

CHAPTER VII

COMMUNICATIONS

PRIOR to the construction of good roads according to modern **Old-time** engineering practices, there were only rugged tracks and **routes** paths connecting towns and villages. Narrow footpaths ran here and there through agricultural fields, without much regard to the convenience of the travelling public. Bullock carts went through the rugged paths from one village to another. Communications in the interior were possible only through cart tracks. It was only during the rule of Haidar Ali and Tipu Sultan that the necessity for roads capable of carrying heavy guns began to be felt for the first time. Tipu made an earnest attempt 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. There was a road from Srirangapatna to Malabar coast, passing through Channapatna. These roads were called gun-roads, because the Sultan made use of them to move his troops and guns.

In fact, during Tipu's wars with the British, he moved considerable forces and arms through these roads to meet the invasion. There is an interesting account of how the British forces prepared to march on Srirangapatna in 1791 and how Tipu took up his position on the Channapatna road supported by the hill-forts of Ramagiri and Shivagiri to meet the challenge. Lord Cornwallis, scenting these moves of the Sultan, unexpectedly marched from Kankanhalli (present Kanakapura) arriving at Arakere through another road. This road is none other than the present Bannur-Kanakapura road. The Channapatna road, which has secured for itself a prominent place in the pages of Mysore history, is the present Bangalore-Mysore road passing through Mandya. It may be safely said that the oldest roads in the Mandya district are those passing through the headquarters town from Bangalore to Mysore and the road from Bannur to Malavalli and on to Bangalore *via* Kanakapura. It is also on

record that the river Cauvery had no bridge near Srirangapatna at the time of Tipu. In fact, Lord Cornwallis had to cross the river from the north bank to the south bank near Kannambadi, where the shallow waters afforded easy fording.

**Early phase
of road
construction**

No details are available about Tipu's 'gun-roads' in the district, except the fact that these were hastily improvised tracks, which soon fell into disuse. Till about the middle of the 19th century, road-making was tardy. In 1831, the road from Bangalore to Mysore and the road from Srirangapatna to Sira and Bellary were the only roads worth being called good means of communication. But even these had been kept in a very indifferent state. The period from 1831 to 1856 saw an earnest attempt at road-making when the British Commission, which was administering Mysore, spent considerable sums on the improvement of road communications. During a span of 25 years, the Government spent nearly 29 lakhs of rupees. Many roads were constructed to connect Bangalore with all district headquarters towns. The introduction of a railway system in the latter part of the 19th century accelerated the construction of good roads to enable them to feed rather than compete with the railways. The demand for more metalled roads and bridges to provide access to the railway line at all times of the year also increased. The responsibility of opening up road communications in the district devolved on the District Board and after the establishment of this local self-governing body, several roads in the interior were opened for traffic, connecting all taluk headquarters. The salubrious climate and the physical features of Mandya district have been most favourable to systematic road-laying operations.

Under the old Governments, which administered the Mandya area, there was practically no engineering staff as understood at the present time. The British Commission, which took over in 1831, made, in the beginning, no change whatsoever in the establishment or the maintenance of an engineering staff. The Superintendents of Divisions (Ashtagram Division for the Mandya area) and the various Amildars of taluks carried out the road repairs through some *maistries*. In 1834, the administration felt the imperative necessity for creating a separate Department of Public Works and accordingly the post of a Superintendent of Maramat was created. This officer exclusively devoted his attention to the maintenance of roads and bridges. Later on, Sir Mark Cubbon suggested that a Superintendent of Roads should be appointed with the necessary staff. After further correspondence with the Court of Directors of the East India Company, a Department of Public Works was constituted in June 1856 and consisted of a Chief Engineer and an Assistant Chief Engineer and five Executive Engineers, four Assistant Engineers and eleven upper and nineteen lower subordinates. The roads

were handed over to the newly created department. The tanks and canals were administered by the revenue officers.

During the regime of Dewan Purnaiya, a total sum of Rs. 77½ lakhs had been spent on public works, of which Rs. 31½ lakhs were spent on irrigation and Rs. 67,000 only on roads. From 1831 to 1856, a total sum of Rs. 30½ lakhs was spent on irrigation works, Rs. 28½ lakhs on roads and Rs. 6 lakhs on buildings. The roads constructed during this period not only connected all headquarter stations with Bangalore but some of them also passed through the territory to the borders of the State. Altogether, 1,597 miles of roads, with 309 bridges and 1,998 culverts were constructed in the entire State. The expenditure under communications was incurred mainly either on the construction of new roads or on rectifying and improving the old ones as well as on construction of large bridges. A further improvement was noticed in 1891, when the State had 1,730 miles of State Fund Roads and 3,113 miles of District Fund Roads. After the year 1900, rapid improvement was noticed in opening up of communications. In 1904, the total mileage of State roads was 1,927 together with 3,502 miles of District Fund Roads. In 1923-24, a total length of 2,061 miles of State roads was maintained, of which 1,613 miles were metalled. In the year 1945-46, Mandya district had nine miles and six furlongs of cement-concreted roads, 28 miles and 6 furlongs of asphalted roads, 275 miles and 4 furlongs of metalled roads and 93 miles and 6 furlongs of gravelled roads. These figures do not include village roads which were constructed out of the sugarcane cess fund amount.

**Later
development**

The roads in the district are classified as State Highways, Major District Roads, Other District Roads and Village Roads. All these categories of roads are in charge of the State Public Works Department. The surface-wise break-up of the total road mileage in charge of the Public Works Department as on 31st March 1966 in the district was as under :—

**Category of
roads**

Cement-concreted	..	29.00
Asphalted	..	408.12
Water-bound macadam	..	1,540.50
Natural soil	..	192.00
Other kinds of surface	..	148.75

Total	..	<u>2,318.37</u>
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Mandya, though a small district with an area of 1,872.9 square miles, accounts for 9.2 per cent of the total road mileage maintained by the Public Works Department in the State. This is the highest percentage among all the districts in the State. The

following statistics indicate the progress of road-making in the district for the previous nine years from 1956 to 1965 :—

<i>Year (as on 31st March)</i>		<i>M.</i>	<i>F.</i>
1956	1,524	$\frac{1}{2}$
1957	1,605	$3\frac{1}{2}$
1958	1,680	$5\frac{1}{2}$
1959	1,763	2
1960	1,770	1
1961	1,778	4
1962	1,789	$\frac{1}{2}$
1963	2,087	4
1964	2,184	0
1965	2,231	2

**Roads under
Local Bodies**

In addition to the roads maintained by the State Public Works Department, a total mileage of 368.37 was under the local bodies and 3.25 miles under the Forest Department. Of the roads maintained by the local bodies, a length of 72.25 miles had been surfaced and the rest unsurfaced, while the full length of the road maintained by the Forest Department was unsurfaced. In 1966, the road mileage per square mile in the Mandya district was 1.39, which was the highest in the State, which had an average road mileage of 0.46 per square mile. The all-India average of road mileage per square mile in 1963 was only 0.26 miles. Thus, the Mandya district mileage far exceeds the State and the all-India averages.

The total road mileage of 2,318.37 was sub-divided into the following several categories :

National Highways	..	Nil
State Highways	..	107.88
Major District Roads	..	304.37
Other District Roads	..	289.12
Village Roads (including Sugarcane Cess Fund Roads) .		1,617.00

Total	..	<u>2,318.37</u>
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National Highways are defined as main highways running through the length and breadth of the country connecting other highways of various States. At present, there is no National

Highway passing through this district. However, there is a proposal to lay out a National Highway connecting Bangalore with Mangalore via Mandya, Mysore and Mercara. State Highways are the main trunk or arterial roads of a State linking up the district headquarters and other important towns. There were five State Highways in the district in 1966. Major District Roads are those which connect important marketing centres with the State Highways and the railways. These numbered 22 in the district in 1966. Other District Roads are intended for connecting relatively less important marketing centres. There were, in all, 44 such roads in the district in 1966. Village roads are generally approach roads from the main roads to the villages. Most of the village roads in the district are metalled. With the starting of the Mysore Sugar Mills and sugarcane farms attached to that industrial enterprise, the need to construct more village roads became imperative. As a result, the district has also the largest village road mileage in the State. In the following pages, a short description of the more important roads is given. The length indicated in brackets is the length of the roads in miles and furlongs, within the confines of the district.

Bangalore-Mangalore Road (Length: 18 miles).—The State Highway length of this road is black-topped and is laid at ways entire northern extremity of the district running from east to west. This road connects the Yedyur-Tiptur road at the 50th mile. Emerging in the district at Yedyur, this road runs slightly south-west and in close proximity to Nelligere, curves south and then takes a north-westerly direction and leaves the district some one-and-a-half miles from Kadabahalli. This road then enters the Hassan district and terminates at Mangalore passing through Hassan, Alur, Sakleshpur, Shirady Ghat, Uppinangady and Panemangalore. This is an important highway as it affords easy access to the west coast towns of the State.

Madras-Cannanore Road (Length: 45-2 miles).—Of the total length, upto April 1966, 24 miles of this road had been cement-concreted and the rest, black-topped. The Madras-Cannanore Road is also familiarly known in the region as the Bangalore-Mysore Road passing through Channarayana and Mandya. Commencing at a point midway between Nidaghatta and Mattikere on the Bangalore-Mysore Road, this road leaves the Mandya district near Ival village. It takes a slightly south-westerly direction and crosses the Shimsha river near Maddur and the Lokapavani river near Hadi-Shettihalli in Srirangapatna taluk and finally, the two branches of the Cauvery river at the island of Srirangapatna. The Shimsha road bridge near Somnaballi in Maddur taluk is one of the oldest and was constructed in 1850. The famous Wellesley bridge constructed on the northern bank of the Cauvery river near Srirangapatna owes its origin to Dewan Purnaiya, who, with the help of French

engineers, completed the construction of the bridge in 1804. Between Indavalu and Yeliyur, the Bangalore-Mysore Road crosses the Cauvery branch of the Visvesvaraya canal. The Bangalore-Mysore metre gauge railway line runs close to this road all along. Being one of the oldest roads in the Mysore State, the highway carries a heavy volume of traffic to places like Ootacamund, Coimbatore, Calicut, Cannanore, Mercara and Mangalore. This road has undergone many improvements over the years and at some places it has been widened, its culverts improved and its surface patterned according to modern standards. A new road bridge across the northern branch of the Cauvery river near Srirangapatna was opened in 1964. This bridge ensures uninterrupted flow of traffic even in high flood seasons. On the southern branch of the river Cauvery, a new bridge was under construction at a cost of Rs. 7.75 lakhs.

Pandavapura Railway Station-Nelligere Road (Length : 36 miles).—The whole length of this State Highway is black-topped and runs slightly north-eastwards upto Nelligere, which is in the northern extremity of the district. From Nelligere it continues upto Mayasandra in Tumkur district. Passing through Bevinakuppe, Settihalli, Honakere, Bommadihalli, Nagamangala, Baikanahalli and Sigehalli, the road terminates at Nelligere. It crosses the main Visvesvaraya canal near Bevinakuppe. This road is an important highway linking Mandya with the Hassan and Tumkur districts. Pilgrims going to Melkote take this road from the Pandavapura Railway Station.

Nelligere-Sira Road (Length : 6 miles).—Upto April 1966, this road had been black-topped for 3 miles and 2 furlongs and the rest metalled. It runs east from Nelligere and leaves the district near Yedyur. The Pandavapura-Nelligere Road and the Mayasandra-Nelligere Road both touch this road near Nelligere. Being a link between the Tumkur and Mandya districts, this road has much vehicular traffic. The Chunchanagiri hill, which is a place of pilgrimage, is situated about four furlongs from the Nelligere-Mayasandra Road.

Bangalore-Nilgiri Road (Length : 2—5 miles).—The whole length of this road except for a furlong has been cement-concreted and the rest is asphalted. It commences near Paschimavahini, at a short distance from Srirangapatna, where the Madras-Cannanore Road takes a turn towards the right. The Bangalore-Nilgiri Road leaves the Mandya district near Siddalingapura and passing through Mysore city, Nanjangud, Gundlupet, Hangala, Bandipur and Kakkanhalla reaches Ootacamund.

Maddur-Tumkur Road (Length : 9—6 miles).—This is an asphalted road starting from the northern bank of the Shimsha river near Maddur and running from south to north.

This road passes through Kadalur, Toresettihalli and Dandinahalli and leaves the district near Mallanakoppa. For about five miles from Maddur, it runs parallel to the Shimsha river and then takes a slightly north-eastern turn towards Huliurdurga in Tumkur district and finally passes through Kunigal to reach Tumkur.

Maddur-Shivasamudram-Cauvery Falls Road (Length : 26 miles).—The entire length of this road is black-topped. It branches off from the Bangalore-Mysore Road on the outskirts of Maddur town and runs from north to south upto Malavalli, a taluk headquarters town, and then takes a south-easterly direction towards Shivasamudram. The Hebbakavadi channel and the Nidaghatta channel cross this road before it reaches Malavalli. From Malavalli, it passes through Paditharahalli and Rottikatte and then reaches Shivasamudram. From here, a small road is constructed towards the Gagana-Chukki Falls.

Krishnarajpet-Nagamangala Road (Length : 23—4 miles).—Upto April 1966, a length of 17 miles of this road had been black-topped and the rest metalled. This road runs north-eastwards from Krishnarajpet upto Kotiganahalli and then runs eastwards upto Karikyatanahalli. From this place, the road runs north-east to Nagamangala, a taluk headquarters town. It passes through hillocks and green valleys presenting a pleasing spectacle to the travellers. Buses from Bangalore to Nagamangala also pass through this road to Krishnarajpet.

Nagamangala-Sravanabelagola Road (Length : 14 miles).—This is an asphalted road branching off at a point two miles from Nagamangala on the Pandavapura-Nelligere Road and runs slightly north-westwards for a distance of eight miles. It leaves the district some four miles from Bindiganavale.

Srirangapatna-Channarayapatna Road (Length : 38—6 miles).—The entire length of this road except one mile and five furlongs, had been black-topped upto April 1966. This road branches off from the Mysore-Bangalore Road near Kirangur on the northern bank of the Cauvery river near Srirangapatna and runs straight north-westwards and leaves the district near Anjehola in Krishnarajpet taluk. This important road from Srirangapatna passes through Krishnarajpet and Kikkeri to reach Channarayapatna. Transport lorries and buses from Mysore city to Hassan use this road throughout the year. From Krishnarajpet, this road runs parallel to the Hemavathi river for a distance of four miles.

Bangalore-Mysore Road via Kanakapura (Length : 24—5 miles).—The full length of this road is black-topped. The road enters the district near Kirugavalu and leaves it some four miles

from Halagur in Malavalli taluk. In close proximity to Halagur, the road crosses the Shimsha river. After the construction of a bridge across the river Cauvery near Bannur and also the Shimsha bridge at Halagur, this road gained considerable importance. With the completion of the Arkavathi bridge near Kanakapura, a through road communication between Mysore and Bangalore in addition to the old road *via* Channapatna and Maddur, was accomplished. During the heavy floods in the Cauvery in 1961, vehicles from Bangalore had to pass through this alternative road as the Wellesley bridge at Srirangapatna had been submerged. It is a non-monopoly route and a number of private buses ply between Mysore and Bangalore through this road. The length of this road from Bangalore to Mysore is 93 miles.

Mandya-Nagamangala Road (Length: 25—3 miles).—As in April 1966, 20 miles and four furlongs of this road had a black-topped surface and the rest had a metalled surface. This road takes a slightly north-westerly turn and passes through Chikka-Mandya, Basaral, Kambadahalli and Dandiganahalli. It crosses the Maddur, Keregode and Shimsha branches of the Visvesvaraya canal. Basaral, which lies on this major district road, is a place of historical interest.

Srirangapatna-Sosale-Shivasamudram Road (Length: 24 miles).—The entire length of this road except one mile and two furlongs had been black-topped upto April 1966. Running parallel to the Cauvery river on its northern bank, this road leaves the district at Mandyadakoppal to reach Bannur. Before the construction of bridges at Bannur and T. Narasipur, this road was frequented by vehicles going from Mysore to Malavalli *via* Srirangapatna.

Channapatna-Halagur Road (Length: 5—6 miles).—This road has a black-topped surface except for a furlong and it runs straight north from Halagur in Malavalli taluk. It passes through Halehalli and Kuttur in the south-eastern portion of the district to reach Channapatna.

Krishnarajpet-Akkihebbal Road (Length: 9—4 miles).—The entire length of this road is black-topped. It starts from Krishnarajpet, runs in a south-westerly direction and after crossing the Hemavathi river near Akkihebbal, leaves the district. This is a road much frequented by vehicles going from the north-western taluks of Mandya district to places in Krishnarajanagar taluk of the Mysore district.

Mandya-Jakkanahalli-Melkote Road (Length: 22—3 miles).—As at the end of March 1966, this road had a black-topped surface to a length of ten miles and three furlongs and the rest had a metalled surface. About a mile from Melkote, this road

takes a turn towards the right and goes to Krishnarajpet. It passes through Holalu, Shivalli, Dudda and Bevakal and reaches Jakkanahalli.

Srirangapatna Railway Station-Gumbaz Road (Length : 3—4 miles).—The entire length of this road is black-topped. It leads on to the confluence of the northern and the southern branches of the Cauvery river and also to the tombs of Haidar Ali and Tipu Sultan.

Lingarajachatra-Kallahalli Road (Length : 15 miles).—Upto April 1966, a length of 12 miles of this road had been black-topped and the rest metalled. It deviates from the Madras-Cannanore Road and runs upto Kallahalli *via* Byadarahalli.

Krishnarajpet-Melkote Road (Length : 12—6 miles).—Upto April 1966, 9 miles and 2 furlongs of this road had been asphalted. The road runs eastwards of Krishnarajpet and joins the Pandavapura-Nelligere Road. Pilgrims bound for Melkote from Hassan district frequent this road.

Basaral-Koppa Road (Length : 6 miles).—This road is a metalled one running straight east of Basaral towards Koppa, passing through Tavarekere and Hosagavi. From Koppa onwards, it runs south-east towards Maddur, which is on the Bangalore-Mysore railway line. The Basaral-Koppa road is an important line of communication in the eastern parts of the district.

Nagamangala-Devalapura Road (Length : 6 miles).—This is a metalled road and branches off from the main Mandya-Nagamangala Road at a point three miles from Nagamangala and runs straight east to Devalapura, an important place in the Nagamangala taluk. From Devalapura, this road is continued as a village road upto Kudagabalu on the banks of the Shimsha river.

Rudrakshipura-Halagur Road (Length : 16—5 miles).—Only five miles and one furlong of this road had a black-topped surface and of the rest, ten miles and four furlongs had been metalled upto the end of March 1966. It runs parallel to the Shimsha river on its left bank and touches Rudrakshipura in Maddur taluk.

Basaral-Bommadihalli Road (Length : 7—4 miles).—The entire surface of this road has been metalled. It runs north-westwards from Basaral towards Bommadihalli, a village on the Pandavapura-Nelligere Road. Vehicles coming from the eastern portions of the district take this road to go to the west for

reaching the paddy centres in Krishnarajanagar taluk of the Mysore district.

Bindiganavale-Kadabahalli Road (Length: 9 miles).—This is a metalled road in the northern extremity of the Mandya district running from south to north from Bindiganavale and passing through Bidarekere it reaches Kadabahalli, which is situated on the Bangalore-Mangalore Road. From Kadabahalli, this road is continued to Debbeghatta in Tumkur district.

Turuvekere-Debbeghatta-Kadabahalli Road (Length: 6 miles).—The whole length of this road is metalled. This road starts from Turuvekere in Tumkur district and passing through Mayasandra and Debbeghatta enters the Mandya district at the northern extremity and runs south along the borders of the district terminating at Kadabahalli, which is on the Bangalore-Mangalore Road. This road is an easy means of communication between Tumkur and Mandya districts.

Devalapura-Markonahalli Road (Length: 8 miles).—The entire length of this road is metalled. It runs north and north-east and terminates at Markonahalli in Kunigal taluk of Tumkur district, where a reservoir has been built across the Shimsha river. The road runs parallel to the Shimsha river at a distance of two miles.

Nagamangala-Mylarapatna Road to join Devalapura-Markonahalli Road (Length: 9 miles).—The full length of this road is metalled. Upto Mylarapatna, it takes a north-easterly direction and then turns east to join the Devalapura-Markonahalli road at a point six miles from Devalapura. This is a short distance route from Nagamangala, a taluk headquarter town, to Amruthur and Kunigal in Tumkur district.

Honakere-Karikyatanahalli Road to join Nagamangala-Sravanabelagola Road (Length: 12 miles).—The road is fully metalled. Starting from Honakere, which is on the Pandavapura-Nelligere Road, this district road runs north-west upto Karikyatanahalli and from there runs north and terminates at a point some seven miles on the Nagamangala-Sravanabelagola road. This is a short-cut road from Mandya to Bindiganavale and Sravanabelagola.

Varahasandra-Mayasandra Road (Length: 9 miles).—This is a metalled road running from south to north midway between the Nelligere-Mayasandra Road and the Kadabahalli-Debbeghatta Road in the northern part of the district. This means of communication is used by vehicles going towards Tumkur district.

Hosakannambadi-Rajenahalli Road (Length : 15—2 miles).—This is mostly a metalled road starting from Hosakannambadi on the left bank of the Krishnarajasagar dam and running north-westwards to Rajenahalli, a village some two miles to the east of the reservoir. This is an important inter-village route on the borders of Srirangapatna and Pandavapura taluks.

Malavalli-Boppagowdanapura Road (Length : 7—7 miles).—Only four miles of this road had been asphalted and the rest metalled, upto the end of March 1966. It branches off from the Maddur-Shivasamudram Road at a point two miles from Malavalli and passes through Kudur and Kadabahalli and terminates at Boppagowdanapura, a village on the Mysore—Kollegal Road.

Krishnarajpet-Hemagiri Road (Length : 6 miles).—This is a metalled road running westwards from Krishnarajpet towards Hemagiri, a pilgrim centre on the banks of the Hemavathi river, across which a fine anicut has been laid.

Hosa-Agrahara-Maduvinakodi Road (Length : 7—2 miles).—This is a metalled road starting from Hosa-Agrahara in Krishnarajanagar taluk of Mysore district and terminating at Maduvinakodi, a village on the left bank of the Hemavathi river in Krishnarajpet taluk. This road crosses the Hemavathi river some four miles from Akkihebbal.

Akkihebbal-Mandagere Road (Length : 9 miles).—The entire length of this road is metalled and it runs from south to north, parallel to the Hemavathi river in the western part of the district. This road crosses the Mysore—Arsikere metre gauge line at three points where level-crossings have been constructed. This region is known as the rice-bowl of the Mandya district and the road passes through paddy fields amidst picturesque surroundings of the Hemavathi river.

Kikkeri-Mandagere Road (Length : 3—6 miles).—The entire length of this road is metalled and it runs south-west from Kikkeri crossing the Hemavathi river near Mandagere, a place on the Srirangapatna—Channarayapatna—Hassan Road. A bridge has been constructed here across the Hemavathi at a cost of Rs. 6.52 lakhs.

Yeliyur-Mandyadakoppal Road (Length : 8—5 miles).—The whole length of this road is asphalted. It runs straight south from Yeliyur, a railway station on the Bangalore—Mysore metre gauge line. It passes through paddy fields and sugarcane farms touching Arakere on the way. This is a shorter route from Yeliyur to Bannur and T-Narasipur.

Bellur-Bommanahalli Road (Length : 2 miles).—This is an approach road connecting Bellur with the Bangalore-Mangalore Road. People going towards Tumkur and Tiptur generally take this road. The entire length of this road is black-topped.

Chinkurli-Melkote-Aghalaya-Sravanabelagola Road (Length : 25—7 miles).—Upto end of March 1966, only eight miles and six furlongs of this road had been metalled and the rest was of natural soil surface. From Chinkurli, it passes through Doddabhogana-halli and Narayanapura villages to reach Melkote and then continues to Aghalaya and Sravanabelagola.

**Sugarcane
Cess Fund
Roads**

With the starting of the Mysore Sugar Mills at Mandya after the Visvesvaraya canal waters reached the heart of the district, a net-work of village roads was laid out with the help of the sugarcane cess funds. These roads passing through the irrigated tract of the Visvesvaraya canal system, not only serve as a means of transport for sugarcane and agricultural produce, but also provide passage for lorries and buses from the interior villages towards the district headquarters. The surface-wise lengths of sugarcane cess fund roads as on 31st March 1966 are given below. These roads are mostly under the jurisdiction of the Visvesvaraya Canal Division, Mandya and the Krishnarajasagar Division, Krishnarajasagar.

<i>Type of surface</i>	<i>Length</i>	
	<i>M.</i>	<i>F.</i>
Cement-concreted	.. 1	4
Asphalted	.. 38	3
Metalled	.. 1,181	7
Other kinds of surface treatment	.. 120	7
Natural soil	.. 182	2
Total	.. 1,524	7

The width of the treated surface of these roads is 12 feet and the overall width varies from 18 to 24 feet permitting only a single line traffic. There are no bridges of importance worth mentioning on any of these roads.

The following list indicates the important branch roads connecting some of the State Highways and the mile numbers of the latter at which they are connected :—

<i>Branch Roads</i>	<i>State Highway</i>	<i>Mile No.</i>
Tumkur—Maddur Road ..	Madras —Cannanore Road	49th Mile
Rudrakshipura—Halagur Road ..		48th Mile
Maddur —Koppa Road ..		50th Mile
Mandya—Nagamangala Road ..		62nd Mile
Mandya—Bannur Road ..		62nd Mile
Mandya—Melkote Road ..		62nd Mile
Yeliyur—Mandyadakoppal Road ..		68th Mile
Srirangapatna—Channarayapatna Road }		77th Mile
Yediyur—Tiptur Road ..	Bangalore—Mangalore Road <i>via</i> Hassan	50th Mile
Nelligere—Sira ² Road ..		63rd Mile
Varahasandra—Mayasandra Road ..		69th Mile
Bindiganavale—Kadabahalli Road ..		75th Mile
Bellur—Bommanahalli Road ..		66th Mile
Mandya—Melkote Road ..	Pandavapura Railway Station—Nelligere Road	14th Mile
Krishnarajpet—Melkote Road ..		14th Mile
Honakere—Karikyatanahalli Road ..		19th Mile
Nagamangala—Devalapura Road ..		27th Mile
Nagamangala—Krishnarajpet Road ..		27th Mile
Mandya—Nagamangala Road ..		27th Mile
Nagamangala—Sravanabelagola Road ..		28th Mile

A total length of 300 miles and 5¼ furlongs had been taken over upto 1966 as State Fund Roads from the former District Board according to several Government orders issued from time to time.

There are no roads in the district passing through deep valleys or ghats or hill slopes. Almost all the roads run in plain country. Statements showing the starting and terminating points of roads, which originate and end in the district, roads originating in other districts and terminating in the district and roads which pass through the district are appended at the end of this chapter.

The State Public Works Department maintains several road bridges in the district, some of which are very old and some recently constructed. There are no unbridged roads anywhere in the district. A short description of some of the important road bridges in the district is given below.

Road Bridges

Bridge across Paschimavahini.—This bridge is located at mile 80—6 of the Bangalore—Mysore Road and built across a branch of the Cauvery river, called Paschimavahini, a mile from Sri-rangapatna towards the south. This is an R.C.C. decked

bridge with five spans of 20 feet each, the linear waterway being 100 feet. The road width over the bridge is 24 feet. The cost of the bridge at the time of construction was Rs. 68,600.

Bridge across Cauvery.—This old bridge has a mantap-type decking constructed across the southern branch of the Cauvery river near Srirangapatna at mile 79—8. The bridge has 36 spans of eight feet each, with a road-width of $21\frac{1}{2}$ feet over the bridge. The linear waterway is 288 feet.

Wellesley Bridge.—This is one of the oldest bridges in Mysore State, noted for its strength and expert engineering skill. Soon after the fall of Srirangapatna in 1799, the then Dewan-Regent, Purnaiya, felt the need for a strong bridge across the Cauvery river. His efforts to open up an easy means of communication bore fruit with the construction of this bridge in 1804 with the help of some French Engineers. It has 64 spans of eight feet each with 512 feet of linear waterway. This bridge is located at mile 78—4 of the Bangalore—Mysore Road and has a road width of 18 feet over the bridge. At the time of its construction, it was not visualised that at times of heavy floods in the Cauvery river, the bridge would be submerged. But many times, during the excessive south-west monsoon rains, the bridge was submerged; in spite of all the velocity and turbulence of the swirling waters of the Cauvery, the bridge withstood the onslaughts by its strength. Dewan Purnaiya named the bridge after Lord Wellesley. The local inhabitants familiarly call the bridge as *Kirangur Sethuve*.

Lokapavani Bridge.—This is an arched bridge of five spans of 34 feet each, constructed across the Lokapavani river at mile 77—4 of the Bangalore—Mysore Road. It has a linear waterway of 170 feet. The road over the bridge is 24 feet wide.

Hemavathi River Bridge.—This bridge is constructed across the Hemavathi river near Akkihebbal on the Krishnarajpet—Akkihebbal Road. It has 21 spans of 30 feet each with a linear waterway of 630 feet.

Shimsha Bridge near Yediyur.—This is an arched bridge having nine spans of 28 feet each, built across Shimsha river near Yediyur on the Bangalore-Mangalore Road *via* Hassan. It has a linear waterway of 252 feet with a road width of 18 feet over the bridge.

Veeravaishnavi Bridge.—This is also an arched bridge constructed across the Veeravaishnavi river at the 64th mile of the Bangalore—Mangalore Road in the northern portion of the district. This bridge has six spans of 40 feet each with a linear waterway of 181 feet.

Shimsha Bridge near Maddur.—This bridge, built across the Shimsha river near Maddur, is one of the oldest bridges in the State and was thrown open for traffic in 1850. It is also an arched bridge with seven spans of 62 feet each, located at mile 49—6 of the Bangalore—Mysore Road, the linear waterway being 434 feet. After the railway line from Channapatna to Mandya was laid, this bridge served as a combined road-rail bridge for several years.

Halagur Bridge.—This is a girder bridge with R.C.C. decking, having two spans of 40 feet each and four spans of 60 feet each, with a linear waterway of 320 feet. The road over the bridge is 21 feet and 3 inches in width. It is located at the 55th mile of the Bangalore-Mysore Road *via* Kanakapura.

Hebbahalla Bridge.—This bridge is located on the Bangalore—Mysore Road. It is an R.C.C. flat girder bridge constructed across the Hebbahalla stream at a cost of Rs. 65,000. It has two spans of 39 $\frac{2}{3}$ feet each and one single span of 40 $\frac{1}{2}$ feet with a linear waterway of 120 feet. It has a road of 18 feet in width.

New Bridge across Cauvery (Northern branch).—As the old Wellesley bridge across the Cauvery river near Srirangapatna was found to be unsafe for heavy vehicular traffic, a new bridge with R.C.C. decking has been constructed, about one and a half furlongs lower down the Wellesley bridge at mile 78—4 of the Bangalore—Mysore Road, at a cost of Rs. 11.25 lakhs. This bridge was completed during 1964-65 and was opened for traffic in May 1964. It has fourteen spans of 50 feet each, having a linear waterway of 700 feet. The road width on the bridge is 24 feet, with a five feet wide footpath on either side.

Hemavathi Bridge near Mandagere.—This bridge is constructed across the Hemavathi river near Mandagere on the Kikkeri—Mandagere Road at a cost of Rs. 6.52 lakhs. It has 17 spans of 39 feet each with a linear waterway of 595 feet. The road width of the bridge is 24 feet.

Aladahalli Bridge.—This bridge is constructed across the Hulahalla stream near Aladahalli at a cost of Rs. 0.93 lakh with R.C.C. decking. The work was completed during 1965-66. The bridge has four spans of 30 feet each with a linear waterway of 135 feet. This bridge connects the Bangalore—Mysore Road to the interior parts of the Malavalli taluk.

New Bridge across Cauvery (Southern branch).—This bridge work has been taken up at a cost of Rs. 7.75 lakhs and the work is under way. The bridge will have eight spans of 60 feet each,

with masonry piers and R.C.C. decking. The new bridge is located just above the present old mantap-type bridge across the southern branch of the Cauvery river at Srirangapatna.

There is a proposal to construct a new bridge across the Cauvery river near the Shivasamudram island. It is also proposed to have yet another bridge across the Cauvery near Mahadevapura in Srirangapatna taluk.

The subjoined table shows the expenditure incurred on the construction and maintenance of roads and bridges by the Public Works Department in the Mandya district from 1961-62 to 1965-66 :

<i>Year</i>	<i>Roads</i>	<i>Bridges</i>	<i>Total</i>
<i>(Rupees in lakhs)</i>			
1961-62 ..	44.71	7.49	52.20
1962-63 ..	49.16	10.84	60.00
1963-64 ..	51.00	10.78	61.78
1964-65 ..	42.49	10.29	52.78
1965-66 ..	47.79	8.11	55.90
Total ..	235.15	47.51	282.66

Railways

There are two sections of metre gauge lines in the district worked by the Southern Railways, one from Mattikere village between Settihalli and Maddur Railway Stations, which runs right upto Palahalli Railway Station on the Bangalore—Mysore section, and another from near Belagola to a point on the fringes of Krishnarajasagar reservoir. The latter line then enters the Mysore district and again comes into the Mandya district near Akkihebbal and runs upto Sravanur Station on the Mysore—Arsikere section. The Bangalore—Mysore section runs to about 58 kilometres in the district while the Mysore—Arsikere section runs to 29 kilometres. The Bangalore—Mysore line is laid parallel to the Bangalore—Mysore road and takes a slightly south-westerly direction upto Pandavapura and then turns south to cross the two branches of the Cauvery river. The Mysore—Arsikere line runs from south to north and takes a westerly curve near Mandagere. The railway stations on the Bangalore—Mysore line within the district are Nidaghatta (train halt), Maddur, Hanakere, Mandya, Yeliyur, Byadarahalli, Chandagiri—Koppal, Pandavapura, Srirangapatna, Paschimavahini (train halt) and Palahalli. The railway stations on the Mysore—Arsikere section within the confines of the district are Belagola, Akkihebbal, Birballi, Mandagere and Sravanur. This line is laid parallel to the Akkihebbal—Mandagere road.

A short history of the construction of these two sections may not be out of place here. In April 1878, Mr. J. D. Gordon, afterwards Sir James Gordon, succeeded Mr. Saunders as the Chief Commissioner of the Mysore State. It was in the early years of Mr. Gordon's period of office that the Government of Mysore undertook to construct a railway line from Bangalore to Mysore, a distance of 88½ miles, as a famine relief work. As far back as 1871, this railway line had been thought of and an estimate had been also got ready, but the Secretary of State was not then willing to accord sanction to this scheme, as he attached more importance to irrigational development. When the disastrous famine broke out in 1877, bringing in its wake, untold misery and hardship to lakhs of people, the Government started immediate relief works and amongst which the metre-gauge railway line between Bangalore and Mysore engaged their immediate attention. Throughout the surveyed section, excavation work was taken on hand and by the time the famine operations ceased in October 1878, a sum of rupees seven lakhs had been spent on the construction of this line. The cost of the line was estimated at about Rs. 60 lakhs. The Chief Commissioner was in favour of executing the work on the line. But the main obstacle in the way was that the Mysore State was already under obligation to the Government of India to the extent of Rs. 80 lakhs spent in combating the great famine. Therefore, the Chief Commissioner proposed that if the re-payment of this debt was postponed, he would be able to meet the cost of construction from the current revenues of the State. The Government of India, however, were more inclined to advance the amount of the cost from their own funds rather than allow any postponement of the repayment of the debt. But the Secretary of State decided in May 1879 that the recovery of the debt might be postponed on condition of paying five per cent interest per annum on the amount till it was discharged and that the construction of the railway might be undertaken from the current revenues of the State.

Before the rendition in 1881, the earth-work between **Bangalore-** Bangalore and Channapatna was more or less commenced as a **Mysore** measure of famine relief. In June 1879, the complete project of **Railway line** constructing the new line from Bangalore to Mysore was approved by the Government of India. The section from Bangalore to Channapatna, a distance of 35 miles, was opened to traffic on the 1st February 1881 and by 25th March 1881, i.e., the date of rendition, a further length of 23 miles was opened as far as Mandya. In these two months, 20,749 passengers travelled by the new line and the total earnings amounted to Rs. 13,219.

The whole line from Bangalore to Mysore was completed and opened for traffic in February 1882, the length of the line from Mandya to Mysore being 27.97 miles. This line proved not only a great boon to the State but also a revenue-yielding

project. Creosoted pine sleepers, which were considered superior to teak, were imported from Europe and used on this line. When the last portion of this section, *i.e.*, from Mandya to Mysore was taken up in 1881, it was considered to be a formidable task to construct strong bridges across the two branches of the Cauvery river skirting the historic Srirangapatna island. The bridge-construction work was entrusted to Major Le-Messurier, an efficient engineer, who spared no pains in completing the bridges in record time. He came to Mysore in November 1879 and left the State in 1885. At the Dasara Session of the Mysore Representative Assembly, which began on 21st October 1885, the Dewan praised the good work of the Major. This metre-gauge section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the State, was taken over by the State Government in October 1919. After the attainment of independence, new railway zones were created and the Mysore State Railway became a part of the Southern Railway.

When Dr. M. Visvesvaraya became the Dewan of the State, the construction of fresh lines which had been suspended was resumed.

In October 1913, the Government of India gave approval for the Mysore-Arsikere railway line *via* Hassan and the work was started in the next month. Certain ghat sections had to be entirely realigned. During the year 1916, the work on this section was rapidly pushed through from both ends. The bridges across the Lakshmanathirtha and Cauvery rivers presented some difficulties owing to the delay in getting under-frames and other materials from England. The line was, however, completed and opened for traffic in 1918. It has a length of 103 miles and it crosses three rivers, *viz.*, Lakshmanathirtha, Cauvery and Hemavathi.

Survey of new lines

During the time when Sri Mirza M. Ismail was the Dewan, traffic surveys were conducted in 1928-29 in respect of new railway lines in the Mandya district. A new metre gauge line was thought of from French Rocks (Pandavapura) to Nittoor on the Bangalore—Poona line *via* Nagamangala. Also a survey was conducted for laying another line from Maddur to Kollegal. These were dropped on account of financial difficulties.

Railway Bridges

As the two railway bridges across the two branches of the Cauvery river near Srirangapatna were found unsuitable on account of periodical floods in the river, proposals for construction of major bridges were included in the Second Five-Year Plan. Out of the proposed major bridges, two have been constructed across the two branches of the river, one across the Cauvery North, with 25 spans of 40 feet each and the other across Cauvery

South, with 22 spans of 40 feet each. These are bridges of pre-stressed concrete girders. Another bridge has been constructed across the river at Paschimavahini with four spans of 60 feet each. This is of steel girder construction. Pre-stressed concrete girder beams were cast and taken to the work-spot for erection. These beams have better strength than steel girders and work out cheaper. The bridge across the Cauvery North is a 100 feet away from the old railway bridge, while the South bridge is 140 feet away from the other old bridge. These new bridges have been constructed four feet higher than the old ones, since it was found that the periodical flood level in the river had proved dangerous to the old bridges. The running of trains on the new bridges started from January 1964. The two old bridges built in 1882 have been handed over to the Srirangapatna Municipality for running country carts and for pedestrian traffic.

When the Mandya—Mysore section of the Bangalore—Mysore railway was laid in 1882, an arched bridge was constructed across the Lokapavani river between Byadarahalli and Pandavapura stations. As this bridge collapsed in 1948, the Mysore State Railway, with the help of the Railway Board, constructed a new bridge, about a furlong downstream from the collapsed bridge. This is a bridge of single span, 150 feet through-girder. This railway line was re-aligned at the time when the new bridge was built.

The usual public conveyance in towns is the pony-driven *jutka* or *tonga*. These are seen in Mandya, Srirangapatna, Maddur, Malavalli and Nagamangala towns. At Srirangapatna *tongas*, locally called *Shah-pasand tongas*, are available for passengers. *Jutkas* also ply between Pandavapura Railway Station and Pandavapura town, a distance of three miles. Before the introduction of motor transport, the *jutka* was the only means of conveyance for passengers travelling from Maddur to Shivasamudram *via* Malavalli, a distance of 28 miles. Passengers, who took the night train from Bangalore, were picked up by these *jutkas* at Maddur Railway Station and transported to Shivasamudram and Kollegal in two stages. This mode of conveying passengers over long distances is not in vogue now. But even now, sometimes, *tongas* carry passengers from Mysore city to Srirangapatna. Before the introduction of buses, pilgrims used the *jutkas* to travel all the 18 miles from Pandavapura to Melkote, a place of pilgrimage. *Jutkas* and *tongas* are licensed by the various local bodies under bye-laws framed for the purpose. Bicycles form the largest number of private-owned vehicles.

In the rural areas, the old bullock cart is still the only means of transport. Most of the farmers have their own bullock carts for carrying manure to their fields, for transporting harvested

crops and for such other purposes. The number of bullock carts in use in the district in 1965 was about 33,000.

**Motor
vehicles**

During 1965-66, the total number of buses registered by the Regional Transport Authority in the district was 112. There were, in that year, 240 lorries (goods vehicles) and 239 private cars and jeeps and 251 motor-cycles in the district. The Mysore State Road Transport Corporation buses cover all the major towns in the district. The operation of these scheduled services in Mandya district is controlled from Mysore, which is the headquarters of the Mysore Division of the Road Transport Corporation. The seating capacity of passenger buses plying on various routes varies from 30 to 43. Twenty-five per cent of the seating capacity of the buses is allowed for standing passengers subject to a maximum of ten. The Bangalore—Mysore Road via Maddur and Mandya is a monopoly route for the Road Transport Corporation buses.

Private Bus Routes.—Besides the Mysore Road Transport Corporation buses, the Regional Transport Authority has given permission to 150 private bus routes. These services operate in all taluks of the district.

Bus Stands.—Bus stands managed by the town municipalities are located at Mandya, Maddur, Pandavapura, Srirangapatna, Nagamangala, Krishnarajpet, Malavalli and Nelligere. These bus stands have passenger amenities like restaurants, waiting rooms and lavatories.

**Travel and
tourist
facilities**

Mandya district has a number of rest houses and *dharmashalas* built in the days of old for pilgrims and travellers. The oldest rest house in the district was a bungalow built by Ramaswami Mudaliar, a jagirdar of Shivasamudram, near the road connecting the two old bridges in the island for the accommodation of visitors. This was used as a lodging house for travellers who came to see the grandeur of the Cauvery Falls. Later on, in 1903, a *Musafir Khana* was built at Shivasamudram for travellers who came in large numbers to see the famous Gagana Chukki Falls. The old bungalow called the Krishnamurthy bungalow, situated on the bank of the southern branch of the Cauvery at Srirangapatna, is now being used as the travellers' bungalow of the place. A good view of the river and its bend is obtained from this place.

Melkote, being a famous place of pilgrimage for Srivaishnavas, there are many *dharmashalas* built and endowed by wealthy pilgrims. There are also some *dharmashalas* at Srirangapatna and Shivasamudram. The Purnaiya's choultry at Srirangapatna is one of the oldest. The jagirdar of Shivasamudram has endowed a *dharmashala* in the Shivasamudram island. Muslims, who

congregate for the annual *urus* of Haidar Ali and Tipu Sultan, have a number of *serais* in Srirangapatna and also near the Gumbaz.

Modern Travellers' Bungalows.—With the growth of communications and modern transport, the need to have modern travellers' bungalows was felt and new rest houses have been constructed in some places and old ones repaired in others. A new *Pravasi Mandir* has been built in the headquarters town of Mandya not far from the District Offices on the Bangalore—Mysore Road. The Mysore Sugar Mills authorities are maintaining a well-furnished guest-house adjacent to the factory. The Mysore State Electricity Board has provided inspection bungalows in the colony at Shivasamudram and also at Shimshapura. These are available to the general public also. Krishnarajasagar, which has the famous Brindavan gardens, has an inspection bungalow, a tourist bungalow and a good western style hotel. *Pravasi Mandirs* and inspection bungalows are located in Mandya town, Maddur, Malavalli, Krishnarajpet and Srirangapatna. A list of the existing *Pravasi Mandirs* and *Musafir Khanas* in the district is appended at the end of this chapter.

Tourist Facilities.—Srirangapatna, Krishnarajasagar, Shivasamudram and Shimshapura are the important places of tourist interest in the district. Tourist buses run from Bangalore to Srirangapatna and Krishnarajasagar. About three miles from Srirangapatna and in close proximity to Palahalli is situated the famous Ranganathittu Bird Sanctuary in the islands of the Cauvery. Conveyances can be had to visit the sanctuary either from Mysore city which is 12 miles away or from Srirangapatna. There are bus and train facilities for people to visit the Brindavan gardens at Krishnarajasagar. A large number of buses ply from Mysore to Krishnarajasagar on the days when the Brindavan gardens are illuminated. There are also daily services from Bangalore and Mysore to the Cauvery Falls at Shivasamudram.

There are two postal sub-divisions, one at Mandya and the other at Nagamangala, which are the headquarters of the Sub-Divisional Inspectors of Post Offices. For purposes of postal facilities, Mandya district is under the administrative control of the Senior Superintendent of Post Offices, Mysore Division, with jurisdiction over offices within the two districts of Mysore and Mandya. The Senior Superintendent of Post Offices, Mysore Division, is immediately responsible to the Post-Master General, Mysore Circle, Bangalore, to whom he is subordinate. He is assisted by one Assistant Superintendent and eight Sub-Divisional Inspectors, of whom one is stationed at Mandya and the other at Nagamangala. The engineering wing consisting of telephone and telegraph sections is under the Sub-Divisional Officer of

**Posts and
Telegraphs**

Telegraphs with his headquarters at Mysore. He is subordinate to the Divisional Engineer, Telegraphs, with his headquarters at Bangalore, who, in his turn, is immediately subordinate to the Post-Master General, Mysore Circle, Bangalore.

The total number of post offices as on 1st July 1966 in the Mandya district was 238, of which one was the head post office at Mandya town, 211 were branch post offices and 26 were sub-post offices.

Combined Post and Telegraph Offices.—At the end of June 1966, there were, in all, 20 combined post and telegraph offices in the district located at (1) Mandya, (2) Arakere, (3) Belakavadi, (4) Bellur, (5) Halagur, (6) Kikkeri, (7) Kirugaval, (8) Krishnarajpet, (9) Krishnarajasagar, (10) Maddur, (11) Maddur Railway Station, (12) Malavalli, (13) Melkote, (14) Nagamangala, (15) Pandavapura, (16) Pandavapura Railway Station, (17) Shivasamudram, (18) Srirangapatna, (19) Mandya Sugar Town and (20) Visvesvaraya Canal Farm. Besides these, there is one combined branch post office at Kalkuni.

There are no separate departmental telegraph offices anywhere in the district.

Telephone Exchanges.—Telephone exchanges are located in Mandya, Belagola (Krishnarajasagar), Maddur and Nagamangala. The Mandya town exchange was installed in December 1955 with a manual non-multiple 100-line exchange. It had 171 direct connections and 16 extensions as at the end of June 1966. The Belagola automatic 35-line exchange was inaugurated in March 1959, with 24 direct connections and four extensions. The Maddur automatic 25-line exchange was installed in September 1960, with 23 direct connections. The exchange at Nagamangala was opened in March 1966 with 11 direct connections. Public call offices have been located in 22 places in the district, namely (1) Arakere, (2) Mandya, (3) Bellur, (4) Belagola, (5) Belakavadi, (6) Besagarahalli, (7) Halagur, (8) Kalkuni, (9) Kikkeri, (10) Kirugaval, (11) Krishnarajpet, (12) Maddur, (13) Maddur Railway Station, (14) Malavalli, (15) Melkote, (16) Nagamangala, (17) Pandavapura, (18) Pandavapura Railway Station, (19) Shivasamudram, (20) Srirangapatna, (21) Mandya Sugar Town and (22) Visvesvaraya Canal Farm.

Statement showing the starting and terminating points of roads
which originate and end in Mandya district.

Sl. No.	Name of the Road	Length	
		M.	F.
1	Pandavapura Railway Station—Nelligere Road.	36	0
2	Maddur—Shivasamudram—Cauvery Falls Road.	26	0
3	Krishnarajpet—Nagamangala Road ..	23	4
4	Mandya—Nagamangala Road ..	25	3
5	Mandya—Jakkanahalli—Melkote Road ..	22	3
6	Bluff Approach Road ..	1	2
7	Krishnarajpet—Akkihebbal Road ..	9	4
8	Krishnarajpet—Melkote Road ..	12	6
9	Srirangapatna Railway Station—Gumbaz Road.	3	4
10	Basaral—Koppa Road ..	6	0
11	Bellur—Bommanahalli Road ..	2	0
12	Nagamangala—Devalapura Road ..	6	0
13	Rudrakshipura—Halagur Road ..	16	5
14	Basaral—Bommadihalli Road ..	7	4
15	Devalapura—Markonahalli Road ..	8	0
16	Nagamangala—Mylarapatna Road to join Devalapura—Markonahalli Road.	9	0
17	Honakere—Karikyathanahalli Road to join Nagamangala—Bindiganavale Road at Addihalli.	12	0
18	Bellur—Honnenahalli Road ..	6	0
19	Hosakannambadi—Rajenahalli Road ..	15	2
20	Pandithalli—Shimshapura Road ..	5	4
21	Malavalli—Boppagowdanapura Road ..	7	7
22	Maddur—Shivasamudram—Cauvery Falls Road to Belakavadi <i>via</i> Hosalli.	2	6
23	Malavalli—Purigali Road ..	7	7
24	Krishnarajpet—Hemagiri Road ..	6	0
25	Akkihebbal Railway Station Road ..	1	0
26	Akkihebbal—Mandagere Road ..	9	0
27	Kikkeri—Mandagere Road ..	3	6
28	Road from 2/15 of Srirangapatna—Channarayapatna Road to Lingapura <i>via</i> Hariharapura.	23	4

Sl. No.	Name of the Road	Length	
		M.	F.
29	Kotagally—Santhebachahalli Road ..	6	0
30	Manchanahalli—Bukinakere Road ..	3	0
31	Forest Rampart Road ..	2	4
32	Ganjam—Karighatta Road ..	1	1
33	Yeliyur—Mandyadakoppal Road ..	8	5
34	Maramma Temple Road ..	0	4
35	Monumental Road ..	1	2
36	Lingarajachatra—Kallahalli Road ..	15	0
37	Bevinakuppe—Shamboonahalli Road ..	10	0
38	Chinkurli—Melkote—Aghalaya—Sravana-belgola Road.	25	7
39	Chinkurli—Bukinakere Road ..	5	0
40	Brahmadevanahalli—Basaral Road ..	4	0
41	Basaral—Muthegere—Javanahalli—Dudda Road.	8	4
42	1/64th of old Madras—Cannanore Road to Shivalli and on to Dudda.	8	6
43	Mandya—Guthalu—Karadikere Road ..	7	5
44	Mandya—Hebbakavadi Road ..	5	0
45	Road from 72nd mile of Bangalore—Mysore Road to join Thuraganur branch extension <i>via</i> Kalkuni.	2	0
46	Road from Hebbakavadi to join Sultan Road <i>via</i> Mensi-Kyathanahalli.	2	2
47	Kothathi—Kodiyala Road ..	2	4
48	Road from new Madras—Cannanore Road to join old Madras—Cannanore Road circle.	0	1½
49	Old Madras—Cannanore Road circle to join deviation road to Sugar Factory (Outskirt Road).	0	3½
50	Deviation Road to Sugar Factory from Basaral toll-gate.	0	2
51	Malavalli to join 10th mile of Mandya—Bannur Road—old Sultan Road.	12	6
52	Mikkere—Chikmagalur Road ..	3	4
53	Mikkere—Kirugaval Road ..	2	6
54	Maddur—Vaidyanathapura Road ..	2	0
55	Honakere—Dannayakanapura Road ..	4	0
56	Ummadahalli—Keelara Road ..	6	2
57	Kodihalli—Goravale—Shivalli Road ..	5	0

<i>Sl. No.</i>	<i>Name of the Road</i>	<i>Length</i> M. F.
58	Chikkamandya—Keregode Road ..	7 6
59	Maddur—Koppa Road ..	12 0
60	4th Mile of Maddur—Koppa Road to Besa- garahalli.	1 4
61	Madras—Cannanore Road to Shivapura ..	0 3
62	Bindiganavale—Kadabahalli Road ..	9 0
63	Kadabahalli—Shikaranahalli Road ..	3 4
64	Ambigarahalli—Hosa-Agrahara Road <i>via</i> Somanahalli and Alambadi Kaval.	6 0
65	Old Madras—Cannanore Road ..	4 2
66	Old Madras—Cannanore Road passing through Maddur.	1 4
Total ..		518 2

**Statement showing the roads originating in other districts
and terminating in the Mandya district.**

<i>Sl. No.</i>	<i>Name of the Road</i>	<i>Length</i> M. F.
1	Nelligere—Sira Road ..	6 0
2	Maddur—Tumkur Road ..	9 6
3	Nagamangala—Sravanabelgola Road ..	14 0
4	Srirangapatna—Channarayapatna Road ..	38 6
5	Srirangapatna—Sosale—Shivasamudram Road	24 0
6	Channapatna—Halagur Road ..	5 6
7	Kikkeri—Sravanabelgola Road ..	4 0
8	Mandya—Bannur Road ..	15 0
9	Turuvekere — Debbeghatta Road to join Kadabahalli.	6 0
10	Varahasandra—Mayasandra Road ..	9 0
11	Hosa-Agrahara—Maduvinakodi Road ..	7 2
12	Akkihebbal—Bherya Road ..	2 0

<i>Sl. No.</i>	<i>Name of the Road</i>		<i>Length</i>	
			M.	F.
13	Mahadevapura—Mysore Road	..	6	0
14	Yediyur—Tiptur Road	..	3	0
Total			150	4

**Statement showing the roads which pass through the
Mandya district**

<i>Sl. No.</i>	<i>Name of the Road</i>		<i>Length</i>	
			M.	F.
1	Madras—Cannanore Road	..	45	2
2	Bangalore—Nilgiri Road	..	2	5
3	Bangalore—Mangalore Road	..	18	0
4	Bangalore—Mysore Road <i>via</i> Kanakapura	..	24	5
Total			90	4

**Particulars of Rest Houses and Dak Bungalows (Pravasi Mandirs and Musafir Khanas) in Mandya District
in charge of the Public Works Department**

Sl. No.	Name of the Bungalow	Class	Place	Approach road and distance from the nearest main road	Distance from the nearest railway station	Facilities available like cook, utensils, furniture, water, light, etc.	Number of Suites	Rates charged for the occupation of the bungalow	Names of places of interest nearby and distance
1	2	3	4	5	6	7	8	9	10
1.	Pravasi Mandir at Mandya	I	Mandya town	400 ft. length approach road from Madras—Cannanore Rd.	Four furlongs from Mandya Railway Station.	Above facilities available.	Seven	Rs. 3 per suite for private persons and for Govt. officers as per rules.	Mandya Sugar Factory—one mile; K.R.S. Dam and Mysore—about 28 miles; Srirangapatna—17 miles.
2.	Inspection Bungalow at Maddur	II	Maddur town	By the side of Madras—Cannanore Road at 51st mile.	Three miles from Maddur Railway Station.	No cook available; utensils, furniture, water and light available.	Two	Rs. 2 for private persons and for Govt. officials as per rules.	Shivasamudram Falls—27 miles; Shimsha Generating Station—27 miles; Mandya Sugar Factory—12 miles.
3.	Inspection Bungalow at Malavalli	I	Malavalli town	By the side of Maddur—Shivasamudram—Cauvery Falls Road.	14 miles from Maddur Railway Station.	Cook, utensils, furniture, water and light available.	Two	Rs. 3 per suite for private persons and for officials as per rules.	Shivasamudram Falls—9 miles; Shimsha Generating Station—15 miles.

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Particulars of Rest Houses and Dak Bungalows.—(concl'd.)

Sl. No.	Name of the Bungalow	Class	Place	Approach road and distance from the nearest main road	Distance from the nearest railway station	Facilities available like cook, utensils, furniture, water, light, etc.	Number of Suites	Rates charged for the occupation of the bungalow	Names of places of interest nearby and distance
1	2	3	4	5	6	7	8	9	10
4.	Pravasi Mandir at Krishnarajpet	II	Krishnarajpet town	Just by the side of Srirangapatna—Channarayapatna road	Nine miles from Akki-hebbal Railway Station	Cook, utensils, furniture, water and light available	Four	Rs. 2 per day per suite for private persons and for Govt. officers as per rules.	Sravanabelgola—15 miles.
5.	Krishnamurthy Bungalow at Srirangapatna	I	Srirangapatna town	Half a mile from Madras—Cannanore road	One and a half miles	Utensils, furniture, water and light available; but no cook	Four	Rs. 3 to Rs. 3.50 per day per suite for private persons and for Govt. officials as per rules.	Sri Ranganatha-swamy temple—1½ miles; Darya-Doulat Baugh—½ mile; Gumbaz and Sangam—2½ miles. Ranganathittu Bird Sanctuary—3 miles
6.	Pravasi Mandir at Melkote	II	Pandavapura Taluk—Melkote	By the side of Melkote—Krishnarajpet road	18 miles from Pandavapura Railway Station	Partly furnished; light and water available; but no cook.	Two	Re. 1 per day per suite.	Famous Cheluvanarayanawamy temple nearby; Sravanabelgola—18 miles.

II Class Pravasi Mandirs : The Pandavapura Taluk Development Board is maintaining a II Class Pravasi Mandir at Melkote and another at Pandavapura. Kitchen rooms have been provided with cooking vessels. There are two suites with flush-out latrines and sanitary fittings. The charges levied are 37 p. per day if one person occupies a room and 56 p. per day if more than one person occupy a room.

III Class Pravasi Mandirs : The same Taluk Development Board is also maintaining III Class Pravasi Mandirs, one near the Pandavapura Railway Station for the use of pilgrims going to Melkote and also one each at Doddabyadarahalli, Chinkurli and Pandavapura town. There are five rooms available at the Pandavapura Railway Station Pravasi Mandir, one room at Doddabyadarahalli, three rooms at Chinkurli and two rooms at the Pandavapura Town Pravasi Mandir. All these Pravasi Mandirs are provided with electric lights.