1971-72 : 27.56; 1974-75 : 4.47; 1975-76 : 4.92; 1979-80 : 28.46; 1980-81 : 48.93; 1981-82 : 28.77; 1985-86 : 37.56; 1992-93 : 24.31.

Table 7.8 : Number of bridges and culverts on National Highway and State Fund Roads

| Year | up to 6 mts | 6 to12 mts. | 12 to18 mts | 18 to 24 mts | 24 to30 mts | Total | 30- 60 mts |
|-----------|-------------|-------------|-------------|--------------|-------------|-------|------------|
| 31.3.1982 | 2,569 | 183 | 41 | 46 | 45 | 2,884 | - |
| 31.3.1986 | 3,529 | 318 | 90 | 70 | 62 | 4,069 | 65 |
| 31.3.1992 | 4,870 | 404 | 116 | 72 | 61 | 5,523 | 71 |

Zilla Parishad Roads: When the Zilla Parishad of Dharwad started functioning from 1.4.1987, many roads in rural areas were entrusted to it. At present, the Zilla Parishad is undertaking the

construction and repair of roads and bridges, etc. in rural areas out of State Funds. The development works undertaken by the Zilla Parishad from 1987-88 to 1991-92 was as follows :

Table 7.9 : Road development works by Zilla Parishad during 1987-88 to 91-92

| Sl.No. | Details | Units | 87-88 | 88-89 | 89-90 | 90-91 | 91-92 |
|--------|--|-------------|-------|-------|-------|-------|-------|
| 1 | Rural communication | km | 1 | 2 | - | - | 1 |
| 2 | Master Plan Scheme | | 1 | 4 | 7 | 2 | 9 |
| 3 | Connecting bridges | No. | 9 | 9 | 24 | 8 | 10 |
| 4 | Asphalting of roads in village limits | km | 2 | 2 | - | - | 3 |
| 5 | Asphalting of roads | km | 11 | - | 47 | 1 | 12 |
| 6 | Formation of other roads | km | 11 | - | 4 | 7 | 12 |
| 7 | New Bridges | No. | 15 | 1 | 9 | 7 | 5 |
| 8 | Village roads | km | 1 | 2 | 7 | 1 | 7 |
| 9 | Road formation with people s assistance | km | - | - | 2 | - | 4 |
| 10 | Rural Communication | km | 3 | 7 | 6 | 12 | 11 |
| 11 | Minimum Needs Programme | km | 14 | - | - | - | - |
| 12 | Harijanwada roads | km | 13 | 12 | 28 | 21 | 25 |
| 13 | Road construction in sugar factory area | km | - | - | 2 | 4 | 5 |
| 14 | Expenditure incurred out of Government funds on roads, construction of bridges and repairs | Rs in lakh. | 102 | 103 | 270 | 118 | 219 |

Source: Zilla Parishad Administration Reports

TRAFFIC CENSUS AND TRANSPORT SURVEY

Traffic Census and Transport Survey are being conducted by the Public Works Department since 1959. Besides this, model survey is being conducted every year on selected roads. The object of the survey is to collect basic data about roads for the implementation of the developmental programmes. During the survey conducted in the year 1992-93, 32 road traffic countposts on a State Highway and 111 road traffic countposts on Major District Roads were established in the District. The following table provides the traffic intensity (in Metric tons) of every traffic count post in 24 hours.

| Year | State | Major District | Other District | Village Roads | Total |
|----------|----------|----------------|----------------|---------------|-------|
| | Highways | Roads | Roads | | |
| 1970-71 | 2,027 | 852 | 663 | 289 | 959 |
| 1987-88 | 4,906 | 2,140 | 1,165 | 1,083 | 1,657 |
| 1992-93* | 5,432 | 1,424 | 465 | 7,271 | 1,394 |

* (Provisional statistics)

There was a rise in the transportation of goods through State Highways from 2027 metric tons in the year 1970-71 to 4,906 metric tons in 1987-88 and to 5,432 metric tons in 1992-93 (per 24 hours). Likewise, there has been a steep increase in the transportation of goods on all classes of roads.

FERRY

In 1883-84, altogether 30 ferries were functioning in different divisions of the district to cross the streams and rivers. Among them, three were under the control of the Public Works Department and the remaining were under the control of District Local Boards. The one under the administrative control of the PWD at Mundargi near Hesrur (the Tungabhadra river ferry) provided communication to Dharwad and Bellary districts by using three boats; the second on Havanur-Ekkambi road and the third on the Varada river near Sangur (Haveri taluk) provided communication facilities at respective places.

After Independence, good roads and bridges formed under the Five Year Plans have provided link to different parts of the district. There has been an increase in the movement of vehicular traffic. In spite of this, in some places people depend upon ferries to cross rivers or streams. In 1981 out of the 30 ferries, one was maintained by Public Works Department and the remaining ferries were maintained on contract basis. Among this, the one (Tungabhadra) between Hesrur and Sovinahalli has been maintained by the Inland Water Transport Department. Three ferries on the Tungabhadra river were being maintained on contract basis by departmental auction. They are 1. Between Itagi and Shirhatti, 2. Korlahalli and Madalagatti and 3. Between Singatalur and Navali. As on 31.3.1992, there were 26 ferries, in the district, one being maintained by the Public Works Department and other three being maintained on contract basis and the overall administrative control is vested with the Port and Inland Water Transport Department.

So far two major boat mishaps have occurred in the district. Among them, the first mishap of Chikkakuruvatti-Hirekuruvatti ferry on 16.8.93 in the Tungabhadra river in Ranibennur taluk took the lives of 7 passengers. As a result, this ferry which was under the control of Mailara Mandala Panchayat, has been shifted to the Port and Inland Water Transport Department, and efforts have been made to replace it by mechanical boats.

Table 7.10 : Details of ferries in Dharwad district by January 1995

| Sl.No. | Name of the Ferry | Name of the river | Taluk | Authority undertaking Ferry Services |
|--------|-------------------------|-------------------|------------|--|
| 1 | 2 | 3 | 4 | 5 |
| 1 | Belur-Halavagalu | Tungabhadra | Ranibennur | Grama Panchayat, Belur |
| 2 | Hirebidari-Chikkabidari | | | Grama Panchayat, Hirebidari |
| 3 | Somalapur-Nittur | | | |
| 4 | Udaghatti-Tavaragundi | | | Grama Panchayat, Belur |
| 5 | Airani-Sarathi | | | |
| 6 | Medleri-Vasapur | | | Grama Panchayat, Vadlur |
| 7 | Hole Anveri-Ingalgundi | | | |
| 8 | Kotehal-Yalehuli | | | From Nattavalli Villagers, Taluk Panchayat Committee, Ranibennur |

| 1 | 2 | 3 | 4 | 5 |
|----|----------------------------|-------------|------------|--|
| 9 | Mudenur-Ingalgundi | " | " | " |
| 10 | Kalatur-Devagiri | Varada | Savanur | Taluk Panchayat, Savanur |
| 11 | Nadineeralagi-Konantambigi | " | " | " |
| 12 | Balambedu-Lakmapur | " | Hangal | Block Development Officer, Hangal |
| 13 | Havanagi-Somalapur | " | " | " |
| 14 | Adur-Tumarikoppa | " | " | " |
| 15 | Sheegihalli-Bhadrahalli | " | " | " |
| 16 | Kodla-Naganur | " | " | " |
| 17 | Hallur-Ankanahalli | Tungabhadra | Hirekerur | From Hallur Sri Lakshmirangathaswami Temple, Gramapanchayat, Hallur |
| 18 | Kengeri-Govinhal | " | " | Grama Panchayat, Hallur |
| 19 | Maradakeri-Konantal | " | " | From Sri Basaveshwara Temple |
| 20 | Hesrur-Sovinahalli | " | Mundargi | Port and Inland Water Transport Department |
| 21 | Korlahalli | " | " | " |
| 22 | Singatalur | " | " | " |
| 23 | Havanur-Havasi | " | Haveri | " |
| 24 | Hole Itagi | " | Shirahatti | " |

Source : Port and Inland Water Transport Department

The Second mishap which occurred on 28.5.1994, of Singatalur-Navali Ferry in Mundargi taluk in the Tungabhadra river took the lives of 34 passengers. Since 28.5.1994, the Port Department has been maintaining this ferry through its staff by the use of fibreglass boat ; Hesrur-Sovinahalli ferry has been maintained by the department and the income accrued was Rs.35,782 in 1993-94. As on 31-3-95 there were 24 ferries in the district. Ferries unsuitable for water transport are being cancelled in order to avoid frequent occurrence of boat mishaps.

PUBLIC TRANSPORT

After the first world war (1918), motor vehicles appeared in the district. Apart from goods transport, using of cars and other motor vehicles for transport of people increased considerably during the Second World War. Private Transport Companies began plying motor vehicles. One Yamunappa Dalavayi, is known to have started a bus to ply between Dharwad and Saundatti in 1920-21. A Private Transport Company named 'Dharwad District Motor Services' had a network with Hubli as its centre. There was another Transport Company of Basarigidada Veerappa, of Gadag. Apart from this, there was another bus company which had undertaken plying of buses between Dharwad and Hubli. In 1947, the government of Bombay commenced the Nationalisation of Road Transport, which came into effect in Dharwad district from 1949. From the 1st May 1957, certain state routes in Hubli division were first nationalised in the district. The Karnataka Road Transport Corporation replaced the State Transport

(S.T.) . Earlier there was no office to regulate and control motor vehicles in the district. An Inspector coming from Bombay checked the vehicles. Dharwad district came under the jurisdiction of Belgaum Transport office when it was established in 1940. Under the Bombay Tax Act, except the vehicles used for agriculture, other vehicles were subjected to payment of taxes and taxes of Municipalities and government were cancelled. Registration officers gave tokens or identity cards to the tax payers. Those motor cars and other vehicles plying in the Municipalities of Dharwad district, in the year 1953, included 1059 Motor cars, 374 Horse driven vehicles, 5,079 Bullock carts, 3,329 Bicycles and 130 Hand carts.

After the State's Reorganisation in 1956, Regional Transport Office was established in Dharwad, which performed the duties of bringing into effect the rules and regulations of the Central and State Governments, registration of new vehicles and collection of vehicle tax on behalf of the government; and the regulations consisted of the following Acts : 1) Motor Vehicle Tax Act 1939 (Govt.of India Regulation Act, 1939), 2) Karnataka Motor Vehicle Tax Rules 1957, and 3) Karnataka Motor Vehicle Rules 1963, Regional Transport Authorities worked at District level. These authorities constituted as per Motor Vehicle Rules 1988 under Section 68, have been working like quasi judiciary forums, even to-day. The Deputy Commissioner is the Chairman, Superintendent of Police is the member and the Regional Transport Officer is the Ex-officio Secretary of this committee. Certain powers have been delegated to them. The ex-officio Secretary of the Regional Transport Authority has the power to sanction or to continue or to cancel inter-state or other permits. Under the changing times and circumstances, the Central and the State Governments have made certain changes in the Motor Vehicle Rules. The rules and regulations which are now in prevalence are as follows : 1) Karnataka Motor Vehicle Tax Act, 1957 (Under Section 35), 2) Karnataka Motor Vehicle tax Rules 1957, 3) Motor Vehicles Act 1988 (Govt.of India Act 1988, section 59), 4) Govt.of India Motor Vehicle Rules, 1989 and 5) Karnataka Motor Vehicle Rules, 1989. The different types of Motor vehicles registered in the district from 1960-61 to 92-93 given in Table 7.12 reveal a regular increase in their numbers. Likewise, Talukwise distribution of registered motor vehicles as on 31.3.93 is given in Table 7.11, also indicates the same trend.

Regional Transport Officers of the district work under the administrative control of the Deputy Transport Commissioner of Belgaum Division. Regional Transport Officers and Assistant Regional Transport Officers are the license issuing authorities to Drivers and Conductors, in their respective jurisdiction. Licence will be issued to applicants who pass the eligibility test. In order to minimise the motor vehicle accidents, the Department gives instructions to issue licenses to motor vehicle drivers, only after strict tests. At the end of 31.3.1991, Dharwad Transport Office issued licenses to 5,325 drivers and 938 conductors. During this period, Transport Offices of Gadag and Haveri issued licenses to 2,008 and 1,017 drivers as well as 691 and 470 conductors, respectively.

In 1984-85, a programme to issue plastic card licenses to two-wheelers and motor car drivers were started on an experimental basis in Bangalore. As this became much popular, the programme was extended to all other districts in 1985-86. This small-sized, more durable plastic licence card is easy to carry. Details of plastic license cards issued to drivers during 1986-87 to 31.3.1991 are given here., Bluecard for Two wheelers-2,317; Greencards for Light motor vehicles-183 and Redcards for motor car and light motor vehicles-935. As a result, the Department earned a revenue of Rs.35,976. Regional Transport Officers have the power to issue license to start training schools for drivers and as per Motor Vehicle Act of 1988 they have control over these schools.

The following are the motor driving schools established in prominent places of the district; 1) Perfect Motor Driving School, Navanagar, Hubli, 2) Harsha Motor Driving School, Navanagar, Hubli, 3) Janatha Motor Driving School, Institute of Engineering, Dharwad, 4) Karnataka Motor Driving Training School, Dharwad, 5) Sri Sant Sai Motor Driving Training School, Gadag, and 6) Sri Manjunatha Super Motor Driving Training School, Ranibennur. At the end of 1990-91, a total of 962 persons passed in these driving schools to get licenses for the light motor vehicles, autorickshaws and heavy motor vehicles. From 1.4.1986, life-time tax for two wheelers payable in one instalment was started. Among the Motor Vehicles of Dharwad district, more than 60% are two-wheelers. This programme of paying life-time tax has been successful in bringing more income to the government. At the end of 31.3.1987, the number of two-wheeler owners and the tax remitted to the government is as follows ;

| Regional Transport Office | No.of Tax-payers | Tax remitted to the Government (in Rs.) |
|---------------------------|------------------|---|
| 1. Dharwad | 10,228 | 53,55,786 |
| 2. Gadag | 2,542 | 12,09,605 |
| 3. Haveri | 2,259 | 11,07,752 |

KARNATAKA STATE ROAD TRANSPORT CORPORATION

The private Transportation, which was hitherto in existence in Bombay region was nationalised by the Bombay Government in 1947. The Government of Bombay established the Road Transport Corporation, which had the administrative control of the nationalised road transport and ensured the smooth running of buses. In 1949, the Bombay Road Transport Corporation nationalised certain routes in Dharwad district which were maintained by the Belgaum Division. As some new routes were nationalised in course of time, Hubli sub-division was made an independent Division. This Division formed in 1952 covered most parts of Dharwad (some parts under Belgaum Division) and North Kanara districts. It had 84 routes with 112 vehicles serving on an average of 11,888 commuters per day (May 1953). Hubli city had a private city transport system with its buses plying to Siddarudhamutt, Durgadbayalu, Railway Station, Unakal, Veerapur, Nagashetty Koppa, Bidnal and other places. The divisional workshop established at Hubli in 1953 looks after both the maintenance of all the buses (112) and all major repair works of the division. The depots at Hubli, Gadag and Haveri had 37, 16 and 15 buses respectively. There were 5 to 9 buses in the garages of Hirekerur, Karwar, Sirsi and Ron.

At the time of State Reorganisation, many buses and nationalised routes, transferred from Bombay State to Mysore State came under the administrative control of the Road Transport Department of the Mysore Government. With the establishment of Karnataka State Road Transport Corporation in 1961 all the buses and the nationalised routes were transferred to it. The routes of Dharwad district were nationalised on 16.7.1959. The number of buses, the nationalised routes etc. of Hubli Division under different periods were as follow :

| | 31.3.1953 | 31.3.1975 | 31.3.1976 | 31.3.1977 | 31.12.77 |
|-------------------------|-----------|-----------|-----------|-----------|----------|
| Routes | 84 | 544 | 588 | 649 | 671 |
| Route mileage(in miles) | 2,834 | 23,692 | 26,839 | 28,029 | 29,286 |
| Buses | 112 | 349 | 382 | 389 | 383 |
| Average No.of | | | | | |
| Daily passengers | 11,118 | 1,67,880 | 1,72,877 | 1,75,994 | 1,82,417 |

Table 7.12 : Statistics of different Motor Vehicles in Dharwar district (from 31.3.1961 to 31.3.94)

| Year | Motor cycles/scooters | Motor cars | Jeeps | Auto rickshas | Omni buses | Rented cars | KSRTC buses | Private buses | Private carriers | Public carriers | Tractors | Trailors | Other vehicles | Total vehicles |
|---------|-----------------------|------------|-------|---------------|------------|-------------|-------------|---------------|------------------|-----------------|----------|----------|----------------|----------------|
| 1960-61 | 183 | 698 | - | 2 | 3 | 26 | - | *249 | - | *404 | - | - | 237 | 1,802 |
| 1966-67 | 575 | 1,118 | - | 30 | 31 | 15 | - | *360 | - | *1,621 | - | - | 602 | 4,352 |
| 1970-71 | 1,708 | 1,539 | 41 | 182 | 40 | 40 | 704 | - | - | *1,956 | - | - | 1,572 | 7,742 |
| 1972-73 | 2,709 | 1,799 | 368 | 302 | 66 | 53 | 864 | 20 | 145 | 1,909 | 434 | 149 | 1,163 | 9,981 |
| 1977-78 | 7,013 | 2,174 | 523 | 772 | 72 | 92 | 1,105 | 8 | 254 | 2,278 | 556 | 170 | 2,645 | 17,662 |
| 1983-84 | 18,103 | 3,212 | 708 | 1,638 | 176 | 175 | - | *1,327 | - | *3,787 | 4,418 | - | 4,269 | 37,813 |
| 1986-87 | 30,865 | 3,783 | 879 | 2,559 | 223 | 435 | 1,661 | 5 | 289 | 3,878 | 5,832 | 5,193 | 567 | 56,189 |
| 1989-90 | 49,555 | 4,707 | 1,049 | 3,564 | 220 | 516 | 2,059 | 6 | - | *5,312 | 6,917 | 6,199 | 688 | 80,792 |
| 1990-91 | 55,006 | 5,301 | 1,187 | 3,792 | 205 | 589 | 2,168 | 8 | - | *5,704 | 7,297 | 6,517 | 843 | 88,617 |
| 1991-92 | 60,636 | 6,156 | 1,312 | 4,090 | 208 | 657 | 2,289 | 13 | - | *6,132 | 7,662 | 6,891 | 1,097 | 97,143 |
| 1993-94 | 73,098 | 7,160 | 1,468 | 5,419 | 496 | 1,001 | 2,676 | 23 | - | *6,901 | 9,504 | 8,460 | 1,657 | 1,17,803 |

* Total No. of Road transport and private buses

* Total No. of private and public vehicles

As on 31.3.1994, Hubli and Gadag divisions were functioning independently in the district. The depots functioning under Hubli division were : Hubli (Rural), Hubli (City), Dharwad, Haveri, Hirekerur, Ranibennur and Nargund. Gadag, Ron and Lakshmeshwar depots functioned under the Gadag Division. Details of Vehicular movement of both divisions in the district are as follow :

| | As on 31.3.1994 | | As on 31.3.1994 |
|---------------------------|-----------------|------------------------------|----------------------|
| 1. No.of Buses | 633 | 7. Night journey buses | 39 |
| 2. Inter State Routes | 16 | 8. Number of daily commuters | 1,64,048 |
| 3. Schedules | 580 | 9. Daily Income | 11.41 (Rs.in Lakh) |
| 4. Total Schedule per day | 1.81 (lakh Km.) | 10. Annual Income | 4240.16 (Rs in Lakh) |
| 5. Express buses | 133 | 11. Routes | 1,105 |
| 6. Luxury buses | 13 | | |

At present the Dharwad Division is not earning profit. The cities of Hubli, Dharwad and Gadag-Betgeri have city transport buses. Hubli city transport has 238 routes and Dharwad city transport has 126 routes. The Regional Workshop at Hubli, as well as the Divisional Workshops at Hubli and Gadag have been playing a prominent role in the proper maintenance and running of buses on time in selected routes. Pushpak type buses have been arranged in order to facilitate passengers commuting between Hubli and Dharwad twin cities. The Transport Corporation has established one Printing Press, Staff Training Centre and Industrial Training Centre. The last institution, has been providing technical education to the children of the staff. A hospital is being maintained at Hubli and the services of part-time doctors have been employed at Dharwad, Haveri, Hirekerur, Nargund and Ranibennur units. The Department has constructed 100 residential quarters for the accommodation of staff. The next programme of the corporation is to undertake the construction of bus stands at Hebballi, Kamadolli and Hulagur villages and the building works at Hangal unit and installation of computers for reservation of seats in Hubli and Dharwad cities.

RAILWAYS

The Southern Maratha Railway Company started the construction work of metregauge railway on 1.11.1882 in Dharwad district. Prior to this, the company had an agreement with the Government on 1.6.1882. Accordingly, the Government approved to fill up the deficit, if the Southern Maratha Company had no annual profit of 5% from the construction of railway lines. As expected profit was not realised and the Government remitted the amount till 1891. The present building of Karnataka College, was the main office of the Southern Maratha Railway Company. At the beginning of 1887, the company had constructed metregauge railway lines. Prior to this, in 1885, the railway workshop was started in Hubli. By 1890, this railway network was extended from Pune to Mysore (via Bangalore) and from Vijayawada to MarmaGoa. The railways made a tremendous impact on the business activities and on the social life of the people. Import and export activities of cotton and food grains were carried on briskly through railways. In rainy season also, transport activities were carried on smoothly. With the development of railways, old trade routes like ghat roads leading to ports and North Kanara coast lost their importance. By 1903-04, trade in the export of cotton increased to such an extent that, the railways could not transport all the cotton produced in the district. The extension of railway line from Hubli to Karwar could not be materialised due to the coming up of Goa railway line.

In 1908, the Southern Maratha Railway Company amalgamated with the Madras Railway Company under the name of Madras and Southern Maratha Railway Company. Private companies came forward to undertake the construction of the Railway lines of Hubli-Sirsi (105 km), Hubli-Yellapur (67 km) and Havanur-Haveri (35 km) in 1919. Though these proposals were considered by the Government, no progress could take place. As per the government programme, Madras and Southern Maratha Company network was included under the Southern Railway in April 1944. Accordingly, the railway lines of Dharwad district were transferred to the Southern Railways. The district had 315 km. of metregauge railway line in 1950-51 and there were 30 railway stations. Among the 17 taluks of the district, there was no railway line in Kalghatgi, Hangal, Hirekerur, Mundargi, Nargund, Shirhatti and Shiggaon taluks.

The Hubli division came into existence when the Southern Railway was reorganised in 31.10.1956. Again, Hubli became the Divisional centre when South-Central Railway was established on 2.10.1966. The Hubli-Guntkal-Dronachalam route was also added to this zone. Hubli-Harihar route was included under Southern railway. 31.7 km of metregauge route between Alnavar-Dandeli was opened for traffic on 1.12.1919. However this route was purchased by the Southern Railways from Government of Karnataka on 1.10.1962. The district had a total of 320.72 km length of railway line as on 31.3.1994 and the details are as follow : 1] Pune- Bangalore route enters Dharwad district through Londa junction in Belgaum district near the Alnavar Railway Station. At the Southern border of the district, it enters Harihar in Chitradurga district. List of Railway stations of this division is as follows : Alanawar, Kshanatti, Kambaraganive, Nagalavi, Muguda, Karakoppa, Dharwad, Navalur, Amargol, Unakal, Hubli, Kundgol, Samshi, Gudageri, Yalavigi, Savanur, Karjagi, Haveri, Byadgi, Devaragudda, Ranibennur and Chalageri. 2] Hubli-Sholapur route passes through Hubli, Navalgund-Gadag and Ron taluks, and after Hole Alur railway station, by crossing Malaprabha river, enters Bijapur district. The Railway stations coming under the jurisdiction of this district, in this route are Hubli, Kusugal, Hebsur, Shishuvinahalli, Navalgund road, Annigeri, Kondikoppa, Hulkoti, Binkadakatti, Gadag, Hombal, Balaganur, Mallapur, Somanakatti and Hole Alur, after crossing the Malaprabha river, it enters Bijapur district, 3] Hubli-Guntkal railway route passes through Sholapur route upto Hubli-Gadag and after Gadag passes through Kanaginahal and Harlapur railway stations and near the 84th km stone, leaves the district border towards Hospet.

Details of the number of passengers who travelled from various prominent railway stations of the district and the revenue earned for the year 1992-93 and 1993-94. are as follow :

| Railway station | 1992-93 | | 1993-94 | |
|-----------------------------------|------------------|-------------|------------------|-------------|
| | No.of Passengers | Revenue | No.of Passengers | Revenue |
| Hubli | 9,67,826 | 4,28,57,568 | 9,56,391 | 4,57,15,878 |
| Gadag | 8,89,607 | 1,08,44,355 | 8,49,983 | 1,07,31,563 |
| Dharwad | 1,72,205 | 66,92,702 | 1,22,228 | 52,28,358 |
| Alnavar | 63,514 | 10,55,112 | 50,651 | 9,69,317 |
| Annigeri | 42,186 | 4,96,634 | 40,388 | 4,26,702 |
| Revenue earned by Goods Transport | | | | |
| Hubli | | 90,09,429 | | 84,66,706 |

Source : Regional Railway Manager's Office, Hubli.

In keeping with the policy of the Central government to convert all the existing railway lines into broadgauge, in a haste manner broadgauge conversion work has been taken up in this district also and is in progress. A length of 50.45 km route in the Hubli-Londa line, is expected to be completed before March 31, 1995, involving an approximate cost of Rs. 53 crores. The conversion work of 143 km between Hubli-Hospet is expected to be completed before 31.5.1995. There is a scheme to open the routes of Bangalore-Hubli and Miraj to traffic on 1st April, 1995. The conversion of railway broadgauge between Hubli-Harihar, had commenced from the year 1994-95. After its completion, the scheme to run Shatabdi express between Bangalore-Hubli has been sanctioned. Of the total railway line of 320.72 km. in the district 193.72 Km. and 127.00 Km. of railway lines are controlled by South-Central and Southern Railway respectively.

Railway Workshop, Hubli

The Hubli metregauge workshop established by the British in 1885, was taken over by the Southern Maratha Railway Company in 1919. In 1966, it came under the control of the newly established South-Central Railway from the Southern Railway. Repairs and maintenance work of steam engines, carriages, wagons etc. related to metregauge were undertaken in this workshop. Nowadays, there has been an increase in the use of diesel and electric engines. This workshop is capable of regaining the importance it had attained previously, if only the workshop exclusively takes up repair works connected with the broadgauge lines. The production unit of this workshop almost came to standstill with the production of the last steam engine in Jan. 1995.

AIR TRANSPORT

Since 1970, efforts were made to establish an airport in the twin cities of Hubli-Dharwad due to the increased business activities of North Karnataka. For this purpose, Hubli-Dharwad Corporation allotted 347 acres of land near Gokula, free of cost to the Central Government. The Government of India agreed for the air transport of Vayudoot aeroplanes to Hubli under the condition that the construction cost be borne by the State Government. In 1988, the P.W.D. completed the Airport works financed by the State Government. In 1989, although the Vayudoot Aeroplane Service was started, it stopped abruptly in May 1989. Proposals were also made to upgrade the airport for the movement of Boeing aeroplanes. This was discussed with the Airport Authority of India. The scheme for the upgradation was planned in two stages. On April 17, 1994, air transport connecting Madras-Bangalore-Hubli was started by N.E.P.C., a private Air Travel Company which was recently extended to Mumbai (Bombay) from Hubli. At present, the facility is available to the passengers thrice a week, on Mondays, Wednesdays and Fridays (1,3,5).

POSTAL SERVICES

In 1803, the British started a new postal line between Madras and Bombay; which was a runner line traversing through Bangalore, Dharwad and Pune. Apart from this, *tappal* (Posts) was sent through runners from Malabar to Bombay via Honnavar and Dharwad lines, and *tappal* bags were exchanged in Dharwad. In those days, Dharwad was the centre of *tappal* system. In 1830, Dharwad figures in the list of post offices published by the Postal Department of Bombay. Most probably this post office which seems to have been started in 1820s, came under the administrative control of the General Post Office of Bombay Presidency. In 1830, the postal charges of posts despatched from Dharwad to other

places were as follow : 1) 9 annas (56 paise) for a parcel of 1 tola between Dharwad-Bombay. 2) 12 annas (75 paise) for a parcel of 1 Tola and Rs. 3 and 8 annas (50 paise) for a parcel of 50 Tolas. The existence of a post office at Hubli in 1833 is clearly revealed as it appears in the list of post offices published in the Fort St. George (Madras) Gazette. In the same year. *tappals* were sent through runners in the postal lines of Pune, Dharwad, Hubli, Bangalore and 230 runners were employed for this purpose; it took 15 days for the *tappal* to reach Madras from Bombay. By 1855, post was sent through postal carts from Pune. In 1870, by railway and by Tongas to Hubli where there was no railway connection. In 1874, Dharwad post office was converted into the Head Post Office. In 1890, after the completion of the railway line, postal transport started through railways. The Railway Mail Service, Hubli Division was started in Hubli, to sort out postal letters in the railway compartment. Later Hubli-Bangalore, and Hubli-Guntkal Divisions were added under this jurisdiction. Due to some reasons Railway Mail Service, Hubli office at Hubli was closed by 1915 and the railway divisions working under this office, were transferred to the Railway Mail Service, Hubli divisions of Bombay and Madras.

Dharwad, was under the Canara Postal Division in 1884 and the district had 49 post offices. Out of this, there were one distributing office, two town sub-offices, 28 sub-offices and 18 village offices. The places where the sub-offices located were : Annigeri, Bankapur, Byadgi, Dambal, Dundasi, Gadag, Garag, Gudageri, Hangal, Haveri, Hebballi, Hirekerur, Hubli, Kalghatgi, Karjagi, Misrikote, Muguda, Mundargi, Nargund, Navalgund, Ranibennur, Ron, Savanur, Shiggaon and Tumminakatti under the British administered areas and sub Post-offices of Kundgol, Lakshmeshwar and Shirhatti in the Princely States. The village post offices were at : Abbigeri, Agadi, Alur, Aralikatti, Bammanahalli, Guttal, Halageri, Hulkoti, Kuppelur, Kurtakoti, Maharajpet, Motebennur, Mulgund, Narendra, Tadakod, Tadas and Uppinabetgeri - in the British area and Doddawad in the Princely area. Among these 18, in respect of 17 post offices the work was looked after by the village school teachers, and the remaining one was looked after by a private individual. Postmen and mail runners distributed the post in the villages. In small villages where there were no post-offices, 44 postmen distributed the post. The Great Indian Peninsular Railway' carried the post from and to Bombay between Bombay and Pune, and before the extension of the railway, post was carried in carts or tongas from Pune to Hubli. The city post office of Dharwad city has been in existence since 1880, and the Sub-post office at the Railway station appears to have been opened in 1890 and seems to have been closed later. The Branch Post Office at Durgadbayalu in Hubli, opened in 1910, was later continued as the City Post Office. In 1953, there were 32 Sub-post Offices, 142 Branch Offices and 28 Telegraph Offices in the district. With the establishment of the Karnataka Posts and Telegraph circle on 1.4.1960, all the post offices of Dharwad district (which were till then working under the Bombay circle) were transferred to the Karnataka circle. Later, post offices were opened both in Hubli town and rural areas. In 1965, Hubli post office became the Head Post Office and in 1982, it acquired the gazetted status. On 2.4.1979, Dharwad was made the Head Quarters of the North Karnataka Postal Circle (for details see table 7.13).

As per the census of 1981 and 1991, every 6,283 and 6,873 persons, had one post office each. As on 31.3.1994 there was one post office for an average of 7,097 persons. There was one post office for every 15.57 sq. km and 15.98 sq.km in 1981 and 1991 respectively and as on 31.3.1994, an area of 15.85 sq km had one post office each in the district.

The Postal Department has provided many facilities to the people in the district and the details at the end of 31.3.1994 are given here: The Hubli Post Office has been working as a Night Post Office; and this has been the only post office in the district having a philatelic counter. Dharwad, Hubli,

Gadag and Ranibennur Central Post Offices have been working with Speed Post Extension counters near the Market, Karnataka University, Dharwad Railway Station and Vidyagiri in Dharwad town. Hubli city, Traffic Island, Vidyanagar, Udyamnagar, Railway Mail Service, Hubli and Gadag Railway Station. There is point to point speed post service in these cities from one place to another place like Hubli-Belgaum, Dharwad-Belgaum, Hubli-Gulbarga, Dharwad-Gulbarga, Bijapur-Hubli, Gadag-Bangalore, Hubli-Dharwad and Karwar.

The total number of post boxes in each taluk of the district as on 31.3.1994 are as follow : Dharwad 242; Hubli 225; Kalghatgi 90; Kundgol 75; Savanur 67; Shiggaon 121; Byadgi 95; Haveri 137; Hangal 148; Hirekerur 157; Ranibennur 155; Gadag 142; Mundargi 64; Nargund 15; Navalgund 89; Shirhatti 118; and Ron 147.

Details of Postal Services rendered by the Post Offices in the District.

| | 1992-93 | 1993-94 |
|-----------------------------|-------------|-------------|
| Unregistered articles | 6,68,71,799 | 1,87,58,122 |
| Insured registered articles | 12,10,022 | 11,87,304 |
| Registered parcels | 75,870 | 23,682 |
| Money orders | 7,81,495 | 4,70,317 |

The names of award winning postmen of the district were : N.K. Negalur, K.M. Pinjara, H.C. Patil, M.H. Bidarikatti, K.B. Desai, J.M. Kuppelur in 1991-92; S.K. Kulkarni, M.Y. Yavagal, V.H. Hubli, B.R. Kallur, R.M. Joshi, G.M. Magajikonda, B.A. Menasinakai, B.B. Annishettar, M.S. Shirahatti, S.T. Harijan in 1992-93; and M.F. Madivalara, S.B. Asundi, N.G. Jamnala, G.N. Shivalli, G.Y. Karikatti, S.R. Kulkarni and C.H. Doddamani in 1993-94.

Table 7.13 : Talukwise details of Post Offices

| Taluk | 1953 Sub-post Offices | 1953 Postal Branches | 1969-70 Total Post Offices | Total Post Offices | | | | |
|-----------|-----------------------------|----------------------------|----------------------------------|--------------------|-------|-------|-------|-------|
| | | | | 74-75 | 86-87 | 88-89 | 91-92 | 93-94 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Byadgi | 1 | 4 | 25 | 27 | 21 | 21 | 22 | 23 |
| Dharwad | 4 | 15 | 55 | 62 | 60 | 61 | 65 | 68 |
| Gadag | 3 | 16 | 37 | 40 | 44 | 44 | 45 | 45 |
| Hangal | 2 | 5 | 46 | 49 | 43 | 43 | 45 | 45 |
| Haveri | 1 | 14 | 38 | 39 | 37 | 38 | 39 | 39 |
| Hirekerur | 1 | 8 | 21 | 25 | 43 | 48 | 48 | 47 |
| Hubli | 5 | 14 | 33 | 42 | 53 | 54 | 50 | 50 |
| Kalghatgi | 1 | 1 | 15 | 20 | 28 | 28 | 30 | 30 |
| Kundgol | 2 | 6 | 18 | 20 | 27 | 27 | 27 | 27 |
| Mundargi | 1 | 6 | 20 | 20 | 26 | 26 | 26 | 26 |
| Nargund | 1 | 2 | 12 | 18 | 13 | 13 | 13 | 13 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|------------|----|-----|-----|-----|-----|-----|-----|-----|
| Navalgund | 2 | 9 | 22 | 23 | 35 | 36 | 36 | 37 |
| Ranibennur | 1 | 10 | 35 | 38 | 52 | 48 | 48 | 48 |
| Ron | 3 | 17 | 48 | 51 | 52 | 52 | 52 | 52 |
| Savanur | - | - | 14 | 18 | 26 | 27 | 28 | 29 |
| Shiggaon | 2 | 8 | 23 | 26 | 28 | 28 | 28 | 28 |
| Shirhatti | 2 | 7 | 27 | 32 | 34 | 34 | 34 | 34 |
| Total | 32 | 142 | 489 | 550 | 622 | 648 | 636 | 641 |

Different classes of Post Offices in the District as on 31.3.1994.

| | Head Post Offices | Sub-post Offices | Other Sub-post Offices | Branch Offices |
|---------|-------------------|------------------|------------------------|----------------|
| Dharwad | 2 | 62 | 2 | 167 |
| Gadag | 2 | 31 | 26 | 144 |
| Haveri | 2 | 27 | 14 | 165 |

Telecommunication

The telephone services were started in the twin cities of Dharwad and Hubli on 31.3.1936. A Central Telephone Exchange with a capacity of 50 connections was established in Dharwad and during this period, 30 connections were working. Its capacity was increased to 100 in 1949 of which only 38 connections were working. There were six telephone exchanges, working in 1953, namely Hubli, Dharwad, Gadag, Hubli Local call office, Dharwad Local call office, and Haveri Local call office. Among these, Hubli, Dharwad and Gadag Telephone Exchanges were working on the old Switch Board system driven by batteries. During this period (1953), Hubli Exchange Centre had a capacity of 150 connections with only 86 working connections and 18 extensions. The Gadag exchange centre had 60 line capacity with 55 working connections including 11 extensions also.

After 1960, an Automatic Exchange Centre with a capacity of 400 connections was established in Dharwad. By 1966, local call system came into existence between the cities of Hubli and Dharwad. Dharwad Exchange became the sub-exchange centre of Hubli Central Telephone Exchange. In 1980 the twin cities were connected with the important cities through S.T.D.network .

In recent years, there has been an increase in the telephone connections and as on 31.3.1994, the district had altogether 124 telephone exchanges and 30,335 telephone connections. (See table 7.15)

Telegraph Services : By 1884, telegraph offices were already working in prominent cities like Hubli, Dharwad and Gadag. There was no separate arrangement for the administration of telegraph offices, which functioned as a part of post office and were called composite post office. Between 1870 and 1900, there was a remarkable improvement in the road transport system and with the advent of metergauge railway facility, there has been a considerable development in the internal and external activities. In 1953, Dharwad district had 28 telegraph offices, which were composite post offices and the details are as follow :

1. **Byadgi Taluk** : Byadgi Town 2. **Dharwad Taluk** : Dharwad Head Office, Dharwad City, , Dharwad Railway Station and Alnavar; 3. **Gadag Taluk** : Gadag town, Gadag-Betgeri and Gadag (Three); 4. **Hangal Taluk** : Hangal and Akki Alur; 5. **Haveri Taluk** : Haveri; 6. **Hirekerur Taluk** : Hirekerur; 7. **Hubli Taluk** : Hubli City and Hubli (Two); 8. **Kalghatgi Taluk**: Kalghatgi; 9. **Kundgol Taluk**: Kundgol and Gudageri; 10. **Mundargi Taluk** : Mundargi; 11. **Nargund Taluk** : Nargund; 12. **Navalgund Taluk** : Navalgund and Annigeri ; 13. **Ranibennur Taluk** : Ranibennur; 14. **Ron Taluk** : Ron and Hole Alur 15. **Shiggaon Taluk** : Shiggaon and Savanur ; 16. **Shirhatti Taluk** : Shirhatti and Lakshmeshwar.

Table 7.14 : No.of Telegraph Offices in different taluks

| Taluk | 1986-87 | 1987-88 | 1988-89 | 1991-92 | 1992-93 |
|------------|---------|---------|---------|---------|---------|
| Byadgi | 7 | 7 | 7 | 9 | 11 |
| Dharwad | 34 | 34 | 34 | 33 | 36 |
| Gadag | 28 | 28 | 28 | 27 | 27 |
| Hangal | 22 | 22 | 22 | 23 | 24 |
| Haveri | 23 | 23 | 23 | 26 | 28 |
| Hirekerur | 13 | 13 | 15 | 20 | 23 |
| Hubli | 48 | 48 | 48 | 40 | 44 |
| Kalghatgi | 12 | 12 | 14 | 13 | 14 |
| Kundgol | 11 | 11 | 11 | 16 | 16 |
| Mundargi | 8 | 8 | 8 | 10 | 10 |
| Nargund | 8 | 8 | 7 | 7 | 7 |
| Navalgund | 14 | 14 | 15 | 15 | 15 |
| Ranibennur | 23 | 23 | 26 | 27 | 28 |
| Ron | 27 | 27 | 27 | 30 | 38 |
| Savanur | 7 | 7 | 7 | 7 | 7 |
| Shiggaon | 7 | 7 | 7 | 13 | 13 |
| Shirhatti | 18 | 18 | 19 | 19 | 23 |
| | 310 | 310 | 318 | 335 | 364 |

TELEVISION

The first Doordarshan relay centre in the district was established at Gadag on 10.9.1984, with a transmitter capacity of 100 watts. Another 100 watts power transmitter was opened in Dharwad on 28.9.1984. These relay centres were connected to the Bangalore main centre in 1990. Since then Dharwad and Gadag relay centres have been telecasting programmes of the Bangalore Doordarshan. The Gadag relay centre covers 4.4 lakh people of the neighbouring towns and rural areas. Recently a 10 Kilowatt power transmitter established in Dharwad has started its work. With the establishment of High power relay centre, it has been possible not only to view the programmes within a radius of 70 Km. but also to fulfill the much awaited demand of the people. Most of the neighbouring areas of Belgaum, North Karnataka and Bijapur come under the purview of this centre. About 19.13 lakh

Table 7.15 : Talukwise statistics of Telephone Exchange (1987-1991) and Telephone connections

| Sl.No. | Taluk | Telephone Exchange Centres | | | Telephone connections | | | | | |
|--------|------------|----------------------------|-------|--|-----------------------|-------|--------|--------|--------|--------|
| | | 86-87 | 90-91 | | 69-70 | 71-72 | 86-87 | 88-89 | 89-90 | 90-91 |
| 1. | Byadgi | 2 | 1 | | 85 | 86 | 167 | 204 | 227 | 248 |
| 2. | Dharwad | 5 | 7 | | 613 | 693 | 2,576 | 3,690 | 3,574 | 3,624 |
| 3. | Gadag | 7 | 9 | | 505 | 539 | 1,500 | 1,709 | 1,885 | 1,985 |
| 4. | Hangal | 6 | 6 | | 106 | 101 | 214 | 215 | 223 | 223 |
| 5. | Haveri | 4 | 11 | | 169 | 197 | 446 | 561 | 822 | 972 |
| 6. | Hirekerur | 4 | 6 | | 42 | 56 | 158 | 168 | 304 | 309 |
| 7. | Hubli | 1 | 12 | | 2,266 | 2,250 | 7,547 | 8,510 | 7,624 | 10,624 |
| 8. | Kalghatgi | 7 | 2 | | 27 | 27 | 70 | 92 | 108 | 108 |
| 9. | Kundgol | 4 | 4 | | 45 | 44 | 139 | 161 | 158 | 158 |
| 10. | Mundargi | 2 | 8 | | 26 | 26 | 73 | 83 | 155 | 255 |
| 11. | Nargund | 4 | 4 | | 59 | 60 | 207 | 213 | 241 | 261 |
| 12. | Navalgund | 8 | 9 | | 49 | 58 | 256 | 265 | 279 | 280 |
| 13. | Ranibennur | 10 | 14 | | 178 | 188 | 793 | 881 | 1183 | 1283 |
| 14. | Ron | 8 | 13 | | 139 | 139 | 278 | 262 | 441 | 445 |
| 15. | Savanur | 1 | 1 | | 53 | 53 | 94 | 99 | 118 | 126 |
| 16. | Shiggaon | 4 | 4 | | 33 | 32 | 117 | 133 | 164 | 164 |
| 17. | Shirhatti | 5 | 5 | | 63 | 60 | 168 | 192 | 242 | - |
| | Total | 82 | 116 | | 4,454 | 4,609 | 14,823 | 17,438 | 17,748 | 21,307 |

people in Dharwad, 25.9 lakh in Belgaum, 4.8 lakh in North Kanara and 27,000 people in Bijapur districts, are covered under the Doordarshan relay centre of Dharwad.

ALL INDIA RADIO

The All India Radio Station was opened for the first time in Dharwad on the 8th January 1950, which has been a major contribution towards the cultural field of North Karnataka. Dharwad, Belgaum, North Kanara and Bijapur Districts of Bombay Karnataka were much benefited by the programmes and thereby renowned artists of the area received much encouragement. The station had a capacity of 1 Kilowatt power. A receiving station was established at a distance of eight km from the A.I.R. station, with the main purpose of relay and broadcasting of news and other programmes of Delhi and other stations. To start with, programmes were broadcast from 7.45 to 8.45 in the morning and from 6 to 10 in the evening. They included Karnatak and Hindustani classical music, Light music, Light entertainment, etc. So far 60 playwrights and a group of 200 artistes of North Karnataka have been benefited from this station. Many talented artistes came to light through Akashawani and attained popularity. From 18.10.1964, the station was upgraded to 10 Kilowatt power capacity covering the districts of Dharwad, Belgaum, Bijapur, North Kanara and Bellary. In 1970, Commercial Services were started. From 14.4.1983, programmes were conducted in the newly constructed studio building. In 1981, a regional news section was added to the Dharwad All India Radio station, which broadcast news in Kannada every morning. Programmes on reputed personalities like D.R.Bendre, Shivaram Karanth, Mugali, Raja Ramanna, V.K.Gokak and others were broadcast; popular musicians like Mallikarjun Mansur, Pandit Basavaraj Rajguru and Gangu Bai Hangal have brought great fame to the station. The Dharwad Station received many national awards for organising and broadcasting outstanding programmes in the field of music, folklore, drama etc.

TOURISM

Dharwad district has been strategically located as a centre of several historical and holy places. A few temples, and Mutts here attract disciples enormously on all the days of the year. Some of the temples which may be mentioned are : Viranarayana and Triketeswara of Gadag, Doddabasappa temple of Dambala, Mailara Temple of Guddad Guddapur, Jain Temple of Lakkundi, Adikeshva of Kaginele, Tarakeshwara of Hangal etc. Saints like Fakireswar of Shirhatti, Siddaroodha of Hubli, Gurunatharooda, Agadi Seshachalaswamy, Mruthyunjayappa of Dharwad, Sishunala Sharief Saheb and others flourished in the district. Their cemeteries (tombs) are sacred places for the devotees. Many Mutts provide daily *dasoha* (free meals) and lodging facilities to their devotees. In the field of education, some Mutts have been in the forefront by establishing many schools and colleges, besides providing free boarding and lodging facilities to students.

In 1992, the Government has formulated a scheme for the all round development of tourism, by extending certain concessions. It has been decided to give more importance for the effective utilisation of the private sector. Moreover, in collaboration with the district administration, steps have been taken to organise district tourism festivals highlighting the tradition, art and culture of the State and preservation of the cultural heritage. In this respect, the department sanctioned Rs.two lakh towards the organisation of Lakkundi festival in November 1992. At Shishuvinala village in Dharwad district, a choultry has been constructed at a cost of Rs.3.71 lakh. The construction of an enclosure wall for the Sarvajnamantapa in Abbalur at a cost of Rs.two lakh is in progress. In 1992-93, a tourism information counter has been opened in Gadag and also 1.35 guntas of land has been acquired for the

development of tourism. There is a proposal to start a water sports centre at Unakal tank between Hubli-Dharwad. A two-seater motor-boat with 10 Horse Power has been given by the government free of cost and a private person has been trained to man it.

In 1994-95, with the assistance of the Central Government steps have been taken to construct Yatriniwas for the use of tourists at a cost of Rs.53-37 lakh in Dharwad city. There are Circuit Houses in the main centres of the district like Dharwad, Hubli and Haveri besides the Inspection Bungalows and Guest houses of Public Works Department at all taluk headquarters and other main Centres which provide lodging accommodation to both Government officials and other private individuals. Forest Department has Rest Houses at Kalkeri, Devikoppa, Dharwad and Honkana (Hangal taluk) for its staff.

CHAPTER 8

ECONOMIC TRENDS

To understand the economic conditions of a region, it is necessary to study the region's natural and economic resources, man-power, employment opportunities, standard of living, urbanisation, rates of saving, district's income, district's consumer price index etc. In this chapter, an attempt is made to give a broad account of the factors which influence the district's economy. Higher emphasis has been laid on the changes that occurred in these decades covering the period from 1960-61 to 1991-92. In Dharwad district, agriculture was predominant till 1950 and in later years, industries started growing and the process of industrialisation gained momentum.

The details of population growth in the district during the period 1901-1991 were as under. The district's population was 12,47,340 in 1901 and 35,03,150 in 1991; it recorded a rise by 180.85 percent. The density of population increased from 142 to 255 (79.5 percent) during the period from 1961 to 1991. The density of population (255) was higher than the state's density (235) in 1991. The proportion of workers to total population was 42 percent in 1960-61 and there was no change in that proportion in 1992-93. Similarly there was no increase in the proportion of sown area to total geographical area.

The proportion of net sown area to the total sown area of the district recorded a fall from 96 percent in 1960-61 to 86 percent in 1990-91. From this, one can understand that 10 percent of the area remained unsown, inspite of it being fit for sowing. But the proportion of the net irrigated area to the net sown area increased from 5.19 percent in 1900-01 to 15 percent after 30 years. The district's total income increased by 50 percent between 1970-71 and 1974-75. The changes in district's per capita income (at current prices) during the period from 1960-61 to 1991-92 are as under: it increased from Rs. 257 in 1960-61 to Rs 586 in 1970-71; from Rs. 820 in 1975-76 to Rs. 1,288 in 1980-81; from Rs. 1,904 in 1985-86 to Rs. 3,705 in 1990-91; and to Rs. 5,108 in 1991-92. percentage wise, the per capita income recorded a rise by 128 percent between 1960-61 and 1970-71, by 128 percent between 1970-71 and 1980-81, by 187 percent between:1980-81 to 1990-91 and by 38 percent between 1990-91 to1991-92. From this it may be inferred that the phenomenal increase in the per capita income during the decade of 1980-81 to 1990-91 was owing to factors such as industrialisation, increase in agricultural resources etc. See Table No. 8.1