

CHAPTER VII

COMMUNICATIONS

REFERENCES regarding old-time routes are scarce and nothing **Old-time routes** can be said with certainty about the facilities available in the earlier period. Historians and travellers of those days speak of an abundance of trade between the west coast ports and their hinterland. This trade development would not have been possible if there were no good roads as distinguished from mere tracks. There must have been roads between Hassan district and the west coast, particularly connecting the capital of the Hoysala kings, *i.e.*, Dwarasamudra, the present Halebid, with the west coast region. From the ports, merchandise was transported on beasts of burden to the hinterland through the Bisle and Manjarabad *ghats*. During the rule of Haidar Ali and Tipu Sultan, the necessity for roads suitable for carrying heavy guns began to be felt. Efforts were made by Tipu to construct roads for moving his troops and heavy guns. According to Colonel Dew, who was a Commissioner under the British in the west coast, Tipu had visualised and carried into fruition a grand work of inter-communications from his capital, Srirangapatna, to the various places he conquered. In fact, during the wars with the British, Tipu moved considerable forces and arms through these roads. No details are available about Tipu's 'gun roads' in the district, except the fact that they were hastily improvised tracks which soon fell into disuse.

Till about the middle of the 19th century, road-making was tardy. Of course, there were rugged tracks and paths connecting towns and villages. In 1831, the road from Bangalore to Mysore and the road from Srirangapatna to Sira and on to Bellary were the only roads worthy of being called good means of communication in the State. During the administration of Sir Mark Cubbon (1834-61), the British Commissioner, roads were classified as imperial, provincial and village roads. His period saw some vigorous road-making efforts and considerable sums of money were spent on the improvement of road communications between Bangalore and the various district head-quarter towns.

In the early days, there was practically no engineering staff as understood at the present time. The Superintendents of

Divisions and the various Amildars of taluks carried out the road repairs through some *maistries*. In 1834, the post of a Superintendent of Maramat was sanctioned. This officer exclusively devoted his attention to the maintenance of roads and bridges. As a result of Mark Cubbon's efforts with the Court of Directors of the East India Company, a Department of Public Works was constituted for the State in June 1856, with a Chief Engineer as its head assisted by an Assistant Chief Engineer, five Executive Engineers, four Assistant Engineers and 30 subordinates. All important roads were handed over to this newly created department.

The mountain passes on the western ghats were opened and one such road was the Hassan—Mangalore road *via* Sakleshpur passing through the Shiradi ghat. Another road was laid through the Bisle *ghat* to Subrahmanya in South Kanara district. This road branches off very near the Manjarabad Fort. Then, the Bangalore—Hassan road *via* Kunigal, Hiresave, Channarayapatna and Shantigrama was laid to link it with the Shiradi *ghat*. Still later, a road was laid from Hassan to Arsikere to link it with Bangalore. The Mysore—Hassan road *via* Nagamangala and Kikkeri afforded an easy means of communication between Mysore and Hassan. The introduction of a railway system in the latter part of the 19th century accelerated the construction of good roads to feed the railway.

The *ghat* roads were not up to the required standard and the absence of bridges across the Hemavathy and the Yagachi presented difficulties. This difficulty was partly overcome when a bridge was constructed across the Hemavathy river near Sakleshpur. Later, the surface of old roads was gradually improved. Gravel roads were metalled and curves were improved. The *ghat* roads were widened and were made all-weather high-ways. In the early part of the 20th century, the responsibility of opening up road communications devolved on the District Board and after the establishment of this local self-governing body, several roads were laid out in the interior, connecting the various taluk headquarters by shorter routes.

During the years from 1831 to 1856, *i.e.*, within a period of 25 years, a sum of Rs. 28.75 lakhs was spent on roads and altogether 1,597 miles of roads were constructed in the entire State. It is noticed that in 1891, the State had 1,730 miles of State Fund Roads and 3,113 miles of District Fund Roads. After the year 1900, there was further improvement of communications and in 1904, the total mileage of State Fund Roads was 1,927 while the length of the District Fund Roads was 3,502 miles. In 1923-24, a total length of 2,061 miles of State roads was maintained, of which 1,613 miles were metalled. In 1937, the Hassan district had 191 miles and four furlongs of Provincial

Roads (five in number), 518 miles and two furlongs of District Fund Roads (39 in number) and fifteen miles and four furlongs of Forest Roads (three in number), maintained at an annual cost of Rs. 45,123, Rs. 58,336 and Rs. 480 respectively.

Now the roads are classified as National Highways, State Highways, Major District Roads, Other District Roads and Village Roads, according to the Nagpur plan. There is no National Highway in the district. The State Highways connect the district headquarter towns and other important towns and 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 and State Highways. The Other District Roads connect important market places. Approach roads from the main roads to the villages, generally with unmetalled surfaces, form the village roads. The percentage of area of the Hassan district to the total area of the State is 3.55 and in 1961, it had 3.79 per cent of the population of the State. In the year 1965, the district's percentage of road mileage to the total road mileage of the State including the roads under the Taluk Development Boards was 4.96; if we take into consideration the mileage per square mile, it was 0.61 for this district, whereas the average for the State was only 0.44; further, the district had 18.06 miles of roads for a population of 10,000, whereas the State average was 13.79. During the same year, the district had a mileage of 189 of the State Highways which was 4.64 in terms of percentage to the State's total mileage of the category which was 4,072, while it had 5.68 per cent of the Major District Roads with 448 miles out of the State's 7,890 miles of the category; the percentage in respect of the Other District Roads was 4.28, the total number of miles for the district and the State being 190 and 4,450 respectively. As far as the Village Roads are concerned, the district had, in 1965, 4.14 per cent with a total mileage of 253, the total for the State being 6,118 miles. The grand total of all these four categories of roads was 1,080 miles for the district in 1965, the percentage of the district to the State total being 4.63.

As on 31st March 1969, the total mileage under the public Works Department was 1,455 or 2,341 kilometres, which was 5.11 per cent of the total mileage of 28,468 in the State. The length of roads under the Taluk Development Boards was 430 miles (720 kilometres) in 1969 and the extent of roads under Forest Department was fourteen miles (23 kilometres). The tempo of progress achieved in the district from 1957 to 1969, the taluk-wise break-up as in 1969 and the particulars of category-wise and surface-wise break-ups of road mileage under the Public Works Department are shown by the following three tables:—

Particulars of road mileage in Hassan district from 1957 to 1969
(as on 31st March)

Year	Total road mileage in charge of				Surfaced road mileage	Un-surfaced road mileage	Road mileage per square mile		
	Public Works Department	Taluk Development Boards*	Forest Department	Total			Surfaced	Un-surfaced	Total
1	2	3	4	5	6	7	8	9	10
1957	695	679	9	1,383	675	708	0.25	0.27	0.52
1960	831	590	9	1,430	695	735	0.26	0.28	0.54
1963	1,033	459	10	1,502	807	695	0.30	0.27	0.57
1966	1,180	494	14	1,688	890	798	0.33	0.30	0.63
1969	1,455	430	14	1,899	1,088	811	0.41	0.31	0.72
		(720 Kms.)		(3,055 Kms.)	(1,685 Kms.)	1,371 (Kms.)	1.06 (sq. km.)	0.80 (sq. km.)	1.86 (sq. km.)

* The decrease in the length of Taluk Development Board Roads is due to the fact that every year a few miles of roads are handed over to the Public Works Department.

[Note : 5 miles = 8.047 kilometres]

**Taluk wise particulars of road mileage (or road length in kilometres) in Hassan district
as on 31st March, 1969**

Sl. No.	Name of the taluk	Total		Cement-concrete		Black-topped		Water-bound macadam		Other kinds of surface		Natural soil	
		M	Km.	M	Km.	M	Km.	M	Km.	M	Km.	M	Km.
1.	Hassan	189.00	304.17	2.37	3.8	70.00	112.6	60.13	96.8	43.50	70.0	13.00	20.9
2.	Arsikere	235.00	378.2	14.25	22.9	81.00	130.4	80.75	130.0	48.25	77.7	10.75	17.3
3.	Channarayapatna	231.50	372.6	0.88	1.4	93.00	149.7	65.00	104.6	39.00	62.8	33.62	54.1
4.	Belur	179.13	288.1	..	..	50.00	80.5	88.63	142.6	16.75	29.9	23.75	38.6
5.	Arkalgud	182.00	292.9	..	..	53.00	85.3	64.50	103.8	4.50	7.2	60.00	96.2
6.	Holenarsipur	142.00	228.5	..	..	37.00	59.5	59.87	96.8	24.38	39.2	20.75	33.4
7.	Sakleshpur	296.00	476.4	2.00	3.2	90.00	144.8	137.00	220.5	73.00	117.5	..	..
8.	Alur												

[Note : 5 miles=8.047 kilometres]

[M=Miles ; Km.=Kilometres]

**Category-wise and surface-wise break-ups of the total road mileage (or road length in kilometres) in Hassan district under
the Public Works Department as on 31st March 1969**

Sl. No.	Category	Cement concrete		Black-topped		Water-bound macadam		Other kinds of surface		Natural soil		Total for the district		State total	
		M	Km.	M	Km.	M	Km.	M	Km.	M	Km.	M	Km.	M	Km.
1.	National Highways ..													788	1,269
2.	State Highways	18.50	29.8	172.88	278.2	..	..	..	..	..	..	191.38	308.0	4,194	6,749
3.	Major District Roads ..	..	..	278.88	448.8	194.62	313.2	..	..	..	..	473.50	762.0	8,770	14,152
4.	Other District Roads ..	1.00	1.6	16.88	27.1	150.00	241.4	30.25	48.7	17.75	28.6	215.88	347.4	5,925	9,485
5.	Village Roads ..	..	..	5.37	8.6	205.25	330.3	219.13	352.7	144.12	231.9	573.87	923.5	19,655	32,552
	Total ..	19.50	31.4	474.01	762.7	549.87	884.9	249.38	401.4	161.87	260.5	1,454.63	2,340.9	39,332	64,207

[Note : 5 miles = 8.047 kilometres]
[M = Miles ; Km. = Kilometres]

The total road mileage maintained by the Taluk Development Boards in 1969 was 430 (720 kms.), out of which 39.50 miles were of waterbound macadam and 390.50 miles of natural soil, and the total road mileage maintained by the Forest Department was 14 (23 kilometres). The road mileage per lakh of population stood at 179 (288 kilometres) as on 31st March 1969, taking into consideration the totals of those maintained by the Public Works Department and the Taluk Development Boards.

There were, in 1969, 95 miles (152.9 kilometres) of roads under Municipalities, 78 miles (125.5 kilometres) under Community Development Blocks and National Extension Service and seven miles (11.3 kilometres) under Village Panchayats, the total of all these being 180 miles (289.7 kilometres) in the district. In addition to these roads, there are roads completed under the Rural Communication Programme. The total road mileage completed up to 1969, under this programme, was 335 (539 kilometres) in Hassan district, the total for the State being 15,116 as on 31st March, 1969.

In respect of easy accessibility of villages, the position in Hassan district is considerably good. In 1969, out of a total of 2,577 villages (including those uninhabited), 1,331 villages were at a distance of four miles (6.4 kilometres), 160 villages at a distance of above four miles (6.4 kms.) but below eight miles (12.8 Kms.), 36 villages at a distance of above eight miles (12.8 Kms.) but below 12 miles (19.3 Kms.) and 1050 villages at a distance of above 12 miles (19.3 Kms.) from metalled road; 410 villages were at a distance of 1.5 miles (2.4 Kms.), 232 villages at a distance of above 1.5 miles (2.4 Kms.) but below three miles (4.8 Kms.) and 1935 villages at a distance of above three miles (4.8 Kms.) from any type of roads.

An amount of Rs. 395.19 lakhs was spent on Public Works Department Roads in the district during the eight years from 1961-62 to 1968-69 and the year-wise figures are as follows:—

(Rupees in lakhs)

Year	Original works	Repairs works	Total
1961-62	61.06	17.52	78.58
1962-63	91.00	17.13	108.13
1963-64	47.49	12.85	60.34
1964-65	8.25	15.69	23.94
1965-66	20.58	4.75	25.33
1966-67	19.86	17.72	37.58
1967-68	10.83	18.75	29.58
1968-69	13.11	18.60	31.71
Total	272.18	123.01	395.19

Particulars of roads and their mileages in charge of the Public Works Department in the district as on 31st March 1969 were as given below :—

Sl. No.	Name of the road	Road mileage in the district	Nature of road surface				
			Cement-concrete	Black-topped	Water-bound macadam	Other kinds of surface	Natural soil
1	2	3	4	5	6	7	8
I. State Highways							
1.	Bangalore-Honnavar Road.	20-0	14-2	5-6	..	..	..
2.	Bangalore-Mangalore Road.	85-7	4-2	81-5	..	..	..
3.	Hassan-Chickmagalur Road.	28-0	..	28-0	..	..	..
4.	Bilikere-Hassan Road	32-6	..	32-6	..	..	..
5.	Tiptur-Dudda Road	14-6	..	14-6	..	..	..
6.	Arsikere-Hassan Road (from Dudda to Hassan)	10-0	..	10-0	..	..	..
II. Major District Roads							
7.	Hampapura-Ramanathapura Road.	8-7	..	8-7	..	..	..
8.	Fraserpeta-Ramanathapura Road.	8-1	..	8-1	..	..	..
9.	Srirangapatna-Channarayapatna Road.	4-5	..	4-5	..	..	..
10.	Channarayapatna-Shravanabelagola Road.	7-0	..	7-0	..	..	..
11.	Hassan-Periyapatna-Cannanore Road.	36-3	..	36-3	..	..	..
12.	Arsikere-Channarayapatna Road.	27-4	..	27-4	..	..	..
13.	Arsikere-Hassan Road	26-2	..	26-2	..	..	..
14.	Banavara-Sakrepatna Road.	1-4	..	1-4	..	..	..
15.	Halebid Temple Road	1-0	..	1-0	..	..	..
16.	Shravanabelagola-Kikkeri Road.	4-4	..	4-4	..	..	..
17.	Krishnarajakatte Road	2-6	..	2-6	..	..	..
18.	Shravanabelagola-Hiresave Road.	10-6	..	10-6	..	..	..
19.	Belur Town Temple Approach Road.	0-4	..	0-4	..	..	..

1	2	3	4	5	6	7	8
20.	Banavara-Belur-Mudigere Road.	39-0	..	24-0	15-0	..	..
21.	Manjarabad-Subrahmanya Road.	39-5	..	10-3	29-2	..	..
22.	Hassan-Salagame-Halebid Road.	19-0	..	2-4	16-4	..	..
23.	Krishnarajanagar-Ramanathapura Road.	5-0	..	..	5-0	..	..
24.	Channarayapatna-Holenarsipur-Kodlipet Road.	36-1	..	28-5	7-4	..	..
25.	Tiptur-Channarayapatna Road.	20-5	..	13-3	7-2	..	..
26.	Mudigere-Belur Road	12-0	..	10-5	1-3	..	..
27.	Bage-Belur Road ..	17-2	..	4-2	13-0	..	..
28.	Anemahal-Mudigere Road.	12-2	..	11-4	0-6	..	..
29.	Shukravarasanthe-Kodlipet Road.	8-4	..	6-1	2-3	..	..
30.	Banavara-Sira Road	18-0	..	15-0	3-0	..	..
31.	Ramanathapura Temple Approach Road.	0-6	..	..	0-6	..	..
32.	Holenarsipur-Channarayapatna Road.	13-5	..	1-2	12-3	..	..
33.	Banavasi-Yeslurpet Road.	18-2	..	6-3	11-7	..	..
34.	Sakleshpur-Arehalli-Chickhalli Road.	18-0	..	..	18-0	..	..
35.	Banavara Railway Station Road.	0-4	..	..	0-4	..	..
36.	Hagare-Halebid Road	6-0	..	1-6	4-2	..	..
37.	Alur-Biccodu Road	12-4	..	0-2	12-2	..	..
38.	Arehalli-Biccodu Road	5-2	..	1-6	3-4	..	..
39.	Holenarsipur-Saligrama Road.	11-0	..	0-5	10-3	..	..
40.	Arsikere-Huliyar Road	20-4	..	10-6	9-6	..	..

III. Other District Roads

41.	Bharatavalli-Alur Loop Road.	2-6	1-0	1-6	..	..	..
42.	River Bank Road	0-6	..	0-6	..	..	..
43.	Hanabal-Devarunda Road.	8-0	..	0-4	7-4	..	..

1	2	3	4	5	6	7	8
44.	Kattaya-Hallibyle Road	18-2	..	6-1	12-1	..	..
45.	Hiresave-Nuggihalli Road.	8-4	..	0-3	8-1	..	..
46.	Alur-Kundur Road	8-2	..	..	8-2	..	..
47.	Shantigrama-Hosahalli Road.	8-0	..	..	8-0	..	..
48.	Mallipatna-Konanur Road.	12-0	..	..	12-0	..	..
49.	Harnahalli-Javagal Road.	13-2	..	1-4	11-6	..	..
50.	Vangur-Mallipatna Road	8-0	..	4-4	3-4	..	..
51.	Hallimysore-Anekan-nambadi-Doddahalli Road.	5-4	..	..	5-4	..	..
52.	Palya-Belagodu Road	3-4	..	..	3-4	..	..
53.	Mudanalli-Bagur-Nuggihalli Road.	11-0	..	0-3	18-5	..	..
54.	Nuggihalli-Didaga Road	7-0	..	..	7-0	..	..
55.	Road from Konanur to Coorg Border.	6-0	..	..	6-0	..	..
56.	Shravanabelagola-Bindiganavole Road.	7-0	..	1-0	6-0	..	..
57.	Mallipatna-Hippala Road	3-0	..	..	3-0	..	..
58.	Doddametikurke-Kallasarahalli Road to Kallegundi and on to Banavara-Sira Road.	7-0	..	..	7-0	..	..
59.	Hethur-Kerodi Road	7-4	..	..	..	7-4	..
60.	Bendekere-Garadana-kere Road.	8-6	..	..	6-6	2-0	..
61.	Kandalli-Bylahalli-Padavalalu-Biccodu Road.	19-2	..	..	13-0	6-2	..
62.	Kenchally Road connecting Tiptur-Dudda Road.	9-3	..	..	6-3	3-0	..
63.	Byadagihalli-Balahalli-Athihalli Road.	8-0	..	..	4-0	4-0	..
64.	Holenarsipur-Keralapura Road.	17-6	..	..	..	..	17-6

The village roads in 1969 were 87 in number with a total mileage of 573.88 miles, of which 5.37 miles were black-topped and 205.75 miles water-bound macadam, 219.13 miles were of other kinds and 144.12 miles of natural soil; the length of these roads ranged from 2 miles to 15.4 miles.

A Rural Communication Programme was launched in the State, during the year 1959-60, with the objective of providing the villages with a net-work of fair-weather roads. The programme consists of (a) construction of rural roads, (b) linking of existing rural roads and (c) construction of bridges with linear waterway of more than 20' on those roads which are not under the Public Works Department. The standard of these roads is of only gravel or earth surface and they are meant mainly for cart traffic. These roads connect the villages to the nearest important roads, market places and railheads.

In Hassan district, good progress has been made in this aspect also. The total mileage of roads taken up upto the end of March 1969 was 464, out of the contemplated mileage of 497 and the total mileage completed was 335. The year-wise progress achieved from 1962 to 1969 in the district was as follows :—

<i>Year as on 31st March</i>	<i>Mileage tackled</i>	<i>Mileage completed</i>	<i>Outlay (Rs. in lakhs)</i>
1962 ..	222	91	11.20
1963 ..	314	203	17.13
1964 ..	350	229	19.61
1965 ..	352	245	21.10
1966 ..	361	250	24.18
1967 ..	445	313	25.67
1968 ..	464	335	27.45
1969 ..	464	335	30.80
	(746.7 Kms.)	(539 Kms.)	

The progress achieved in respect of construction of cross drainages for these roads was as follows :—

<i>Year (as on 31st March)</i>	<i>Number of works tackled</i>	<i>Number of works completed</i>	<i>Number of works in progress</i>
1962 ..	80	48	32
1963 ..	80	55	25
1964 ..	80	55	35
1965 ..	82	56	26
1966 ..	82	56	26
1967 ..	82	56	26
1968 ..	107	56	51
1969 ..	123	123	..

In the following paragraphs, a short description of the more important roads is given. The length indicated in brackets is in miles and furlongs, within the confines of the district, and relates to the year 1969-70.

**State
Highways**

Bangalore—Honnavar Road (Length 20 miles or 32.2 Kms.)—This road called also as Shimoga road is an important highway in the northern part of the district running for a length of 20 miles. A length of 14.2 miles of this road is cement-concreted, while the rest is black-topped. This road, after emerging from Tiptur taluk of the Tumkur district, enters the Arsikere taluk of this district and takes a slightly north-westerly direction up to Arsikere town and then runs straight north westwards and leaves the district some four miles from Banavara. The Bangalore—Harihar metre gauge railway line runs parallel to this road. Buses, lorries and other vehicles from Bangalore to Shimoga pass through this road. Near about Banavara, the Belur-Sira Road crosses this highway.

Bangalore—Mangalore Road (85.7 miles or 138.1 Kms.)—This road enters the district near Hiresave and leaves it near Kaganin in Manjarabad taluk running to a length of 85 miles and seven furlongs. Out of the total length, 4.2 miles have a cement-concreted surface and the rest is black-topped. After entering the district near Hiresave, this road takes a slightly south-western direction up to Channarayapatna and then curves north-west up to Dandiganahalli and then proceeds westwards up to the district headquarters town. From Hassan, the road takes again a south-westerly turn up to Sakleshpur. Then, the road curves south-west, passing through the Shiradi ghat towards the Puttur—Mangalore Road.

In recent years, this important highway has been developed as an ore-carrying road under the programme of development of

communication facilities from mining areas in the hinterland to the ports. For expeditious transport of ores to Mangalore, the Government of India offered a grant-in-aid for developing this road. The road from Hassan to Mangalore runs for 105 miles and six furlongs and this was well developed, utilising the grants to a tune of Rs. 26.56 lakhs. The road lies in the heavy rainfall area and as such, a single-lane carriage-way was found unsuitable. So it was decided to have a 22-foot black-topped carriage-way with the improvement of the road surface with a formation width of 32 feet. The State Government, creating a Special Circle with a separate division for the purpose, expedited the completion of the work, bringing the road to the expected standard. Now, this road is capable of withstanding heavy lorry traffic through the Shiradi ghat.

Hassan—Chikmagalur Road (28 miles or 45.1 Kms.).—This State Highway is aligned in the north-western portion of the district and runs slightly parallel to Hassan—Halebid Road via Salagame. The entire length of this road is black-topped and runs to Chickmagalur via Hagare and Belur. The tourists frequently use this road to visit Belur and Halebid temples and it helps development of tourism in the district. It is also an important means of communication from Hassan to Chickmagalur and then on to the Bababudan ranges.

Bilikere—Hassan Road (32.6 miles or 52.7 Kms.) :—This State Highway starts from Bilikere in Mysore district and enters the Hassan district near Doddahalli in Holenarsipur taluk. The entire length of this road is black-topped and it runs parallel to the Mysore—Arsikere metre-gauge railway line, from south-east to north-west in the south-eastern parts of the district, passing through Kabbur, Doddakadanur, Holenarsipur, Mavinakere, finally touching the district headquarters town. Buses from Mysore district to Hassan have to pass through this road.

Tiptur-Dudda Road (14.6 miles or 23.7 Kms.) :—The entire length of this road is black-topped. It runs in a north-easterly direction to Tiptur in Tumkur district, crossing the Channarayapatna—Arsikere Road near Gandasi. This road is an important means of communication from Hassan district to Tumkur district.

Arsikere-Hassan Road from Dudda to Hassan (10 miles or 16 Kms.) :—This road runs in south-west direction and connects the district headquarters town. The entire length of this road is black-topped and it is the shortest of the State Highways in the district. The Hassan-Arsikere metre-gauge railway line runs parallel to this road.

**Major
District
Roads**

Hassan—Periyapatna—Cannanore Road (36.3 miles or 58.4 Kms.)—This road is an important means of communication from Hassan to Mysore district and takes a direction straight south from Hassan and passes through Gorur, Arkalgud, Ramanathapur and then on to Periyapatna to join the Madras-Cannanore Road. The entire length of this road is black-topped. Vehicles from Hassan to Cannanore *via* Virajpet pass through this road.

Arsikere-Channarayapatna Road (27.4 miles or 44.3 Kms.)—This road starts from Arsikere, an important trading centre in the district, and runs in a slightly south-westerly direction and passes through Kallangere, Tallur, Harnahalli, Gandasi, Muddanaballi, Samudravalli and reaches Channarayapatna. The entire length of the road is black-topped. The Arsikere—Hassan railway line crosses this road near Kallangere and runs parallel for about six miles.

Arsikere—Hassan Road (26.2 miles or 42.3 Kms.)—This major district road is laid parallel to the Arsikere—Hassan metre-gauge railway line and passes through Bageshpura, Dudda and Honnavar. The entire length of the road is black-topped.

Banavara—Belur—Mudigere Road (39 miles or 62.7 Kms.)—A length of about 24 miles of this road is black-topped and the rest is water bound macadam. This is an important road which starts from Banavara in Arsikere taluk and runs south-west up to Halebid and leaves the district near Cheekanhalli to enter the Chickmagalur district. The notable places that are connected by this road in the district are Arakere, Kalluballi, Javagal, Halebid, Belur, Tolalu and Cheekanhalli. After emerging from Belur, it passes through the *malnad* parts of the Hassan district, where many coffee estates are situated. Tourists detrain at Banavara railway station and take this road to reach the world-famous Belur and Halebid temples.

Manjarabad — Subrahmanya Road (39.5 miles or 63.5 Kms.)—This major district road is an important means of communication between Hassan and South Kanara districts. A major length of this road is water-bound macadam and only 10 miles and 3 furlongs are black-topped. This road, passing through the famous Bisle ghat in the western ghats, reaches Subrahmanya, a pilgrim centre on the banks of the Kumaradhara river. From Manjarabad, it takes a curve towards the south and from Vanagur takes a south-westerly direction, sloping towards Subrahmanya. Passing through picturesque valleys of great beauty, it touches Shukravarasanthe, Valagerahalli, Kerody, Yadikere, Byagadihalli and Vanagur and other places. The road, which was once impassable for vehicular traffic, has assumed importance in recent years, because of improvements with many small bridges and culverts.

Hassan—Salagame—Halebid Road (19 miles or 30.5 Kms).—A good portion of this road has metalled surface and only two miles and four furlongs are black-topped. This road is laid parallel to Hassan—Belur Road passing through Salagame and Adagur. It runs north of Hassan and takes a north-westerly turn near Adagur to reach Halebid.

Channarayapatna — Holenarsipur — Kodlipet Road (36.1 miles or 58 Kms).—This road affords means of communication between Hassan district and Coorg. The major portion of this road is black-topped and only seven miles and four furlongs are metalled. This road takes a south-westerly direction up to Holenarsipur and then turns west to reach Arkalgud and Mallipatna and then Kodlipet. Vehicles from Channarayapatna, Holenarsipur and Arkalgud take this road to reach places in Coorg.

Tiptur—Channarayapatna Road (20.5 miles or 32.9 Kms).—Thirteen miles and three furlongs of this road are black-topped and seven miles and two furlongs are metalled. From Tiptur, this road runs south and south-west and passes through Kanchalli, Navile, Nuggihalli and Balasandra. Some of the rich coconut plantations of the district are accessible from this road.

Bage—Belur Road (17.2 miles or 28.5 Kms).—Only four miles and two furlongs of this road are black-topped and the rest is metalled. This is mostly a road of the *malnad* area and has many curves. Starting from Bage near Sakleshpur, it runs northwards and passes through Belgod, Biccodu and then on to Belur, amidst coffee plantations.

Anemahal—Mudigere Road (12.2 miles or 20 Kms).—This is also a *malnad* road, with many curves. While a length of eleven miles and four furlongs of this road is black-topped, an extent of only six furlongs is metalled. From the Hassan—Mangalore Road, this road branches off near Anemahal and runs north-westwards up to Hanabal and then reaches Mudigere in Chikmagalur district.

Banavar—Sira Road (18 miles or 29 Kms).—Fifteen miles of this road are black-topped and only three miles are metalled. This road runs in the north-eastern portion of the district quite parallel to the Chikmagalur district boundary through Kalgundi, Kanakatte and then on to Sira in Tumkur district. This is an important road from Banavara to places in Tumkur and Chitradurga districts.

Banavasi—Yeslurpet Road (18.2 miles or 29.8 Kms).—From Banavasi, a village in Manjarabad taluk, on the Hassan—Mangalore Road, this road runs straight southwards to Yeslurpet.

Passing through hilly tracts, it is throughout parallel to the Manjarabad—Subrahmanya Road. This road is partly black-topped and partly metalled.

Sakleshpur—Arehalli and Chickhalli Road (18.0 miles or 29 Kms).—The entire road has a metalled surface and it is laid across the *malnad* region of the district through several coffee plantations. From Sakleshpur, this road runs north-wards up to Arehalli and then takes a turn to the west to reach Chickhalli, a centre of coffee production.

Alur—Biccodu Road (12.4 miles or 19.7 Kms).—A length of only two furlongs of this road is black-topped and the rest is metalled. It runs north-westwards from Alur and connects the Sakleshpur-Belur road at Biccodu.

Arsikere—Huliyar Road (20.4 miles or 32.6 Kms).—A little more than half of this road is black-topped and the rest is metalled. The road runs east up to Aggunda and then takes a northerly direction and leaves the district near Kittanakere to enter the Tumkur district.

Holenarsipur—Saligrama Road (11 miles or 17.7 Kms).—This is a mostly metalled road, with only five furlongs of black-topped surface. It runs from north to south in the south-eastern portion of the district to reach Saligrama in Mysore district.

Other
District
Roads

Hanabal—Devarunda Road (8 miles or 12.9 Kms).—This road is metalled except for four furlongs of black-topped surface. It is laid in the western portion of the district and serves a coffee-growing area of the district. It branches off from the Anemahal—Mudigere road and runs towards west of Hanabal and leaves the district boundary some four miles away from Hanabal.

Kattaya—Hallibyle Road (18.2 miles or 29.8 Kms).—About six miles and one furlong of this road are black-topped and the rest is metalled. This road runs west of Kattaya and passes through Kundur and Magge and ends in Hallibyle, a village situated on the Banavara—Yeslurpet road.

Hiresave—Nuggihalli Road (8.4 miles or 13.3 Kms).—Except for three furlongs, the rest of this road is metalled. It is laid in the south-eastern portion of the district and branches off from the Bangalore—Hassan road near Hiresave and takes a north-westerly direction, passing through Chinnenahalli and Baddikere.

Alur—Kundur Road (8.2 miles or 13.2 Kms).—This is entirely a metalled road, running from north to east in the

western region of the district. It touches the Magge-Hallibyle road near Kundur.

Mallipatna—Konanur Road (12 miles or 19.3 Kms).—The entire length of this road is metalled. It runs south-east from Mallipatna and passes through Doddabemmathi and Mudaganur to reach Konanur in the south of the district. At a point six miles from Mallipatna, it crosses the Borgur—Mudaganur road.

Harnahalli—Javagal Road (13.2 miles or 21.7 Kms).—Except for one and a half miles of black-topped surface, the road is metalled. From Javagal, it takes a southerly direction and turns towards east to link the Hassan—Arsikere road near Harnahalli and also touching the Channarayapatna—Arsikere road.

Mudanalli—Bagur—Nuggihalli Road (11 miles or 17.7 Kms).—This road is metalled except for a furlong of black-topped surface. From the Channarayapatna—Arsikere road, it branches off straight towards the east to reach Nuggihalli in Channarayapatna taluk.

Shravanabelgola—Dindiganavole Road (7 miles or 11.3 Kms).—This is a metalled road, which starts from the famous Jain pilgrim centre, Shravanabelgola, and runs east to reach another holy centre of Shrivaiśnavas, Dindiganavole in Mandya district, leaving the Hassan district at Dadighatta.

Doddametukurke—Kallasadarahalli—Kallegundi and on to Banavara—Sira Road (7 miles or 4.3 Kms).—This is also a metalled road laid in the north-eastern extremity of the district in Arsikere taluk. From Doddametukurke, it runs west up to Kallasadarahalli and then takes a north-westerly direction up to Kallegundi to join the Banavara—Sira Road.

Kandalli—Bylahalli—Padavalalu—Biccodu Road (19.2 miles or 31.4 Kms).—A length of about 13 miles of this road has a metalled surface and the rest has a natural soil surface. This road takes off from the Hassan—Mangalore Road near Kandalli and runs north-west to reach Biccodu in the western region of the district.

Holenarsipur—Keralapura Road (17.6 miles or 28.6 Kms).—The entire road has a natural soil surface and it is the longest of this category in the district, connecting Holenarsipur with the neighbouring taluk of Arkalgud.

Out of the 87 Village Roads already referred to, 10 roads have a mileage of ten and above each, 33 roads have a length of

Village
Roads

five miles and below each and the rest have a length of more than five miles and up to ten miles each.

Major Bridges

Since two important rivers, namely, the Cauvery and the Hemavathy, flow in the southern parts of the district, bridges play an important role in the road development programme of the area. As on 31st March 1969, there were 13 major bridges in the district, three of them having a linear waterway of 500 feet and above but less than 1,000 feet, three with a linear waterway of 300 feet and above, but less than 500 feet and the remaining seven bridges with a linear waterway of more than 100 feet, but less than 300 feet.

During the year 1960-61, there were 11 major bridges maintained by the Public Works Department and this number increased to 13 in 1964 when a new major bridge across the Hemavathy river, near Sakleshpur, was completed. The oldest bridge in the district is the one built in 1848 across the Yagachi river on Bangalore—Mangalore road near Hassan Vidyapeetha. This was followed by another bridge across the same river on Hassan—Holenarsipur road, near Holenarsipur, built in the year 1897-98. All the other major bridges were built during the present century. A statement with particulars of all the major bridges in the district, maintained by the Public Works Department, as on 31st March 1969 is appended at the end of the chapter. Besides these thirteen major bridges, there were, in the district, 139 minor bridges with a linear waterway of more than 20 feet but less than 100 feet as on 31st March 1969. The sub-joined statement shows the expenditure incurred on the bridges during the years from 1961-62 to 1968-69 :—

Year	<i>Expenditure on</i>		
	<i>Original works</i>	<i>Repair works</i>	<i>Total</i>
	(Rs. in lakhs)		
1961-62	4.91	0.40	5.31
1962-63	3.02	0.21	3.23
1963-64	6.06	0.21	6.27
1964-65	2.75	0.10	2.85
1965-66	3.54	0.34	3.88
1966-67	3.50	0.41	3.91
1967-68	2.99	0.65	3.64
1968-69	9.21	1.47	10.68
Total	35.98	3.79	39.77

By about the middle of the last century, after the opening up of roads for easy communications, more of bullock-carts made their appearance on the roads, carrying not only goods but also passengers. In towns, pony-driven *juthkas* have been the usual public conveyance. Before the introduction of rail communication and other mechanised transport in the district, carts and *juthkas* were the only vehicles available for travelling from place to place. The bullock-carts have been playing an important part in the agricultural economy of the district since time immemorial. As on 31st March 1965, there were 36,391 bullock-carts in the district. In the rural parts, the bullock-carts are still used to a considerable extent for transport of goods and travelling as well. The carts have two wheels made of wood and wooden spokes with an axle which revolves on a kingpin lubricated by oil. Two bullocks are tied in front and the goods are heaped on a platform which is about 10 feet by 3 feet. The bullock carts with or without tops can be generally seen plodding their way from place to place. Distances are covered with a speed of three to five miles an hour. For relatively long distances, the loaded carts usually leave their starting places in the nights and reach their destinations in the mornings. Though some local bodies levy tolls on carts, they are not heavy. Under the municipal revenue laws, a small amount is levied for incoming cart traffic at the toll-gate. Hand-carts are also being used for short distances in trade centres. These are small two-wheeled carriages drawn by two persons in front and sometimes another man pushes from behind. Such carts are used as auxiliary transport vehicles. The quick means of conveyances now being used in the district are buses, motor-cycles, auto-rickshaws, private cars, jeeps, lorries and trucks. Bicycles are an easy and cheap mode of conveyance and are found all over the district. The bicycle owners in towns have to get licences from the municipalities. As on 31st March 1970, there were 657 motor-cycles, 401 motor cars, 189 jeeps, 8 auto-rickshaws, 15 omni buses, 25 taxi cars, besides 236 M.S.R.T.C. buses and 8 private buses running in the district.

**Vehicles
and
conveyances**

In accordance with the declared policy of the State Government, the bus transport of the district has been completely nationalised. In the beginning, the nationalised operations had their own shortcomings which caused some dissatisfaction and resentment. Then by a series of deliberations with the local leaders, the operations were nationalised and the services streamlined and the things adjusted to remove the public grievances. The Hassan Division of the Mysore Road Transport Corporation was started on 26th October 1961 with five depots—two at Hassan and one each at Arsikere, Sakleshpur and Chickmagalur. The nationalisation of operations in the district was commenced with effect from 16th November 1961. A workshop has also been located at the district headquarters town. The Hassan Division consists of the

**Public
Transport**

districts of Hassan, Shimoga and South Kanara. All the depots and control points in the division have bus stands. A new bus stand with modern amenities was opened at Hassan in December 1968. As in 1969-70, 296 buses were running on 252 routes, covering, on an average, route kilometres of 19,687, carrying 72,587 passengers on an average every day. The operational data for the period from 1961-62 to 1969-70 were as given below :—

<i>Sl. No.</i>	<i>Operational data</i>	1961-62	1963-64	1965-66	1967-68	1968-69	1969-70
1.	Average No. of vehicles ..	193	166	152	156	292	296
2.	No. of routes ..	109	117	130	128	228	252
3.	Average route kilometres ..	9,936	11,069	11,557	11,644	17,697	19,687
4.	Revenue realised per seat in (Rs. & Ps.) ..	1.40	1.78	2.13	2.12	1.90	2.3
5.	Average No. of passengers carried per day	25,325	30,936	32,449	36,509	59,096	72,587
6.	Revenue per kilometre ..	64.5	89.6	106.2	110.4	108.8	112.9

All motor vehicles in the district come under the motor vehicles regulation. All vehicles driven by internal combustion like petrol and diesel have to get registered according to the vehicle's horse power, seating capacity, laden weight, etc., and quarterly, half-yearly or yearly taxes have to be paid to the Government. Lorries, which carry merchandise, are becoming quite popular as quick means of transport. The Regional Transport Inspectors of each region have to inspect the vehicles and determine how far they conform to the Motor Vehicles Regulation. There are differences in taxation for public and private carriers. Private carriers are those lorries owned by people for a particular private use. Public carriers are lorries meant for hire; they are plied for hire whenever the customers need the service. All private cars have to be registered and taxes paid. Motor vehicles include motor-cycles, scooters, trucks and jeeps.

Railways

The Hassan district is served by two metre-gauge railway lines with a total length of only 78 miles within the confines of the district. One is from Holenarsipur to Arsikere and the other is from a point between Honnavalli Road railway station and Arsikere up to Banavar. The Holenarsipur—Arsikere section,

which is on the Mysore—Arsikere line, runs to a length of 60 miles, while the Honnavalli—Arsikere section on the Bangalore-Harihar line runs for 18 miles. Both the sections are worked by the Southern Railways.

A brief historical background about the development of railways in Hassan district is not out of place. The Bangalore—Harihar line was thought of in October 1882 with a view to affording a metre-gauge main line from Bangalore to Poona passing through Bangalore, Tumkur, Hassan and Chitradurga districts of the ex-Mysore State. But long before this, in the year 1863-64, the survey of the line between Bangalore and Tumkur had been completed; the actual construction was taken up in 1882 and the section from Bangalore to Tumkur, a distance of 43 miles, was completed and opened for traffic in August 1884. The line was subsequently extended to Gubbi, 11 miles from Tumkur. Surveys and estimates for extending the line to Harihar were also taken on hand, but the construction work was interrupted for some time owing to financial difficulties accentuated by the heavy load of famine debt amounting to nearly a crore of rupees. But the idea of railway expansion, which was of paramount importance for economic development, was, of course, not given up. After a lengthy correspondence between the State and the British Indian Government, it was suggested by the latter that the construction of the Harihar section be handed over to the Southern Mahratta Railway Company who were in a better financial position to undertake the task. A length of 140 miles was hypothecated to the Company. The actual transfer was effected on 1st July 1886. The terms of agreement stipulated that the whole line from Mysore to Harihar *via* Bangalore was to be administered by the Company as an entirely separate system not similar to the other railway systems existing then in British India. The Company, to which the whole line was transferred, guaranteed an interest at the rate of 4 per cent payable to the State Government. Adhering to these stipulations, the Southern Mahratta Railway Company carried on the construction work from Gubbi to Harihar. The traffic on the new section from Gubbi to Harihar commenced from 21st February 1889. As mentioned previously, the Bangalore—Harihar line runs to a length of only 18 miles in the district and touches two important railway stations, namely, Arsikere and Banavar.

The Holenarsipur—Arsikere metre gauge line, in the confines of the district, was finally sanctioned by the Government of India on 2nd October 1913, and certain ghat sections were entirely realigned. This line was opened for goods traffic on 1st September 1917 and for passengers during the following year. The railway stations touched by this line in the district are

**Bangalore-
Harihar line**

**Holenarsipur-
Arsikere line**

Holenarsipur, Holenarsipur town, Mavinakere, Mallenahalli, Ambuga, Kousika, Hassan, Koravangala, Dudda, Bageshpura, Hebbanghatta and Arsikere. This line affords easy means of communication between Arsikere and Mysore.

Hassan-
Mangalore
line

The necessity of linking the Mysore plateau with the west-coast port of Mangalore was felt as early as 1882 as it was envisaged that it would help to open up immense possibilities of economic development. The public of South Kanara submitted several representations to the Government of India, requesting to examine the possibilities of such a line. In response to this demand, the Madras Government was asked in 1882 to conduct a reconnaissance survey of four separate routes, *viz.*, from (1) Mangalore *via* the Shiradi ghat to Hassan and Arsikere, (2) Mangalore to Mysore City *via* Coorg, (3) Tellicherry to Mysore *via* Coorg and (4) Cannanore to Mysore *via* Coorg. Finally, it was recommended to explore the possibilities of the two routes, *viz.*, Mangalore to Arsikere *via* Hassan or Mysore to Tellicherry *via* Coorg. This survey was conducted under the direction of Mr. Groves during the years 1893 and 1894. The Government of India, after going through the survey report, ordered a more detailed survey of the distance of 144 miles from Mangalore to Arsikere. The construction of this line was then estimated to cost Rs. 1,69,62,253. The detailed survey was conducted by Mr. Gilchrist. A location survey was also conducted by Mr. Gilchrist during the years from 1895 to 1899. This location survey envisaged a metre gauge line from Mangalore to Arsikere *via* the Shiradi ghat and Hassan, having a distance of 137.29 miles, at an estimated cost of Rs. 1,86,88,646. Again in 1899, the Government of India ordered a reconnaissance survey to assess the potentialities of the line and this was carried out by Mr. Groves. But the whole idea of a railway link between the Mysore plateau and the west coast was shelved till 1914, when the Railway Board ordered a fresh survey entrusting the work to Mr. Richards. The latter concurred with the opinion of the earlier surveyors. But again, no further action was taken in the matter for a long time. Later, the popular Government, having a fresh look at the possibility of a railway link between Mangalore and Hassan, ordered a detailed engineering and traffic survey in August 1953. The preliminary survey of the Hassan—Mangalore route, through the Shiradi and Bisle ghats, was conducted during 1954-55. The Railway Board, after scrutinising the survey report, responded to the wishes of the people of both the areas by sanctioning the construction of the new line, on 2nd November 1964. The total cost for the entire length of 117.57 miles was then estimated at Rs. 23.70 crores, and the year 1971 was fixed as the target date for the completion of the work. The construction work was entrusted to the control of a Deputy Chief Engineer, assisted by two Executive Engineers, one stationed at Hassan and the other at Sakleshpur.

The actual work on the new line from Hassan to Sakleshpur began in 1965. The work on the line was divided into three convenient and viable units. While the 28-mile long Hassan—Sakleshpur line is in the plateau section and the 31-mile long Sakleshpur—Subrahmanya line lies in the formidable ghat section, the 58-mile long Puttur—Mangalore line is in the plain section. Work on all the three sections has been going on briskly and simultaneously involving about 20,000 labourers.

As in April 1970, rails were laid up to a distance of seven miles from Hassan and the construction of the first railway station building at Alur was almost complete. On 2nd October, 1970, Hassan—Alur rail line was inaugurated when the first departmental material train left the Hassan railway station for Alur. The construction programme on the plateau section, except for a deep 80-foot rock-cut at Ballupet, has been comparatively easy. The 520 foot-long bridge across the Hemavathy river on the outskirts of Sakleshpur, costing Rs. 11-12 lakhs, is ready; it is the second biggest bridge among the 105 bridges on the Hassan—Mangalore line. Construction of the railway station building in the Sakleshpur town has been taken up.

After Sakleshpur, the terrain drops down from 3,000 feet above sea level (Sakleshpur) to 370 feet (Subrahmanya Road) registering a fall of 100 feet per every mile. This descent is negotiated through a track embedded with as many as 40 rock-cut tunnels, tall viaducts, high embankments and deep cuttings in the rocky strata. The engineers have been facing tough problems in respect of constructing the tunnels. They have to fix the alignment to a great degree of accuracy, to employ a set of delicate instruments and to achieve refinement through a series of connections in successive stages. The members of staff of the railway and of the contractors who are in charge of this work of a special nature have been specially trained to carry out this risky job. The tunnels in this section are taking a final shape. The cost of the explosives for the blasting operations was estimated to be Rs. 1.5 crores. The longest tunnel in this section, which is 1,850 feet long, has been completed at a cost of Rs. 21 lakhs. Owing to the heavy rainfall in this section, the working season is limited to the period from December to May. The total quantities of materials required for these works are expected to be one lakh tonnes of cement, 7,000 tonnes of steel girders and 7,000 tonnes of steel rods and about 11,000 tonnes of rails. Work on the ghat section is to be completed by 1972.

The work in the plain section, *i.e.*, on the Puttur—Mangalore track was easy. The longest bridge (1,314 feet) is across the river Netravati at Bantawal.

As in April 1970, 45 per cent of the work had been completed at a cost of about Rs. 14 crores. As per the report of the Railway authorities, the total cost of the project would exceed the estimated cost.

**Alignment in
Hassan
District**

Out of the total length of 117.57 miles of Hassan—Mangalore metre-gauge section, a length of 47.50 miles or 76.47 kilometres of the railway line is within the confines of the Hassan district. Leaving Hassan, the railway line runs in a straight westerly direction for almost three miles and crosses the Hassan-Mysore Road near the 58th mile. From there on, it runs slightly northwards crossing the Hassan—Mangalore Road at mile 118.4 by a road under-bridge and enters the Devarayapatna station yard, after which the line runs almost parallel to the Hassan—Mangalore Road before reaching the Yagachi river valley which is crossed by 1'×100' and 2'×60' span bridges. Beyond the Yagachi river, the line enters the gradient and runs close to Yedure and then touches Alur. Leaving Alur, the line cuts the Biccodu village road on a ridge cutting of 50 feet and enters the Saganihole valley. After this, the alignment curves sharply to reach the Bellur railway station. From Bellur, the line passes through broken-up and undulating terrain to reach the Ballupet railway station, an important coffee growing centre in the Manjarabad taluk. After leaving the Ballupet station, the alignment crosses a range of hills in a north to south direction, which is also a saddle of Gulgalahalla with sharp curves. The line then reaches the Hosur Estate area. The Matsagar railway station is situated amidst fine coffee estates. From Matsagar, the line takes a south-westerly direction through the valley of Magadihalli and reaches the Hemavathy Valley at Chikkanagara. The line crosses the Hemavathy river near Sakleshpur town and leaving Sakleshpur, it ascends the south-eastern range of hills which divide the Hemavathy river basin and the Yathihalli basin and crosses the Sakleshpur—Mangalore Road along a saddle. Then, the line enters the open valley to descend the steep ghat section to reach the plains. Beyond Sakleshpur are the Devihalli, Kudageranahalli, Yedekumari and Harebetta railway station in the Hassan district.

When the construction of the railway line is completed, the Hassan district will have, in all, a length of 125.50 miles of railways including the two old metre gauge lines.

**Special
features**

Although the Hassan—Mangalore line is a metre gauge line, it has been so planned that it can easily be converted into broad gauge at any time. For a total length of 117.57 miles of railway line, there will be 77 major bridges including the longest one across the Netravati river and 568 minor bridges along the route. In the *ghat* section, there will be 40 tunnels, the longest one

being 1,850 feet long. In all, there will be 186 level crossings. The maximum degree of curvature in the plateau will be 6°, while it will be 8° in the ghat region. There will be 19 over-bridges and 14 under-bridges on the route.

The Hassan—Mangalore railway line, which is now expected to be ready by 1972, would be a great monument to the engineering skill of Indian engineers. The route will serve as a key to the development of the *malnad* area which has rich natural resources and can help to transform the area and to usher in an era of prosperity. This new railway will help to transport huge quantities of iron ore from Chickmagalur district and also to industrialise the hinterland of the *malnad*.

**Importance
of the line**

The western ghats, rich in flora and fauna and noted for scenic beauty and, in addition, the Hassan district which has world famous ancient monuments, would see a boom in tourist traffic when convenient passenger trains touch these places. A nature-lover can undertake a delightful journey through the thick and picturesque jungle ranges on this new track.

The line will touch 22 railway stations of which Hassan, Alur, Sakleshpur, Subrahmanya Road, Puttur, Bantawal and Mangalore are the more important ones. The completion of this marvellous project will mark the realisation of a long-cherished dream of the people of both the plateau and coastal regions.

Under a centrally sponsored scheme, construction of a fair weather air-strip at Bhuvanahalli, about 4.4 miles from Hassan town, was started on 15th August 1967, at an estimated cost of Rs. 10,57,700. So far, a sum of Rs. 6.07 lakhs has been spent and the work is almost completed. In the meanwhile, the Government of India has decided to develop it into a pucca aerodrome which has necessitated an additional expenditure. A preliminary estimate for Rs. 54 lakhs has been submitted to the Government for sanction for this purpose.

**Air-strip
at Bhuvana-
halli**

For the air-strip, an extent of 89 acres and 38 guntas of land has been given by the State Government to the Central Civil Aviation Department free of cost (of the 89 acres and 38 guntas of land, an extent of 58 acres and seven guntas was State Government land and the rest was private land for which the State Government paid a compensation of Rs. 400 per acre to private land-owners). Improvements to the approach road from 3/113th mile of Bangalore—Mangalore Road to the air-strip are being effected by the Public Works Department of the Mysore State. When the air-strip will be ready for use, it will facilitate air travel and save a good deal of time of the tourists coming

from long distances, who wish to visit the world renowned monuments of Belur, Halebid, Shravanabelgola, etc.

**Travel and
tourist
facilities**

There is much scope for the development of tourism in the district which has several great monuments and is also noted for its salubrious climate and scenic beauty. The temples at Belur, Halebid, Dodda Gaddavalli, Arsikere, Holenarsipur and Ramanathapura, the Gommateshvara statue at Shravanabelagola, the Manjarabad fort, spots of scenic beauty especially in Sakleshpur taluk, etc., are some of the places of tourist interest in the district (*see* Chapter XIX). The Mysore Government have ambitious plans to provide hospitality homes, rest houses and other amenities to tourists. With the implementation of these plans, Hassan district will have its share of tourist development. There are bus facilities for travellers at frequent intervals from Hassan headquarters to all the places of tourist interest. Taxicars are also available at Hassan, Arsikere and Sakleshpur providing quick means of transport to the tourists. A tourist service is being operated every Sunday to cover Belur, Halebid and Shravanabelagola. There is also a proposal to run special buses on special occasions for the use of tourists.

Rest Houses

In the earlier years, pilgrims from Hassan and the neighbouring districts on their way to Subrahmanya, Dharmasthala and Udipi which are in South Kanara, used to stop at several wayside places. For the convenience of these pilgrims and other travellers, *dharmashalas* (free lodging houses) were built by philanthropic persons. There are such *dharmashalas* also at Shravanabelagola, Hassan, Sakleshpur and Belur and Chikka-Tirupati near Arsikere. With the growth of communications and modern transport, the need for travellers' bungalows has been felt more and more. The State Government have provided such bungalows (Pravasi Mandirs) at important places. A new Tourist Home was built at Hassan in 1964 with Central aid for the use of the tourists.* The Pravasi Mandir at the district headquarters town of Hassan is fully furnished to conform to modern standards. The late Pandit Nehru stayed here when he paid a visit to Belur and Halebid. In 1968-69, two additional suites were provided to the travellers' bungalow at Channarayana-patna at a cost of Rs. 34,000. Though the inspection bungalows situated at several important places are primarily meant for touring inspection officers, they are also hired out to the tourists when not occupied by Government officers. A list of the existing Pravasi Mandirs is appended at the end of the chapter.

*This Tourist Home is maintained by the India Tourism Development Corporation, a Govt. of India undertaking.

A Tourist Bureau is functioning in the district to cater to the needs of tourists. The Tourist Receptionist of this bureau guides the tourists by providing required information and distributing free copies of literature supplied from the Head Office at Bangalore. Tourist buses run frequently from Bangalore and Mysore to Hassan, Belur, Halebid and Shravanabelagola.

The hotel industry in the district is developing since the last few decades. The hotels and restaurants in the towns have to conform to municipal bye-laws. There are good boarding and lodging hotels in Hassan town. Good hotels are also coming up at Arsikere and Sakleshpur, the other two important towns in the district. Hotels in mofussil places are not up to the standard.

**Hotels and
Restaurants**

The oldest post office in Hassan district seems to be that of Kenchamma-Hoskote which was opened before 1885. In those days, mails were conveyed by runners and delivered by village postmen once a week. As a result of post-war planning, after 1918, many post offices were opened all over the district. Runners and village postmen were gradually dispensed with. Mails came to be conveyed by trains and buses. Daily service facilities were given to many villages also by employing delivery agents. Many branch offices were made sub-offices. On 2nd July 1962, a Head post office was opened at Hassan. Prior to 1st October, 1964, the post offices in Hassan district were managed by a Sub-Divisional Inspector of Post Offices, working under the Senior Superintendent of Post Offices, Mysore. The Hassan Division, which was formed on 1st October 1964, comprises Hassan and Coorg districts. Now, there are three Sub-Divisional Inspectors for the Hassan district and each one of them has the assistance of two or three mail overseers, who supervise the working of branch offices. As on 1st April 1969, there were 44 sub-post offices and 302 branch post offices in Hassan district. Savings Bank facilities are provided in 249 of them. In 1969, telegraph facilities were available in 13 offices and telephone facilities in 20 offices. It was estimated that during that year, there was a post office for every 2,619 people in the district. As regards the delivery frequency, daily service was provided to about 1,853 villages, tri-weekly service to 118 villages and bi-weekly service to 290 villages. Post-cards, envelopes, inland letters, stamps, etc., are available for sale at all the post offices.

**Postal
facilities**

The following figures indicate the progress (taluk-wise) achieved in establishing post offices in the district during the First Three Plan periods :—

Sl. No.	Name of taluk	No. of post offices before Plan period	No. opened during			Total
			I Plan	II Plan	III Plan	
1.	Alur	5	2	2	10	19
2.	Arkalgud	7	4	11	14	36
3.	Arsikere	10	4	20	33	67
4.	Belur	6	7	7	16	36
5.	Channarayapatna	12	9	15	15	51
6.	Hassan	12	9	19	33	73
7.	Holenarsipur	5	3	9	10	27
8.	Sakleshpur	6	2	6	19	33
Total		63	40	89	150	342

Telephones

There is an Automatic Telephone Exchange (RAX) with a capacity of 400 lines at Hassan. There is a proposal to expand it from 400 to 600. As on 24th May 1969, there were 341 working connections. Besides Hassan town, there were, in 1969, telephone exchanges as shown below in the following places of the district :—

Sl. No.	Place	Capacity	Category	No. of connections
1.	Alur	25 lines	SAX*	10
2.	Arkalgud	25 „	SAX	16
3.	Ballupet	50 „	SAX	16
4.	Channarayapatna	50 „	SAX	20
5.	Holenarsipur	25 „	SAX	38
6.	Konanur	25 „	SAX	10
7.	Sakleshpur	50 „	Manual	93

*Sm II auto-exchange.

As in 1969, long distance public call offices were located at Hagare, Dudda and Shantigrama connected to Hassan; there

were the other public call offices in the district:—

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1.	Kadamane	..	Connected to Sakleshpur
2.	Arehalli	..	do Sakleshpur
3.	Kenchamma-	..	do
	Hoskote	..	do
4.	Bage	..	do
5.	Belagodu	..	do
6.	Ramanathapura	..	do
7.	Gorur	..	do
8.	Kesagodu	..	do Alur
9.	Nuggihalli	..	do
	Channarayapattana	..	do
10.	Hiresave	..	do
	Channarayapattana	..	do
11.	Shravanabelagola	..	do
	Channarayapattana	..	do
12.	Kikkeri	..	do
	Channarayapattana	..	do

There are proposals to open new exchanges at Rayarakoppal and Aigur with 25 line (sax) capacity each and to convert the public call office at Kesagodu into a 25 line (sax) all connected to Hassan. It is also proposed to convert the public call office at Shravanabelgola into a 25 line (sax) connected to Channarayapattana.

As in May 1969, the telephone staff at Hassan consisted of one Officer in charge for the establishment, one Phone Inspector, one Sub-Inspector of Telephones, seven Linemen, five Telephone Operators, three Mechanics and one Repeater Station Assistant.

Radios have become very popular in the district, especially transistors in the rural areas and their number is fast increasing. The number of radio sets licensed in the district was 11,850 during the year 1968-69.

TABLE I

Particulars of Major Bridges in Hassan District as on 31st March 1969

Sl. No.	Name of road	River	Span	No. of spans	Location	Year of construction	Road width	Type of decking	Cost of the bridge in lakhs of Rs.
1.	Hassan-Periapatna Road.	Hemavathy	30 ft.	13	Gorur	1929	18 feet	Arched	1.71
2.	Banavar-Belur-Mudigere Road.	Yagachi	60 ft.	9	Belur	1929	18 "	Arched	1.64
3.	Bage-Belur Road.	Vishnusamudra	6½ ft.	17	Belur	Prior to 1940	18 "	Mantap type	..
4.	Hassan-Chickmagalur Road.	Yagachi	50 ft.	3	Belur	do	24 "	R.C.C.	2.30
5.	Hassan-Periapatna-Cannanore Road.	Cauvery	30 ft.	..	Ramanathapura	1937	22 "	Arched	2.81
6.	Hassan-Holenarsipur Road.	Hemavathy	30 ft.	..	Holenarsipur	1898	18 "	18" Stone masonry	1.21
7.	Bangalore-Mangalore Road (prior to 1940).	Hemavathy	120 ft.	4	Sakleshpur	Prior to 1940	20 "	Girder bridge	..
8.	Banavasi-Yeshurpet Road.	Hemavathy	40 ft.	6	Between Nagavara and Kerodi.	1953	16 "	R.C.C.	3.75
9.	Alur-Kundur Road	Saganihole	39 ft.	4	Saganihole	Prior to 1940	12 "	Arched	..
10.	Bangalore-Honnavar Road.	Tank waste-weir	10 ft.	12	Kodihalli		23 "	R.C.C.	0.37
11.	Kattaya-Hallibyle Road	Yagachi	30 ft.	7	Near Settihalli	1959	18 "	R.C.C.—T-Beam	2.86
12.	Bangalore-Mangalore Road.	Yagachi	26½ ft.	7	Near Hassan Vidyapeetha.	1848	18½ "	Arched	..
13.	Do	Hemavathy	90 ft.	5	Sakleshpur	1964	24 "	R.C.C. hollow box girder	0.118

TABLE III

Particulars of Inspection and Travellers' Bungalows and Pravasi Mandirs in Hassan District as in 1970-71

Sl. No.	Name of Bungalow and Place	Class	Taluk	Approach road and distance from nearest main road	Distance from nearest railway station
1	2	3	4	5	6
1.	Pravasi Mandir, Hassan	.. II	Hassan	.. Located on the right side of the Bangalore-Mangalore Road.	One mile and 1 furlong (1.8 Kms.) from Hassan Railway Station.
2.	Travellers' Lodge, Hassan	.. American plan.	Hassan	.. Located on the left side of the Bangalore-Mangalore Road.	do
3.	Travellers' Bungalow, Belur	.. II	Belur	.. Located by the side of the Banavara-Belur-Mudigere Road.	Twenty-three miles (37 Kms.) from Hassan Railway Station.
4.	Inspection Bungalow, Belur	.. II	Belur	.. do	do
5.	Travellers' Bungalow, Halebid	.. II	Belur	.. Located 2 furlongs away from Banavara-Belur-Mudigere Road.	(1) 18 miles (29 Kms.) from Banavara Railway Station. (2) 20 miles (32.2 Kms.) from Hassan Railway Station.
6.	Inspection Bungalow, Halebid	.. II	Belur	.. do	do
7.	Inspection Bungalow (old), Channarayapatna.	.. II	Channarayapatna	.. Located two furlongs away from Bangalore-Mangalore Road.	Sixteen miles (25.75 Kms.) from Holenarsipur Railway Station.
8.	Inspection Bungalow (new), Channarayapatna.	.. II	Channarayapatna	.. do	do

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TABLE II—(contd.)

1	2	3	4	5	6
9.	Travellers' Bungalow, Srinivasapura near Gannikada.	II	Channarayapatna	Located at the 5th mile of Channarayapatna-Holenarsipur Road.	Nine miles (14.5 Kms.) from Holenarsipur Railway Station
10.	Pravasi Mandir, Arsikere ..	I	Arsikere ..	Located 175 yards away on the left side of Bangalore-Honnar Road and 55 yards away from Arsikere-Channarayapatna Road.	Two furlongs (0.4 Km.) from Arsikere Railway Station.
11.	Inspection Bungalow, Arkalgud	I	Arkalgud ..	Located on the left side of Channarayapatna-Holenarsipur-Kodlipet Road.	Fourteen miles (22.5 Kms.) from Holenarsipur Railway Station.
12.	Inspection Bungalow, Ramanathapura	II	Arkalgud	Located two furlongs away from Hampapura-Ramanathapura Road.	Twenty-six miles (41.8 Kms.) from Holenarsipur Railway Station.
13.	Travellers' Bungalow, Holenarsipur	II	Holenarsipur ..	Located 150 yards away from Channarayapatna-Holenarsipur-Kodlipet Road.	Six furlongs (0.6 Km.) from Holenarsipur town Railway Station and 1 mile 1 furlong (1.8 Kms.) from Holenarsipur old Railway Station.
14.	Travellers' Bungalow, Sakleshpur ..	II	Sakleshpur ..	Located one furlong away from Bangalore-Mangalore Road.	One mile (1.6 Kms.) from Sakleshpur Railway Station (under construction).

TABLE II—(contd.)

Sl. No.	Mileage of point where approach road branches off	Facilities available—like cook, utensils, furniture, water, light, etc.	No. of suites	Places of interest nearby and distance
1	7	8	9	10
1		Provided with electricity, water supply and furniture, vegetarian and non-vegetarian cooks maintained.	T.B. 2 suites; I.B. 7 suites	(1) Belur—25 miles (40.2 Kms.) (2) Halebid—19 miles (30.6 Kms.) (3) Shravanabelagola—32 miles (51.5 Kms.) (4) Mosale Temple—8 miles (12.9 Kms.) (5) Koravangala Temple—5 miles (9.6 Kms.)
2		do	6 Single rooms, 2 Double rooms, 2 Airconditioned rooms.*	do
3	28th mile of Banavara-Belur-Mudigere Rd.	Provided with all facilities except cook.	3 suites	(1) Belur Temple—4 furlongs (0.8 Kms.) (2) Halebid—9 miles (14.5 Kms.)
4	Do	do	2 suites	do
5	0/3 mile of Halebid Temple Approach Road.	do	2 suites	(1) Halebid Temple—4 furlongs (0.8 Kms.) (2) Belur—10 miles (16 Kms.)
6	Do	do	2 suites	do
7	92nd mile of Bangalore-Mangalore Road in the town limit.	Provided with all facilities; cook maintained.	3 suites	Shravanabelagola—8 miles (12.9 Kms.)
8	Do	do	2 suites	do

*Ten more double rooms are under construction

TABLE II—(concl'd)

1	7	8	9	10
9	41st mile of Srirangapatna-Channarayapatna Road.	No such facilities available	2 suites	Shravanabelagola—14 miles (22.5 Kms.)
10	105th mile of Bangalore-Honnavaara Road and 1st mile of Arsikere-Channarayapatna Road.	Provided with light, water supply, furniture and utensils.	I.B. 3 suites T.B. 2 suites	Malaikal Tirupathi Sri Venkateshwara Temple—1 1/2 miles (2.4 Kms.)
11	26/7 mile of Channarayapatna-Holenarsipur-Kodlipet Road.	Provided with electricity water supply and furniture; maity maintained.	2 suites	Ramanathapura, a holy place—12 miles (19.3 Kms.).
12	25/2 mile of Hampapura-Ramanathapura Road.	Electricity provided; other facilities not available.	2 suites	Ramanathapura, a holy place
13	14/3 mile of Chunnarayapatna-Holenarsipur Road.	Provided with all facilities; maity and watchman maintained.	2 rooms each with a single bed; 1 dining room with attached bath.	Nil
14	139/2 mile of Bangalore-Mangalore Road.	Provided with electricity, water supply and furniture; cook not maintained.	4 rooms	(1) Belur—22 miles (35.4 Kms.) (2) Sri Subrahmanya Swamy Temple—40 miles (64.4 Kms.). (3) Mangalore—85 miles (136.8 Kms.)