

## CHAPTER VII

### TRANSPORT AND COMMUNICATION

Very little information is available about the transport and communication system of the former Kodagu State. There were no roads in Kodagu which is enveloped by dense forests and mountainous terrain. There were not even cart roads. It was possible only to move by foot or on horse back. Bullocks were the only means of transport of goods in the State. Heggala valley pass was one of the foot-paths connecting the region with Kerala. Its name is derived from the Heggala village which is to the south of Virajpet. Tipu Sultan is said to have passed through this valley to wage war against the kings of Kochi and Tiruvananthapuram. The British army moved from Tellycheri towards Mysore, through the Heggala Ghat. For this reason, this road was repaired by Virarajendra.

During the time of the Rajas no attention was paid to the road construction, for fear of outside invasion. There were also footpaths from Sampaje to Mangalore and Subramanya (crossing the Pushpagiri). Pedestrian tracks also existed from Kushalnagar after crossing the Cauvery river to Periyapatna. From Siddapur to Piriapatna, Tithimathi to Hunsur, Kodlipet to Sakleshpur and also to Arkalgud in the east, similar foot-paths existed. The Cauvery and the Hemavathi in the north and the Lakshmanatirtha rivers were major hurdles in the rainy season for traffic. During the regime of the Rajas, some of the foot-paths linking other states were closed at many places. Several moats called *kadangas* were in existence and the entrances or *bakkabagilus* to cross moats were always under the vigilance of guards. Bullock carts did not exist as there were no roads in the State. Wealthy people were travelling in palanquins and on horse-backs. The British took up the laying of roads after their occupation of Kodagu. One army battalion of the Sappers and Miners

was posted in Kodagu in 1834. Public works were executed through them. Construction of roads in the mountainous terrain, valleys and forests of Kodagu was not an easy job.

The first road was constructed from Fraserpet (Kushalnagar) to Madikeri. The Sappers and Miners for the first time, constructed this road of 32 kilometre in length and it was opened for traffic in 1835. After Fraserpet, the Cauvery river was the main hurdle of communication. This road was constructed under the leadership of Captain Underwood who was assisted by Lieutenants Rundal, Doria and Fast. Captain W.G. Onslow who was the Superintendent of Kodagu, laid the foundation stone for the Cauvery bridge at Kushalnagar in 1846. The bridge was opened for traffic on 12.5.1848. The length of the bridge was 315 feet. Stones of the old Kushalnagar fort were used for its construction.

The Mangalore road, which runs through the Sampaje Ghat from Madikeri was started in 1837. It was also known as the Fast Ghat. While constructing this road amidst dense forests and hilly areas, a young Engineer Fast braved heavy odds. He planned and executed this work and later succumbed to the jungle fever at the same place. This road was built to facilitate the transportation of bullock carts. Cost incurred on cutting and transporting of stones, tress etc. was Rs.3,500 per mile, excluding the construction cost of the bridge. Salary of the Sappers and Miners and expenditure on instruments was also not included in this. To reimburse the cost of the road, salt tax was enhanced in the coastal areas. The newly constructed road opened the door for wide market and gave greater fillip to the agriculture in Kodagu. Importance of this route increased with the growth of vast coffee plantations on the either side of the road. The total fall in the first 15 miles of this road was 2,900 feet. It was connecting Mangalore through Sampaje, Sullia and Panemangalore:

Another important road of the olden times, was the one which runs from Cannanore to Madikeri through the Periyambadi Ghat and it was exclusively built for the army. Its construction was over in 1849. Later, the Periyambadi road was linked to Virajpet and Madikeri by constructing a new road. In the year 1868, this road was extended upto Kodlipet. This northern road provided communication to Sakleshpur. This old road was built during the year 1870. It was having a width of 18 feet, and bridges were constructed across small streams. Though there were no bridges across the Choranhole and the Hattihole, it was possible to cross the streams in the dry season. But during the rainy season, the road was not fit for cart traffic.

Another road, passing from Virajpet to Mysore was fit for cart riding. With a view to provide direct communication and to avoid traffic in the steep Ghat roads in the Madikeri area, Lt. Clark and Gramatzki, constructed a road between Piriapatna and Siddapur, and connected it to the Sampaje Ghat road. Since 1834, the Sappers and Miners were stationed in the Kodagu Province and all necessary public works were undertaken through them. After the Sappers and Miners were called back, an European overseer took over the supervision of roads and other works. Since then upto 1862, the Government had not opened any department to deal with public works.

Around 1870, highways were constructed from south to north and also east to west in Kodagu and all the roads lead to Madikeri. The total length of roads in 1865 was 95 miles and it was increased to 150 miles at the end of 1878. Later in between 1878 to 1898, the construction of a bridge across the Cauvery near Siddapur created the 54 mile-long road which was a major

achievement. Some expert engineers were invited from the Central Government to take up some major works. At the end of 1908, as much as 288 mile-long roads and 125 big and small bridges had been created in Kodagu. Some roads were metalled. The length of the roads built by the Britishers at the end of 1904 was 215 miles. Out of this, 147 mile length of roads were metalled. During the same time, there were 130 mile-long Local Fund roads and they were not metalled. There were 205 mile-long metalled roads in Kodagu, before the First World War. Its length increased to 253 miles around 1927. With the concerted efforts of the State and District Boards, road communication was provided to several villages around 1935. During the same year, there were 253 miles- long metalled roads, 132 miles of gravel roads and 73 miles of Local Fund roads. Asphaltting of roads began as back as in the year 1929. Laying of tar surface to some parts of the roads between Madikeri and Fraserpet, Madikeri and Siddapur and Madikeri and Mangalore was undertaken in the year 1929. Before Unification (1956), there were ten main roads connecting Kodagu with other parts. They are as follows:

1) Madikeri to Mangalore *via* Sampaje, 2) Madikeri to Kerala *via* Mukutta, 3) Madikeri to Kerala *via* Kutta, 4) Madikeri to Hunsur *via* Kushalnagar, 5) Madikeri to Hunsur *via* Gaddige, 6) Madikeri to Hunsur *via* Anechaur, 7) Madikeri to Konanur *via* Sirangala, 8) Madikeri to Arkalgud *via* Shanivarasanthe, 9) Madikeri to Sakleshpur *via* Shanivarasanthe and 10) Madikeri to Hassan *via* Kodlipet. The main roads, starting from Madikeri were black topped.

The Public Works Department of the Kodagu State was merged with the Public Works Department of the Central Government on 7.7.1947. The same position continued till the Unification (1956). During the year 1949-50, there were 324 miles and 4 ½ furlongs of State roads, and out of that, 301 miles and 3 furlongs of roads were metalled. Among the 61 miles of District Fund roads, 31 miles and 4 furlongs of roads were metalled. Till 1951-52, there was one Public Works Department Division, which was consisting of three sub-divisions in the Kodagu State. During the year 1955-56, the number of sub-divisions increased to four. The Kodagu division was also maintaining 170 buildings, 56 bridges and 392 miles of roads during the same time. There was a total length of 591 miles of roads under the control of Public Works Department on 31.3.1963. Local Bodies (Taluk Development Boards) were also maintaining about 120 miles of roads. There were 112 miles of forest roads and their maintenance was the responsibility of the Forest Department.

#### Detailed list of old roads constructed during the period of Britishers in Kodagu

Name of the road	Year of completion	Length	
		Miles	Furlongs
1	2	3	4
Madikeri-Fraserpet	1837	20	2
Madikeri-Sampaje Ghat	1837	18	0
Madikeri-Periyambadi	1849	23	4
Periyambadi Ghat	1849	12	4 1/2
Periyambadi Ghat - Anechaur	1849	21	3
Madikeri-Kodlipet	1868	43	0

1	2	3	4
Virajpet-Piriyapatna	1872	21	3 1/2
Ammathi-Titimathi	1878	12	4
Kaggodlu-Katageri	1880	1	7
Madikeri-Siddapur	1884	18	0
Wynad	1909	23	6
Total		216	2

### Local Fund Roads

Madikeri-Bhagamandala	1868	20	6
Madikeri-Nalkunad	1870	14	0
Same road continued	1898	10	0
Murnad to Napoklu	1871	6	1/2
Shanivarasanthe-Sirangala	1875	12	0
Arkalgud-Sakleshpur	1876	7	4
Fraserpet-Siddapur	1877	11	4
Virajpet-Bittangala	1881	3	0
Ammathi-Murnad	1885	10	0
Fraserpet-Sirangala	1886	11	0
Virajpet-Nalkunad	1900	11	6 1/2
Kushalnagar-Somvarpet	1902	16	0
Pollibetta-Gonikoppal	1906	4	3/4
Virajpet-Vontiangadi	1907	6	0
Shanivarasanthe-Bisle Ghat	1907	3	3
Jamburu-Suntikoppa	1908	6	1
Suntikoppa-Siddapur	1908	8	7 3/4

### Roads maintained by Local Fund

Jamburu-Surlabbi	1906	10	4
Somvarpet-Jakkanalli	1906	9	6

Source: Gustav Haller's Settlement Report, p.13

### Classification of Roads

Several measures were taken to inter-connect various parts of the district after Independence. With the extension of the road network in the Five Year Plans, improvements were made in the surface structure and the standard of the roads. No National Highway runs through this district. Around the year 1956, there were 132 km long State Highways in the district. The length of these roads went upto 166 km in 1980 and 310.4 km in 1990. The length of the major district roads

which were connecting various parts of the district, was 399 km in 1956. In the later years, with further expansion of road network, the length of the roads were rose to 621 km in 1986. The 12-km Ammathi-Hosur Gonikoppal Road, which was included in the other district roads, was upgraded after 1986. The total length of the major district roads in the district, as on 31.3.1990 was 655 km. In 1987-88, the roads other than State Highways and major district roads, were handed over to Kodagu Zilla Parishad. The State Highways which pass through this district are as follows:- 1) State Highway No.88: Mysore-Hunsur-Piriyapatna-Kushalnagar-Suntikoppa-Madikeri- Sullya and Puttur, 2)S.H. No.88A: Hunsur-Virajpet, 3) S.H. No. 88B: Madikeri-Makutta (Border area-Cannanore of Kerala State *via* Siddapur-Virajpet), 4) S.H. No.48: Sakaleshpur-Somvarpet-Madikeri-Virajpet, and 5) Halebidu-Hassan-Arakalgud-Piriyapatna.

The major roads of the district at present are as follows:- 1) Madikeri-Bhagamandala, 2) Suntikoppa-Siddapur, 3) Kushalnagar- Siddapur, 4) Bettageri-Nalkunad, 5) Ammathi-Murnad, 6) Kaggodu- Katageri, 7) Jamburu-Suntikoppa, 8) Somvarpet-Konanur, 9) Hebbale-Banavar, 10) Kushalnagar-Srimangala, 11) Shanivarasanthe- Banavar, 12) Siddapur-Pollibetta, 13) Ammathi-Titimathi, 14) Kutta-Nagarahole, 15) Murnad-Napoklu, 16) Chinnangolli-Balele, 17) Virajpet-Nalkunad, 18) Virajpet-Vontiyangadi, 19) Siddapur- Mysore, 20) Somvarpet-Shantalli-Kundalli, 21) Bhagamandala- Karike, 22) Kushalnagar-Somvarpet, 23) Hakathur-Abyathmangala, 24) Kadanga-Bellumadu-Napoklu, 25) Ponnampet-Kanur-Nittur, 26) Virajpet-Boikeri-Bhagavati Devasthan, 27) Napoklu-Bhagamandala, 28) Arkalgud-Kodlipet, 29) Periyambadi-Bittangala, 30) Shanivarasanthe-Chengadalli, 31) T.Shettigeri-Murnad, 32) Pollibetta-Gonikoppal, 33) Ponnampet-Hatur, 34) Bhagamandala- Talakaveri, 35) Kakkabbe-Nelji, 36) Kattalekadu-Maragodu- Kondanageri, 37) Madapur-Biligeri-Kiragandur-Takeri, 38) Hanagallu-Taltare-Shettalli-Takeri-Garvale, 39) Kumbur- Kiragandur-Takeri, 40) Pollibetta-Gattadalla, 41) Birunani- Parkatageri, 42) Chembebellur-Konanjageri, 43) T. Shettigeri-Biruga-Kurchi-Srimangala-Irpu temple road, 44) Channayyanakote- Channanagilu-Abburu, 45) Ammathi-Hosur-Gonikoppal, 46) Nagaruru- Kiragandur, 47) Madapur-Shantalli *via* Surlabbi, and 48) Kummahole-Hatur. (Source: Public Works Department).

For detailed table about talukwise and surface-wise State Highways, Major District Roads, and Other Roads, see table Nos. 1, 2 and 3.

### Rural Roads

It is necessary to construct roads of good standard and upgrade the standard of existing roads, and expand the network for the over-all development of rural areas in the district. Large number of villagers are engaged in agriculture and related activities. The rural people depend on roads to sell their agricultural produce and to bring back necessary goods. Hence, there is urgent need to construct link roads to the nearest main road or market areas from the villages.

**Table No.1**

Statement showing the taluk and surface-wise length of State Highways,  
Major district roads and other roads as on 31.3.1990 (in km.)

Sl. No.	Name of the taluk	Classification of roads			Details of surface of the roads	
		State Highways	Major district roads	Total	Black topped	Waterbound macadam
1.	Madikeri	71.90	190.30	262.20	260.90	1.30
2.	Somvarpet	110.00	221.40	332.40	318.00	14.40
3.	Virajpet	127.50	243.00	370.80	346.10	20.60
	Total	309.40	655.00	965.40	925.00	36.35

**Table No.2**

Statement showing the taluk and surface-wise Zilla Parishad roads, Taluk Board and Forest Department roads as on 31.3.1990 (in km.)

Sl. No.	Name of the taluk	Classification of roads				Details of the road surface		
		Village roads	Black topped	Metalled roads	Total	Motorable	Non-motorable	Total
1.	Z.P. Madikeri	227	80	50	130	92	5	97
	Taluk Board	198	3	12	15	8	175	183
	Forest Dept.	32	-	-	-	8	24	32
	Total	457	83	62	145	108	204	312
2.	Z.P. Virajpet	300	157	105	262	38	-	38
	Taluk Board	107	-	40	40	-	67	67
	Forest Dept.	185	-	31	31	96	58	154
	Total	592	157	176	333	134	125	259
3.	Z.P. Somvarpet	294	115	105	220	69	5	74
	Taluk Board	317	4	13	17	149	151	300
	Forest Dept.	61	-	8	8	18	35	53
	Total	672	119	126	245	236	191	427

Z.P.=Zilla Parishad

Table No. 3

Statement Showing the classification of various roads that existed between 1956 and 1990 in the district (No National Highway in the district)

Year	State High-ways	Major district roads	Other district roads	Village roads	Taluk Board roads	Forest Dept. roads	Total
1956	132	399	100	-	97	184	912
1961	132	576	60	165	-	182	1,115
1966	132	604	60	251	220	191	1,458
1969	132	604	60	334	183	237	1,550
1975	132	604	60	471	660	222	2,149
1980	166	573	60	739	622	274	2,434
1985	166	621	12	987	622	278	2,686
1986	168	621	12*	987	622	278	2,688
1990	310	655	-	826**	622	278	2,691

\* The 12 km long Ammathi-Hosur-Gonikoppal road was upgraded to Major district road on 1.3.1988.

\*\* The village roads under the control of PWD were transferred to Zilla Parishads after their formation.

The length of roads which are under Zilla Parishads' control is 826 kms.

(Source : Kodagu Zilla Parishad and Public Works Department)

The Plan drafted for the development of roads by the Chief Engineer's conference held in 1958, was the yardstick for taking up of road schemes, during the span of 20 years between 1961 to 1981. According to this Plan, from a village in a developed and agriculturally advanced area, there must be a metalled road at least within the distance of six km or any other road within the distance of 2.5 km. Similarly, from a village in a semi-developed belt, the road must be at least at a distance of 12 km if metalled and five km distance if the road is non-metalled. Villages in the non-developed and uncultivated area must have road connection at least at a distance of 20 km if the road is metalled and at a distance of 8 km if the road is an ordinary one. Government has brought into force a special programme for the development of rural roads from 1959-60 itself. This programme included the construction of rural roads to those parts which were without communication and construction of cross drainages with crust to the streams which were more than 20 feet long and do not come under the control of PWD. During the construction of these roads, locally available gravel was used to cover the surface of the road.

The important Minimum Needs Programme launched during the Fifth Five Year Plan (1.4.1974) had the aim of constructing all-weather roads in the thickly populated areas where villages have more than 1,500 population, and thinly populated area villages having more than 1,000 population. A survey was conducted and Master Plan was prepared in 1978-79 for providing all-weather roads in the backward and hilly areas of the State.

**Statement showing talukwise number of villages connected by various categories of roads as on 31.3.1978**

Taluk	Villages having all weather roads	Villages having fair weather roads	Villages with kutchra and non-motorable roads	Villages without any kind of roads	Total
Madikeri	41	6	22	4	73
Somvarpet	27	18	53	-	98
Virajpet	48	15	56	1	120
Total	116	39	131	5	291

**Statement showing the length of roads provided to villages under the Minimum Needs Programme during 1983-84 to 31.3.90**

Year	Madikeri	Somvarpet	Virajpet	Total length of road (km)
1983-84	1	2	1	10.10
1984-85	-	2	-	4.00
1985-86	-	1	-	1.30
1986-87	1	-	-	5.00
31.3.90	1	-	1	12.50

The famous pilgrimage centre, Kukke Subrahmanya in Dakshina Kannada district is also a place of cattle shandy, but not connected with a nearest possible route from this district. Public opinion is in favour of improving the Galibidu to Subrahmanya cart road and make it viable for vehicular traffic. Likewise, the road which runs through Kumarahalli-Heggademane in Somvarpet taluk to Subrahmanya can also be improved and made motorable.

**Statement showing the number of villages connected by all-weather roads, fair-weather roads and Kutchra roads as on 31.3.90**

Taluk	Population (1981)	Number of villages having road communication				Total
		All weather	Fair weather	Kutchra roads	Villages without any communication	
1	2	3	4	5	6	7
Madikeri	0-499	-	-	-	-	-
	500- 999	12	2	5	-	20
	1,000-1,499	19	4	1	-	24
	1,500 & above	21	2	-	-	23
Total		53	8	6	-	57



1	2	3	4	5	6	7
Virajpet	0-499	3	-	-	-	3
	500-999	10	10	6	-	26
	1,000-1,499	9	7	8	-	24
	1,500 & above	15	11	16	-	42
	Total	37	28	30	-	95
Somvarpet	0-499	14	7	14	-	35
	500-999	31	2	8	-	41
	1,000-1,499	17	-	2	-	19
	1,500 & above	29	-	2	-	31
	Total	91	9	26	-	126
Total number of villages in the Dist.	0-499	17	7	14	-	38
	500-999	54	14	19	-	87
	1000-1,499	45	11	11	-	67
	1,500 & above	65	13	18	-	96
	Total	181	45	62	-	288

### Traffic Census

The Public Works Department has been conducting Traffic Census and Survey of Vehicles, once in every five years since 1959. Apart from this, a sample survey is also being conducted every year in selected roads. The aim behind this survey and the census is to collect all information pertaining to roads. The average traffic volume per day (24 hours) between 1970-71 to 1987-88, on State Fund Roads of Kodagu District is as follows:

Year	Heavy vehicles	Light vehicles	Slow moving vehicles	Total
1970-71	63	137	22	222
1975-76	75	148	16	239
1981-82	62	168	9	239
1987-88	68	227	7	302

The volume of traffic under various categories of roads in the Kodagu district, during the years 1970-71, 1975-76, 1981-82 and 1987-88 is as follows:

Year	Average intensity of traffic at each count post per day during 24 hours (in metric tonnes)				
	State Highways	Major District roads	Other District roads	Village roads	All State Fund roads
1970-71	1,606	731	457	173	768
1975-76	1,629	972	719	446	938
1981-82	2,462	912	918	368	818
1987-88	2,749	990	-	404	945

The surveys have revealed that the intensity of traffic has increased by 15.5% from 1981-82 to 1987-88. During the same period, the volume of traffic has also gone up by 26.4%. Accordingly, there is a need to improve the quality of roads with durable surfaces.

## BRIDGES

In earlier days, people in Kodagu were using boats to cross the river or to carry their belongings and goods. Britishers turned their attention towards construction of bridges also after they took over the administration of Kodagu State. There was a dire need to construct one bridge across the Cauvery river, on the road which runs from Mysore to Madikeri. A bridge, consisting of seven spans with a length of 315 feet was kept open for traffic on 12th May, 1948. This is the biggest bridge in the district. Later, the Government built some more bridges. The important bridges among them are: a bridge built across the Harangi river on Kushalnagar-Somvarpet road, the Cauvery bridge near Siddapur between Madikeri and Virajpet, the bridges across Hattihole and Madapur rivers in Somvarpet taluk, and the Payaswini river bridge on Madikeri-Mangalore road. Transport facilities have been provided to different places within and outside the district, by constructing several small and major bridges under the Five Year Plans.

### List of major bridges having a linear waterway of more than 60 meters in Kodagu district.

Sl. No.	Name of the road where the bridge is built	Year of Construction	Cost of construction (Rs. in lakhs)
1.	Across the Cauvery in Virajpet tq. on the Madikeri-Makutta Village	1885	-
2.	Across the Cauvery between Mysore & Bantwal (Hunsur-Piriyapatna-Kushalnagar-Suntikoppa-Madikeri-Sullya-Puttur), in Somvarpet Taluk	Before 1940	-
3.	On the Hattihole river on the Sakleshpur-Somvarpet-Madikeri-Virajpet road (Somvarpet taluk)	Before 1940	-
4.	Cauvery bridge on Madikeri-Virajpet road (Virajpet taluk)	1955	2.31
5.	The Madapur river bridge on the Madapur-Sakleshpur-Somvarpet-Madikeri-Virajpet road	Before 1940	-
6.	The Cauvery bridge near Kondanageri, on the Ammathi-Murnad road (Virajpet taluk)	1969	6.83
7.	The Harangi bridge on the Jamburu-Suntikoppa road (Somvarpet taluk)	1956	4.10
8.	Across the Harangi river on Kushalnagar-Somvarpet road (Somvarpet taluk)	Before 1940	-

Details of small and major bridges (State Fund roads) as on 31.3.1990 are given in Table 4 (Page 19).

**Road accidents**

Various kinds of vehicles are plying throughout the district on roads and accidents occur often. Such accidents may be due to the fault of the vehicle rider or mechanical defect of vehicle or even due to bad condition of the roads. The detailed figures showing the number of accidents, deaths and the reasons for the accidents since 1971-72 to 1981-82 are given in Table 5 (page 20).

**Table No.4**

**Detailed Statement of small and big bridges (State Fund Roads) as in 31.3.1990  
Bridges having a linear waterway of**

Classification	Culverts	6 mtr.	12 mtrs.	18 mtrs.	24 mtrs.	30 mtrs.	Total*	No. of major bridges on State Highways	
								Above 60 mtrs.	Total**
1	2	3	4	5	6	7	8	9	10
On village roads	841	34	10	8	6	-	58	2	901
On major roads	1,170	46	11	11	5	10	83	3	1,256
On State Highways	1,011	29	4	5	4	2	44	5	1,060
<b>Total</b>	<b>3,022</b>	<b>109</b>	<b>25</b>	<b>24</b>	<b>15</b>	<b>12</b>	<b>185</b>	<b>10</b>	<b>3,217</b>

\* Excluding culverts

\*\* Total including culverts, except culverts, the number of bridges having a length of more than 6 metres is 195 (Col.8 and 9).

**Table No.5**

**Statement showing the number of accidents, deaths and reasons for the accidents since 1971-72 to 1981-82.**

Year	No. of accidents	No. of deaths	Reasons for accidents		
			Fault of Public	Mechanical defect	Bad condition of road
1971-72	115	21	97	28	5
1972-73	105	16	80	46	7
1973-74	123	18	64	14	4
1974-75	121	23	79	31	3
1975-76	129	23	89	12	5
1976-77	177	29	135	12	10
1977-78	179	23	131	58	17
1978-79	282	49	264	53	-
1979-80	198	39	81	21	-
1980-81	195	22	195	35	-
1981-82	314	24	296	41	8

The number of persons killed in the accidents in the years 1983, 1984 and 1985 was 19, 34, and 33 respectively. In 1986 and 1987, the number of deaths was 34 and 39 respectively and during 1988 and 1989 it was 39 and 40 respectively. The reasons for the above accidents is not known during these years. (Source: Police and Public Works Departments).

**Public Transport**

The main roads in the past were the narrow paths used by the kings and those belonging to royal families. Such was the condition of ancient Kodagu. At Madikeri, a foot track to the right of the Raja's Seat, down the hill leading to Thalathmane was the only highway during the reign of the kings. Elephants, horses and palanquins were used for the journey. People used to carry their goods on the carts. The use of bullock carts was started at the end of the 19th Century. The carts, carrying goods to Dakshina Kannada district and Kerala were travelling through Kodagu.

Bicycle entered Kodagu in the year 1896. Use of Motor Car began in the year 1903. Regular bus service commenced in 1915. Around the year 1920, many of the Britishers and a few natives in Kodagu were owning motor cars. Some rich persons were using horse carriages for travel. In 1920, there were about six cars and eight buses in Kodagu, and in 1930, the number was 15 cars and 18 buses. This number went up to 70 cars and 26 buses in 1940.

Among the old transport buses, Paparam Bus Service was plying on the Bhagamandala-Madikeri-Mysore road, and the Bhagandeshwar Motor Service between Bhagamandala and Madikeri. The Igguttappa Motor Service was running between Napoklu, Kakkabbe and Madikeri. Besides these, the Adikaveri Bus Service, P.V.Motor Service, C.P.C. and Coorg Transport Company buses were also plying in the district. These vehicles were run by petrol. When petrol was scarce during the time of the II World War, there were charcoal driven gas engine motor vehicles.

The figures in the foregoing table shows the number of vehicles registered between 1953-63.

Sl. No.	Vehicles	1953-54	1954-55	1955-56	1962-63
1.	Motor cycles	20	29	37	137
2.	Private cars (inclusive of jeeps)	250	284	306	555
3.	Taxies	18	19	26	50
4.	Buses	83	92	108	76
5.	Lorries	355	332	354	205
6.	Tractors	40	51	54	80

It is evident, that there is a steep rise in the number of other types of vehicles, except buses and lorries between 1953-54 to 1962-63.

The movement of bullock carts began with the construction of good roads. Farmers made use of bullock carts to transport their agricultural produce. According to a survey conducted in 1956,

there were 1,006 country bullock carts (Madikeri taluk 52, Somvarpet taluk 759, Virajpet taluk 495). There were 98 and 873 bullock carts respectively, in the urban and rural areas of Kodagu in 1972. This number went down to 27 and 721 respectively in 1977. It is observed that no where in Kodagu, horse carriages are in use now.

Though there were ample number of modern motor vehicles, a full-time officer to exclusively enforce the Act VI of the Motor Vehicles Act of 1939 was not appointed. To enforce this Act, the then Chief Commissioner of that time constituted the Provincial Transport Authority. This Authority included 4 official members of the Government, two Town Municipal Presidents (Madikeri and Virajpet), and three non-Governmental members. Assistant Commissioner of Kodagu was the President of the Authority.

After Unification (1956), the Kodagu Regional Transport Office was started as found in other districts in the place of the previous Provincial Transport Authority. The Regional Transport Officer was exercising his powers delegated to him under Section 44 of the Motor Vehicles Act 1939. The Deputy Commissioner of Kodagu was the President of the Regional Transport Authority and the Regional Transport Officer was the Secretary and he used to perform all the duties. The Regional Transport Authority at the district level has been constituted as per the M.V. Act 1988 (Sec.68) in the State. The Regional Transport Authority acts as a quasi-judicial body, the Deputy Commissioner being its President and the Superintendent of Police of the District as its member. The Regional Transport Officer is the *Ex-officio* Secretary of this authority. He will issue permits to the vehicles, which ply between the districts and all over the State. The Transport Department is vested with the duties of implementing the State and Central rules and regulations, effectively. These rules are as follows: 1) The Motor Vehicles Act 1988 (59th Act of 1988 - Central Act), 2) The Karnataka Motor Vehicles Act of 1957 ( Vehicles Taxation Act), 3) The Central Motor Vehicles Rules 1989, 4) The Karnataka Motor Vehicles Rules 1989 and 5) The Karnataka Motor Vehicles Taxation Rules, 1957.

The Regional Transport Officer of Kodagu District, comes under the control of the Deputy Commissioner of Transport, Mysore Division. The R.T.Os. and the Assistant Regional Transport Officer are entrusted with the powers of issuing licences to the drivers and the conductors. Considering the qualification of the applicants, licences will be issued to those who get through in the test. As many as 1,127 drivers and 70 conductors' licences were issued in the district during 1989-90. As per a novel scheme, issuing of licences in small plastic cards to the drivers of two wheelers and cars is continued. Since 1.4.1989 to 31.3.1990, blue cards were issued to 97 two wheelers, 30 green cards to light vehicles and 88 red cards to motor cycles and light vehicles.

Now, the R.T.Os. have been given the power to issue licences to start drivers' training schools. A private driving school called National Motor Driving School has been started at Ammathi. In 1989-90, forty four candidates were trained in light motor vehicles driving, and have passed the Driving Examination. As on 31.3.1989, as many as 14,537 vehicles have been registered and were in use in the district. This figure rose to 15,964 at the end of 31.3.1990, an increase of 9.87 per cent over the previous year. The district has 1.2% of the total vehicles in the State.

The Regional Transport Officers and Assistant Regional Transport Officers will levy taxes on all the registered vehicles which are in use. From 1986-87 itself treasury facility has been extended in the Regional Transport Office and Sub-Regional transport Office to facilitate the owners of the vehicles to remit taxes. In 1989-90, a check-post has been established near Makutta on the Virajpet-Tellicherry road, with a view to stop tax revenue leakage and to implement Motor Vehicle Acts and Rules strictly. 'Lok Adalath' system has been introduced in the districts for the redressal of public grievances. The R.T.O. will spare 2-3 days for this work every month.

Details of the newly registered motor vehicles in 1989-90:

- 1) Transport vehicles: a) Medium/heavy lorries and trucks 60; b) L.G.Vs. and four wheelers 8.
- 2) Passenger Vehicles: a) Buses 3; b) Mini-buses and other passenger vehicles 4; c) Taxies 13; and d) Tri-Wheeler autorickshaws 26.
- 3) Non-transport vehicles: a) Mopeds 7; b) Scooters and motor cycles 515; c) cars 215; d) Jeeps 200; e) Tractors 84; f) Trailers 147; g) Others 83; Total 1,365.

The above figures show that the two wheelers - scooters and motor cycles - are more popular. There is also demand for cars and jeeps in the district.

**Statement showing the number of vehicles registered at the R.T.Os. Office  
in Kodagu District at the end of 31.1.1991.**

Sl.No.	Type of Vehicle	Total vehicles registered
1.	Motor cycles:	
	a) 50 cc and below	295
	b) 51 cc to 300 cc	5,068
	c) 301 cc and more	658
2.	Motor cars	3,009
3.	Non-usable carriages	3
4.	Jeeps	2,093
5.	Autorickshaws	453
6.	Motor cabs	355
7.	Omni-buses	54
8.	Station wagons	13
9.	Stage carriers:	
	a) K.S.R.T.C. (not registered in Kodagu)	
	b) Private buses	112
10.	Goods carriers	701
11.	Tractors	1,016
12.	Trailers	1,968
13.	Dumpers	-
14.	Bulldozers	-
15.	Road rollers	-

Sl.No.	Type of Vehicle	Total vehicles registered
16.	Tippers	4
17.	Rockers	-
18.	Fire fighter engines	2
19.	Power tillers	917
20.	Delivery vehicles	63
21.	Ambulance vehicles	5
22.	Tankers	17
23.	Others	-
	Total	16,806

### **Karnataka State Road Transport Corporation**

Private and State Road Transport Corporation buses have been operating in the district. The 32 km long road between Madikeri and Kushalnagar was nationalised on 1.7.1968. In this connection, a bus depot was also established at Madikeri, which comes under the jurisdiction of Mangalore Division of the KSRTC. As many as 75 buses of this depot have been plying on 58 routes. These buses are carrying 31,750 passengers every day. The profit earned during the financial year 1989-90 was at the rate of Rs.5.01 per km. On an average, every month 9,84,250 passengers were travelling by the KSRTC buses. Madikeri depot is operating buses on 58 routes, covering about 6,646 km which include routes outside the district also. Revenue by way of bus fares realised by the Depot amounted to Rs.3,86,35,000 during 1989-90. Buses are also plying on Inter-State routes like Madikeri-Ooti and Madikeri-Kasargod. Four bus stands belonging to this depot have been provided with basic facilities like drinking water, time table of buses, cafeteria, petty shops and cloak rooms for the passengers.

### **Proposal for Railway in Kodagu**

The proposal for laying a railway line between Mysore and Tellicherry *via* Madikeri was mooted as early as in the year 1881- 82. A private company was also ready to build this rail line. The then Commissioner of Kodagu in his letter dated 17.3.1883 to the Mysore Chief Commissioner's Secretary, had proposed the construction of Mysore-Madikeri rail line. The route suggested from Mysore to Madikeri was Yedatore (present Krishnarajanagar) - Bettadapura-Fraserpet (Kushalnagar)-Virajpet-Madikeri or an alternative more direct route to pass through Hunsur, Sagarkatte, Gonikoppal and Virajpet. The proposal specially considered by the old Mysore State's Administration during triennial period from 1917-18 to 1919-20, was the laying of railway line from Mysore to Madikeri upto Tellicherry in Kerala. As a prelude to the construction of a rail line from Makutta in Kodagu to Tellicherry, a preliminary survey was also conducted. Due to so many reasons, this plan again did not materialise. Many decades ago, a tramway having 41.91 mile length was built between Hosapatna and Nagarahole to supply wood and other materials to the army, (*via* Dubare-Devamachi-Titimathi-Hebbalehole- Naganahalli). The cost of construction of the tramway line was about 11.98 lakhs. Another seven-mile long

tramway was passing between Makutta to Kakkepole which flows on the border of Kodagu in the midst of the Periyambad Ghat. These two tramway are not in use. Even after the attainment of Independence, several important leaders, associations and elected representatives of Kodagu have been pressing the Government for rail link. But nothing is done so far. If the envisaged railway plan between Mysore, Kodagu and Kerala is implemented, it would help the development of Kodagu. But there are people who oppose this plan, out of the fear that it would pave the way for immigration of people leading to social conflicts. Kodagu is the only district in Karnataka where there is no railway communication.

## POST AND TELEGRAPH SERVICES

Before postal service came into being, the royal proclamations or the *nirupas* were made known to people, by the beating of drums in public places. The Kodava people had a traditional special feature of conveying news through signals. For example, birth of a male child is being conveyed by firing a shot in the air. If some one dies, they used to fire two shots. It is found that there was a local postal system prevalent in Kodagu, in the days of Kodagu rulers. Lingaraj Wodeyar II had received a complaint with regard to the delay in delivery of the Company Government's mail in the Kodagu territory. He directed the concerned local authorities, to deliver the Company Government's mail without delay and warned them repeatedly through the taluk officers.

The post office established in 1864 at Virajpet is the oldest in the district. Later, post office was established at Madikeri in 1870 and at Ammathi in 1871. Local postal *olekars* (runners) were appointed and the post was being delivered to all taluk headquarters through them.

The notable development in the postal communication was that in 1894, the foreign and outside post was directly transported from Mysore Railway station to Madikeri on horse carts. It is said that Yajaman Virasangappa of Mysore, a private party, who successfully handled the transport contract of mail, from Bangalore to Mysore, was also entrusted with the contract of transport of mail from Mysore to Madikeri. At a time, when the regular postal service between Madikeri and Virajpet prevailed, local postal system was also in existence. This postal service was mainly a communication link, between the district administration and the departmental heads, which was exempted from the postal charges. The local postal service was also allowed to carry letters pertaining to public and the parcels (*bhangi*) also. During 1869-70, the local postal service had delivered 1,60,999 letters. The number of letters delivered through two post offices of the "Queen's Post" (Madikeri and Virajpet), in the three routes of Madikeri-Mysore-Cannanore and Mangalore, was 1,47,309. There were five routes through which the prompt delivery of letters was done. They were Madikeri to Fraserpet (Kushalnagar - 32 km), Madikeri to Kiggattunad (56 km), Madikeri to Nalkunad (48 km), Madikeri to Kodlipet (74 km), and Madikeri to Madhyanad (8 km). Other than these routes, postal services in some other places were not organised and at times the communication was severely disrupted.

In later years, the postal service was extended and many facilities similar to that of other districts was brought into force in the district also. In 1877 V.P. System was introduced. The system of charging 50 Paise (eight annas) as insurance fee, for 50 rupees was introduced in 1878. During



the same year, certificate of posting was also started. At that time, the charge for registration was two annas (12 paise). Post cards were released in 1879. Money order system came into being in 1880 and the Telegraphic Money Orders in 1884. The rate of M.O. commission then for Rs.25, was two annas. In 1882, Savings Bank was started. At this time, there were 16 post offices in Kodagu. The District Postal Department was working under the purview of the Post Master General, Madras. In 1896, the number of post offices in the district rose to 22.

In 1901, the District Postal Service was transferred to the newly formed District Boards. Again in 1906, this department was transferred to the Government. Around the year 1904-05, the number of post offices were increased to 27. During these days letters were sent upto 262 mile distance. During 1904-05, out of 4,20,000 letters delivered, 1,68,000 were post cards and 68,000 newspapers. The amount of Money Order transactions were to the tune of 3.50 lakhs. Out of Rs.56,000 deposited in the Savings Bank, Rs.55,000 were withdrawn in the year. There were seven Telegraph Offices and they were combined with the big post offices.

During 1953, eight combined post and telegraph offices were working in the district. After the formation of Karnataka Posts and Telegraphs Circle on 1.4.1960, the Posts and Telegraphs Department in Kodagu was transferred to the Karnataka Posts and Telegraphs Circle, from Madras Circle. The Superintendent of Post Offices, Mysore Division, stationed at Mysore, was looking after the work in Kodagu District. While setting up of new post offices and extending of postal facility was to be endorsed by the Post Master General. As on 31.3.1964, Kodagu district was having one Head Post Office, 21 Sub-Post Offices and 109 branch post offices. There was no independent office for telegraph service. As many as 13 combined post and telegraph offices were working in the district.

The list of post offices in Kodagu district, along with 29 Sub- Post offices and 186 Branch Post Offices (with Telephone Exchange marked as T.E., as on 1.4.1992, is as follows:

Ammathi T.E. 1) Bilgunda, 2) Hosur, 3) Kalathmad T.E., 4) Kannangala, 5) Karmadu, 6) Kawadi and 7) Vontiangadi.

Bhangamandala: 1) Chettimane T.E., 2) Karike T.E., 3) Kundacheri and 4) Sannapulicotu.

Balele: 1) Kottageri, 2) Nittur and 3) Devanur.

Bettageri: 1) Cherambane T.E.

Chettalli: 1) Central Horticultural Research Centre T.E., 2) Kodagadal and 3) Kudlur-Shettalli.

Cheyandane: 1) Arapattu, 2) Kadanga T.E., 3) Kakkabe T.E., 4) Karada, 5) Parane T.E. and 6) Yavakapadi.

Gonikoppal: 1) Aravathoklu T.E., 2) Devarapura, 3) Kaikeri, 4) Mayamudi T.E., 5) Ponnappasanthe and 6) Dhanagala.

Harangi Reservoir (Project): 1) Hudikeri T.E., 2) Badagara Keri, 3) Birunani T.E., 4) Harihara, 5) Hysodlur, 6) Parakatageri, 7) T.Shettigeri and 8) West-Nemmale.

Jodubetta-Ponnampet:

Kodlipet T.E. 1) Bessur and 2) Neergunda.

Kudige: 1) Hebbale T.E., 2) Kanive, 3) Kudumangaluru, 4) Modalapura, 5) Thorenur and 6) Sirangala.

Kushalnagar T.E.: 1) Basavanahalli, 2) Torenur, 3) Guddehosur, 4) Mullusoge, 5) Nanjarayapatna, 6) Rangasamudra and 7) Valnur T.E.

Kutta T.E.: 1) Manchalli and 2) Nagarahole.

Madapura T.E.: 1) Aigoor, 2) Biligeri T.E., 3) Garagandur, 4) Garvalc T.E., 5) Jnanaganga, 6) Hattihole, 7) Kiragandur, 8) Kumbur, 9) Muvathoklu, 10) Sirangalli and 11) Surlabbi

Madikeri T.E.:-1) Aravathoklu, 2)Avandur, 3) Biligeri, 4) Boikeri T.E., 5) Heravanad, 6) Galibeedu, 7) Kaloor, 8) Kadanakolli, 9) Kaggodlu, 10) K.Nidugane, 11) Kottur, 12) Koynad T.E., 13) Made, 14) Madikeri College, 15) Makkandur T.E. and 16) Thalathmane.

Madikeri Fort: 1) Mahadevpet.

Murnad T.E.: 1) Balamuri, 2) Bethri, 3) Hakathur T.E., 4) Hoddur, 5) Konanjageri, 6) Maragod T.E. and 7) Sodlur-Kattenu.

Napoklu T.E.: 1) Ballamavaty, 2) Hedavada, 3) Kolakeri, 4) Nelaji T.E., 5) Palur and 6) Emmemadu.

Pollibetta T.E.:1) Attur, 2) Chennayyanakote T.E. and 3) Mekocr- Hosakeri.

Ponnampet: 1) Ballyamandur, 2) Begur, 3) Bekkesodlur, 4) Chikkamandur, 5) Halligattu, 6) Kanur T.E., 7) Kothur, 8) Kotoor, 9) Kunda T.E., 10) Kiragur T.E., and 11) Nadikeri.

Shanivarasanthe T.E.: 1) Alur-Siddapura T.E., 2) Ankanahalli, 3) Bembalur, 4) Dundalli, 5) Echalabeedu, 6) Gopalapura, 7) Gowdalli T.E., 8) Handli, 9) Hosuru-Somvarpet, 10) Kalale, 11) Malambi, 12) Nandigunda and 13) Nidtha.

Siddapur T.E.: 1) Akyatimangala, 2) Arekadu T.E., 3) Badaga- Banangala, 4) Engilagere, 5) Guhya, 6) Karadigodu, 7) Maldare T.E. and 8) Nellihudikeri.

Somvarpet T.E.: 1) Abburkatte, 2) Balagunda, 3) Belur-Somvarpet, 4) Bettadahalli, 5) Ganagur, 6) Gonimarur, 7) Hanagallu, 9) Kundalli, 10) Kumarahalli, 11) Kusubur, 12) Masagodu, 13) Shantalli T.E., 14) Thanniruhalla, 15) Thakeri and 16) Tholuru- Shettalli T.E.

Srimngala T.E.: 1) Badaga, 2) Kurchi and 3) Nalkeri T.E.

Suntikoppa T.E.: 1) Andagove, 2) Attur-Nallur, 3) Haradur, 4) Herur, 5) Horur, 6) Hosakote T.E., 7) Kallur, 8) Kanbyle, 9) K. Baichanahally, 10) Kedakal, 11) Kodagarahalli, 12) Mathikad, 13) Nakur-Sirangala and 14) Uluguli.

Titimathi T.E.: 1) Bhadragola, 2) Marur and 3) Nokya.

Virajpet T.E.: 1) Arameri, 2) Arji, 3) Bitoli, 4) Bellumadu, 5) Bittangala, 6) Bettiathnad-Shettigeri T.E., 7) Chembebellur, 8) Chickapet, 9) Devanageri, 10) Hathur, 11) Heggala, 12) Aimangala, 13)

Kadanur, 14) Kakotuparambu T.E., 15) Kadanur-Boikeri, 16) Kannangala, 17) Kedamullur, 18) Kuttandi, 19) Makutta, 20) Mythadi and 21) Nalavathoklu.

Apart from these, 1) Byrambada, Virajpet tq, 2) Kajur, Somvarpet tq, 3) Konanakatte, 4) Madenad and 5) Peraje all Madikeri tq, are having Telephone Exchanges only.

## TELECOMMUNICATION

The first Telecommunication facility was established between Mysore and Madikeri in 1952. It became a milestone in the history of communication media in the district. The usage of telephones began at Madikeri town on 22.1.1955. Later this facility was extended to Virajpet and Somvarpet on 15.3.1958 and 25.4.1960.

In 1955, there was only one Telephone Exchange in Kodagu. This number increased to two in 1958, and this number again rose to 3 in 1960. As on 31.3.1964, Telephone Exchanges were working at Madikeri, Somvarpet, Virajpet, Kushalnagar and Gonikoppal. The Manual Telephone Exchanges in Madikeri and Virajpet were having 79 and 33 lines respectively. The automatic telephone exchange at Somvarpet had 21 lines. A public telephone call office was established at Pollibetta for the use of Headquarters of the consolidated Coffee Estates Limited. In the later years, considerable progress was made in the field of telecommunication system. At present STD and ISTD facilities are provided to nine places in the district. The other telecommunication service provided to the subscribers is FAX facility. This has been established in the District Telecommunications office. The capacity of the Telex Exchange Centre in the district is 12 channels and total working connections are nine.

The total geographical area of Madikeri tq is 1,449 sq km Madikeri tq was having 151.48 telephones per 100 sq.km. The geographical area of Somvarpet and Virajpet was 999 and 1,646 sq km and the number of telephones per 100 sq km was 170.67 and 176.97 respectively. Virajpet tq is having more number of telephones. As per the 1991 census, this taluk is having 1,77,234 population (provisional figures) and there are 16.43 telephones per thousand population in Madikeri taluk (population 1,26,482) every thousand population is having 17.35 telephones. And, Somvarpet tq (population 1,81,513) is having 9.39 telephones per thousand population.

### Talukwise figures of Telephones

Sl.No.	Taluk	31.3.1991	31.3.1992
1.	Madikeri	2,067	2,195
2.	Somvarpet	1,521	1,705
3.	Virajpet	2,746	2,913
	Total	6,334	6,813

The present Electro-mechanical Telephone Exchanges which are working in various parts of the district, will be replaced by Electronic Exchanges and more number of places will be provided with STD facility as per the plans envisaged by the Telecommunications Department in the district.

The number of Post Offices/Telephone Exchanges/Telephones and Telegraph Offices as on 1979-80, 84-85, 86-87 and 90-91

Taluk	Post Offices	Telephone Exchanges	Telephones in use	Telegraph Offices
1	2	3	4	5
<b>1979-80:</b>				
Madikeri	41	6	629	-
Somvarpet	75	11	623	-
Virajpet	78	13	923	-
Total	194	30	2,176	-
<b>1984-85:</b>				
Madikeri	43	12	1,157	31
Somvarpet	79	13	1,051	25
Virajpet	84	19	1,701	12
Total	206	44	3,909	68
<b>1986-87:</b>				
Madikeri	44	14	1,390	31
Somvarpet	79	16	1,410	25
Virajpet	84	26	2,123	12
Total	207	56	4,923	68
<b>1990-91:</b>				
Madikeri	47	21	2,067	NA
Somvarpet	82	18	1,521	NA
Virajpet	86	23	2,746	NA
Total	215	62	6,334	NA

The Kodagu division of postal department came into being at Madikeri on 28.5.1981, having jurisdiction of three revenue taluks of the district. There were 215 post offices in the district in 1990-91. Among them, there were 47 post offices in Madikeri taluk, 82 in Somvarpet taluk and 86 in Virajpet taluk. As per 1981 census, there was one post office each per 2,504 population (0.82 sq km) in Madikeri tq, 1,997 in Somvarpet (12.18 sq km) and 2,096 population (per 19.13 sq km) in Virajpet taluks. The total number of post boxes in the district was 496. Philatelic counter has been opened in Head Post Office at Madikeri. Pictorial cancellation, is provided at Madikeri Head Office and Nagarahole Post Offices. Presently, 70 post offices have already been provided with public telephone booth facility. It is proposed to extend public call facility to another six branch post offices in the district. It is also envisaged to open branch post offices at Taralu and Churikadu.

The 'Kodagu Philatelics' an amateur club was established at Madikeri in 1979. It is helping those, who are interested in collection of postal stamps. With the efforts of this organisation, a philatelic counter to sell stamps to the philatelists was opened. This club has arranged Stamps Exhibition in various places and in the district. It has also rendered guidance to some students and public in the collection of postal stamps.

### Telegraphic Service

Madikeri was an important centre in the coastal Telegraph Division of Malabar in 1869-70. The telegraph line from Mysore district passed *via* Madikeri to Cannanore in Kerala. The telegraph branch line to Mangalore in the West Coast was ready in 1865. With this, the lines between Bangalore, Cannanore and Mangalore were connected at Madikeri. During the same period, the telegraphic facility was provided to Madikeri and it was connected to the telegraphic network of outside places. This helped the planters who were dealing with the foreign countries. During 1869-70, 1,595 messages were received and despatched, and the department earned a profit to the tune of Rs.1,798.50. Later, Kodagu Postal and Telegraphic service was included in the Karnataka Posts and Telegraph Service on 1.4.1960.

### Radio and T.V.

Construction work of a building to establish a Radio transmission station at Madikeri is in progress. It was expected that the broadcasting centre would start working in 1991. Madikeri Radio station will benefit people in an area of about 100 km radius. Broadcasting of locally originated programmes for one or two hours everyday will be of special encouragement to the field of rich culture of Kodagu. This Radio station is based on the FM technology for clear listening and noise-free programmes. Low power T.V. transmission centre has already been established at Madikeri. Delhi and Bangalore programmes are being relayed by this centre from here and people residing within 25 km radius from Madikeri can watch the retelecast programmes.

### Travel and Tourist Facilities

Tourists visit Kodagu district to see Talacauvery, Nagarahole wild sanctuary and evergreen forests. October to May, is the suitable season to visit this district. The roads in this district are good and the public and private service buses ply in all nooks and corners of the district. Lodging facility is available to the tourists and pilgrims in 1) Igguttappa Temple at Padi (Kakkabbe), 2) Bhagandeshwar Temple at Bhagamandala, 3) Talacauvery, where Cauvery river takes her origin, 4) Madikeri and 5) the Rameshwar Temple at Irupu. The Forest Department has built a rest house at Nagarahole wild life sanctuary for tourists. Food is provided here on advance notice.

In important places like Madikeri, Somvarpet and Virajpet and some other places like Bhagamandala, Napoklu, Kushalnagar, Shanivarsanthe, Suntikoppa, Ponnampet and Srimangala are having PWD Inspection Bungalows and Guest Houses. There is also State Government's Sudarshan Guest House at Madikeri.

Karnataka State Tourism Development Corporation has also built one Tourist House at Madikeri. It is located near the famous Raja seat. Forest Department is also having several guest houses for their employees in various places at 1) Titimathi (Titimathi Forest Range), 2) Balekoppa (Nagarahole Range), 3) Makutta (Makutta Range), 4) Mandroth (Mandroth Range), 5) Talacauvery (Bhagamandala Range), 6) Madikeri (Madikeri Range), 7) Dubare (Kushalnagar Range) and 8) Koinadu (Sampaje Range).