

CHAPTER VII

TRANSPORT AND COMMUNICATIONS

THE road net-work in ancient times in Mysore district area was comparatively good as most of the local rulers paid much attention for the communication. But the rivers created hurdles, mostly in rainy season. Inscriptions reveal the existence of *rajaveedhi* or *rajamarga*, *heddari* and *bandi dari* between important places and these roads had *aravattiges* (places where drinking water and shade were provided) to the travellers. In one inscription (YI 168) corresponding to 1531 A.D., reference has been made to a narrow lane (*bandi dari*), while mentioning a record registering a grant of lands. Another inscription (YI,176) corresponding to the 16th century, refers to two dykes (*vadevu*) constructed by the Bandikaras (cartmen) of Nandyala *seeme* at Ganiganoor. Bandipur secured that name as carts on their way to Nilagiri used to stay there breaking the journey. A tank and a grove were provided here. The Anche system introduced by Chikka-gevaraya also contributed for the improvement of road net-work. In the days of Haider and Tipu, roads were further improved for military purpose, especially for movement of cavalry and huge guns. Most of the roads then were passable only by pedestrains and were narrow, passing through dense forests and mountainous parts. The swift mode of conveyance was the horse for the princely class and worriers, and palanquins for the middle class. The goods were transported on pack animals like bullocks, and during war time ammunition, food etc. were taken on elephant backs. Individuals carried goods in a *hasibe* (a shoulder bag) or on a *kavadi* (weights tied on either ends of a pole). From Col. Green's report it appears that by 1831, a road from Naikneri to Mysore via Bangalore was the only highway worth the name in Mysore district. This was in an indifferent state, having portions running through swamps, the passage of which would detain the baggage of a regiment a full day. As the district is situated between two monsoons, the communication was coming to a standstill often and trade and commerce were interrupted.

With the advent of direct British rule in 1831, a regular road was constructed connecting Mysore with Bangalore and roads were also extended in many directions in the district. Another great factor in stimulating the construction and up-keep of roads was constitution of local self government bodies from 1862. With the founding of the Public Works Department in June 1856 in Mysore, an organisation to look after the business of road building and maintenance, a methodical classification of existing and future roads could be possible. Roads were classified as follows: Class I—metalled: (a) with bridges or ferries and drains (b) partially bridged and drained; Class II—unmetalled: (a) with bridges or ferries and drains (b) partially bridged and drained; Class III—banked and surfaced but not drained; Class IV—banked but not surfaced, partially bridged; Class V—cleared and partially bridged and drained; Class VI—cleared only. Most of the Class I (a) roads and some others had avenues of trees planted along.

The roads were in certain cases built and maintained by forced labour or as a famine relief measure. The cost sometimes was recovered by levying a road cess and by tolls. The expenditure on roads was around Rs. 193 per mile (Rs. 120 per km) in 1875 in Mysore district. With the introduction of railway system it became more and more necessary to build roads and both roads and railways revolutionised the method of transport causing the displacement of pack animals by wheeled vehicles. The roads were later classified as State Fund Roads and District Fund Roads. By 1870, the Yelwal-Narasipur road, Mysore-Cannanore and the Mysore-Frazerpet (Kushalnagar) roads were completed. The total outlay for Mysore Division in 1866-67 was Rs. 36,800. By 1900 the length of roads and the cost of maintenance (given in brackets) under the State Fund Roads and the District Fund Roads in Mysore District were 617 km (Rs. 1,46,100) and 1,043 km (Rs. 68,910) respectively, with average cost per km at Rs. 157 and Rs. 53 respectively. There were also provincial roads in this district. By 1900, the following were the roads passing through this district. (The figures in the brackets show the length and annual cost of maintenance respectively, (1) Madras-Cannanore road (130 km, Rs. 12,300); (2) Bangalore-Nilagiri road (97 km, Rs. 12,300); (3) Mysore-Manantody road (90 km, Rs. 6,720), (4) Nanjanagud Hassanur road (72 km, Rs. 3,150); (5) Mysore-Yelwal road (19 km, Rs. 1,800); (6) Gundlupet-Sultan Battery road (35 km, Rs. 2,339); (7) Mangalore road *via* Madikeri (45 km, Rs. 4,200); and (8) the Mangalore Road *via* Manjarabad Ghat (32 km, Rs. 2,350). Besides, there were 38 District roads with a total length of 1,045 km, and an annual cost of maintenance of Rs. 35,516. The Mysore-Bangalore road *via* Kakanahalli or Kankapura (74 km), Hunsur-Begur road (74 km), Shrirangapatana-Channarayapatna road (59 km) and the Nelligere-French Rocks (Pandavapura) station road (56 km) were some of the long routes and the Sosale-Narasipur road (3 km), Mysore Railway Station-Shivapura road (1.5 km) and the Palahalli-Kalasawadi road (3 km) were some of the

short routes. By 1937-38 the provincial roads were: (a) Bangalore-Ooty road (b) Mysore-Madikere road (c) Mysore Manandavadi road and (d) the Mysore-Belagola road; the District Fund roads were (a) the Mysore-T. Narasipur road (b) Mysore-Mahadevapura road and (c) the Mysore-Chandagala road. And the District Board Roads were (a) the Bhogadi-Gaddige road (b) Kadakola-Chattanahalli road (c) Varuna-Hosakote road (d) Mysore-Uthanahalli road (e) Hadachana-Ayarahalli road (f) Shrvanagudda road (g) Ilvala-Kamaravalli road and (h) the Lalithadripura-Uthanahalli road.

Classification of Roads

In 1943, The Nagpur Plan which is supposed to be the landmark in the road development envisaged a rational basis for classifying roads. Accordingly, the roads were classified as the National Highways, State Highways, Major District Roads, Other District Roads and the Village Roads. In this district there are no National Highways, though there is a request to make the Bangalore-Ooty road *via* Mysore as the National Highway. In three decades (from 1956 to 1986) the State Highways showed an increase of 163 km (38 per cent), the Major District Roads (MDR) an increase of 435 km (87 per cent), the other District Roads a decrease of 147 km (23 per cent); perhaps due to declaring 147 km as MDR and the village Roads an increase of 2,661 km (411 per cent). It can be inferred that stress has been laid in providing communication facilities at the village level. The Nagpur Plan laid down the basis that in a highly developed agricultural area no village should be more than 3.2 km away from a road nor more than eight km away from the main road. Accordingly, the villages in this district have been connected by roads. The following table shows the accessibility of villages in Mysore district as on 31-3-1986 (taluk-wise):

Statement showing the accessibility of villages in Mysore District

Name of Taluk	Number of villages connected by				Total
	All Weather Roads	Fair Weather Roads	Katcha Roads	Not connected by any Road	
Chamarajanagar	107	29	36	..	172
Gundlupet	90	20	30	..	140
H.D. Kote	33	126	80	..	239
Hunsur	66	48	75	..	189
Kollegal	28	28	42	..	98
K.R. Nagar	118	33	..	..	151
Mysore	72	44	17	..	133
Nanjangud	103	33	37	..	173
Periyapatna	102	76	19	..	197
T. Narasipur	72	30	21	..	123
Yelandur	26	..	..	..	26
Total :	817	467	357	..	1,641

The construction and maintenance of roads are mostly done by Public Works Department. The schemes for this work has been categorised as detailed below :

(1) State Sector Scheme covers formation, improving geometrics, widening the existing road, strengthening of the sub-base and carriage way, widening the single lane carriage way to two lane carriage way in respect of State Highways and Major District Roads. This Scheme also includes asphaltting of roads, construction of bridges, road research etc. (2) District Sector Scheme covers similar works referred to above in respect of other District Roads and Village Roads. (3) Rural Roads Scheme covers many programmes such as (a) Minimum Needs Programme—providing all weather roads to villages having a population of 1,000 and above, (b) Halli Heddari—providing approach roads to roadless villages having a population less than 1,000, (c) Sethubandhana—construction of cross-drainage works on non-PWD roads, (d) C.D. works—construction of C.D. works on rural roads. (e) Integrated comprehensive Rural Communication Roads—new formations and improvements to existing ICRC roads to make them fair weather roads, (f) Tribal sub-plan—providing all weather approach roads to Tribal areas, (g) Railway safety works—construction of approach embankments to overbridges and under bridges, and conversion of unmanned level crossings to manned level crossings, (h) People's Participation Programme—Scheme for taking up village roads with labour contribution from the villages.

This district having a road length of 9,871 km (as on March 1986), which is 7.91 per cent of the total road length in the State, ranks first in the State and the rankings for the taluks in the district are Chamarajanagar 4, Gundlupet 6, H. D. Kote 7, Hunsur 1, Kollegal 8, K. R. Nagar 5, Mysore 2, Nanjanagud 3, Periyapatna 8, T. Narasipura 10 and Yelandur 11. There were as on 31-3-1986, 64 km of State Highway with double lane width. They were Bangalore-Bandipura road (19), Nanjanagud-Punajnur Village road (19) in Mysore Division and Tarikere-Bilikere road (26) in K. R. Nagar Division.

As in 1987, there are no National Highways in this district. The State Highways are as follows: (1) The SH 17 connecting Bangalore with Bandipura (border), (2) The SH 17 A connecting Mysore with Hasanur ghat (border leading to Coimbatore), (3) The SH 17 B connecting Nanjanagud with Punajnur village (border leading to Coimbatore), (4) The SH 17 D connecting Mysore with Bavalli village (Border leading on to Manantody-Kerala), (5) The SH 86 connecting Bangalore with Mysore *via* Malavalli and Bannur, (6) The SH 88 Mysore with Bantwal *via* Hunsur, Periyapatna, Madikeri and Puttur, (7) The SH 17 C connecting Gundlupet with Maddur village leading on to Sultan Battery in Kerala, (8) The Highway SH 57 connecting Bilikere with

Tarikere via Krishnarajanagar, Holenarasipur, Hassan—Chikmagalur, (9) The Highway connecting Hunsur with Virajpet SH 88 A, (10) The Highway connecting Madikeri with Melkote SH 88 B. Besides there are 41 major District Roads, 104 other District Roads, 418 Village roads, two Sugarcane Cess Fund roads, Taluk Development Board roads (now under Zilla Parishat), Municipality roads, Panchayat roads, K.E.B. roads etc.

Irrigation tract roads.—The roads under the various irrigation projects in this district are maintained by the Superintending Engineer, Kabini Project Circle, Mysore, and Superintending Engineer, Irrigation construction circle Mysore. The roads under Chikkahole Reservoir Project is 36.3 km ; under Suvarnavathy Reservoir Project is 60.70 km. The expenditure for Chikkahole Reservoir Project and Suvarnavathy Reservoir Project from the year 1982-83 to 1986-87 in respect of maintenance of roads was Rs. 21,000 (CRP) and Rs. 78,000 (SRP), Rs. 35,000 and Rs. 1.02 lakhs, Rs. 22,000 and Rs. 1.44 lakhs, Rs. 78,000 and Rs. 1.30 lakhs and Rs. 30,000 and Rs. 2.20 lakhs respectively. The Superintending Engineer, Kabini Project Circle Mysore, maintains a road length of about 416 km, spread over in Kabini colony, Kollegal, T. Narasipur, Nanjangud and Santhemarahalli.

The division-wise road lengths in the district under the Department of Public Works as on 31st March 1986 was as follows : Mysore Division—State Highway 179 km, Major District Roads 259 km, Other District Roads 209 km, Village Roads 734 km, total 1381 km. K.R. Nagar Division—State Highway 210 km, Major District Roads 238 km, Other District Roads 295 km, Village Roads 1214 km, total 1957 km ; Chamarajanagar Division—State Highway 192 km, Major District Roads 432 km, Other District Roads 129 km, Village Roads 1142 km, total 1895 km. In K.R. Sagar Division, six km of Major District Roads and 218 km of sugarcane cess fund roads are also in the jurisdiction of this district.

Statement showing the Road lengths under different classification in Mysore District from 1956-1986

372

(Length in Km.)

Year	State Highway	Major District Roads	Other District Roads	Village Roads	Irrigation tract Roads	T.D.B. Roads	Forest Roads	Total	Road length per 100 Sq. km.
1956	418	500	780	..	..	1,480	456	3,634	30
1961	418	850	715	647	..	784	418	3,832	32
1966	489	849	781	1,047	..	712	730	4,608	37
1971	505	833	781	2,283	..	2,458	902	7,762	65
1976	581	771	778	2,991	..	2,064	816	8,031	66
1981	581	777	782	2,431	1,046	1,718	816	8,151	68
1985	581	916	652	3,306	1,049	1,605	816	8,925	75
1986	581	935	633	3,308::	1,049	1,605	816	8,927	75

:: This includes Sugarcane Cess Fund Roads of 218 Km.

Surfacewise Road length in Mysore District as on 31st March 1986

<i>Nature of Roads</i>	<i>Cement Concrete</i>	<i>Black topped</i>	<i>Water Bound Maccadam</i>	<i>Motorable</i>	<i>Non-motorable</i>	<i>Total</i>
State Highways	48	533	..	..	..	581
Major District Roads	3	864	68	..	..	935
Other District Roads	..	381	252	..	..	633
Village Roads	..	273	1,798	714	523	3,308
T.D.B. Roads	..	2	551	617	435	1605
Forest Roads	..	..	14	214	588	816
Irrigation tract Roads			(Classification Not available)			1,049
Total	51	2,053	2,683	1,545	1,546	8,927
Corporation/Municipality Roads	8	388	398	105	5	904
Village Panchayat Roads	..	..	5	31	..	36
K.E.B. Roads	..	2	2	..	..	4
Grand Total :	59	2,443	3,088	1,681	1,551	9,871

Talukwise break up of roads under different classifications in Mysore District as on 31st March 1986

374

Name of Taluk	State Highway	Major District Roads	Other District Roads	Village Roads	T.D.B. Roads	Forest Roads	Sugarcane Cess Fund Roads	Irrigation tract roads	Others	Total
Chamarajanagar	54	106	60	414	153	65	..	21	..	873
Gundlupet	85	108	36	197	161	180	..	14	..	781
H.D. Kote	68	68	..	286	96	204	..	58	..	780
Hunsur	56	52	50	361	269	..	..	318	..	1,106
Kollegal	53	156	22	323	19	184	..	12	..	769
K.R. Nagar	39	79	77	263	229	..	..	184	..	871
Mysore	101	109	75	269	198	162	11	94	..	1,019
Nanjangud	38	95	69	301	203	..	..	226	..	932
Periyapatna	47	39	168	304	200	1	..	10	..	769
T. Narasipur	40	61	65	164	73	..	207	79	..	689
Yelandur	..	62	11	208	4	20	..	33	..	338
Total :	581	935	633	3,090	1,605	816	218	1,049	+944	8,927 +944

KARNATAKA STATE GAZETTEER

Expenditure on roads.—The expenditure on roads (both original and repairs) from 1981-82 to 1985-86 in this district are as detailed here : Rs. 292 lakhs, Rs. 356 lakhs, Rs. 346 lakhs, Rs. 348 lakhs, and Rs. 597 lakhs respectively. The expenditure incurred on the construction and maintenance of Taluk Board roads and Forest Department roads in 1985-86 was Rs. 5.18 lakhs, and Rs. 3.35 lakhs respectively. The cost of maintenance per km for all categories of roads for the years 1984-85, 85-86 and 86-87 are as given here ; State Highway—Rs. 6,500, Rs. 8,000 and Rs. 10,000 ; Major District Roads—Rs. 4,600, Rs. 4,700, and Rs. 5,000 ; Other District roads—Rs. 4,100, Rs. 4,150 and Rs. 4,600 ; Roads under ICRC programme and Minimum Needs Programme—Rs. 2,370, Rs. 2,100 and Rs. 2,200.

Traffic Census.—In accordance with the Sample Survey conducted during 1985-86 by the Public Works Department, the intensity of traffic on a particular day in 1985-86 as compared with the traffic in 1981-82 in Mysore district is as detailed here : Light vehicles on State Highways 639 and 356 ; on Major District Roads 669 and 343 ; on other District Roads 181 and 54 ; on Village Roads 138 and 87 ; total 1,627 and 820 ; Heavy vehicles on State Highways 625 and 389 ; on Major District Roads 280 and 202 ; on other District Roads 100 and 62 ; on village roads 63 and 65 ; total 1,068 and 718 ; slow moving vehicles on State Highways 101 and 102 ; on Major District Roads 197 and 177 ; on other District Roads 140 and 161 ; on Village roads 151 and 182 ; total 622 and 589. The percentage increase in respect of all vehicles—on State Highways was 65, on Major District Roads 58, on other District Roads 52, on Village Roads 5 and in total the increase in percentage was 52 and the corresponding figures for the State were 67.5, 62.8, 85.6, 39 and 65 respectively.

Rural Communication Programme

Improvement and expansion of rural road communications to provide easy access to the villages is one of the most pressing problems in the Developmental Programmes. The norms adopted by the Government of India for development of rural roads as per the Chief Engineer's Twenty Years Rural Development Plan of 1958 were : every village in a developed and agricultural area should be within six km from a metalled road and 2.5 km from any road, in semi-developed areas, a village should be within 12 km from a metalled road and 5 km from any road, in under developed and un-cultivable areas and every village should be within a distance of about 20 km from a metalled road and eight km from any road. Depending upon the population range of villages, the Government of Karnataka had introduced special programme for development of rural roads from 1959-60 when rural communications programme was launched. This programme consisted of (1) construction of rural roads (2) constructions of missing links and (3) constructions of cross drainage works of linear waterway of more than 20 feet on non-PWD roads. These roads were provided with only gravel or local soil in surface. During 1972-73 Government revised

and enhanced the Rural Communication Programme by taking up an Integrated Comprehensive Rural Communication Programme and under this programme both new construction and improvement of the existing rural roads were included. As in 1979, there were 26 villages in the district not connected by any roads. From the year 1981-82 the following are the villages connected by roads—1981-82—Kundakere (Gundlupet), Gopinattam (Kollegal), Ponnachi and Hetwal (H.D. Kote) Total 37 kms ; 1982-83—Thammadihalli (Periyapatna) Total 2.70 kms ; 1983-84—Hirekyathanahalli (Hunsur), N. Setthihalli and Thammadihalli (Periyapatna), Gundathur and G. B. Saragur (H. D. Kote), Kollala, Honnali and Jyothigowdanapura (Chamarajnaragar), Yadavanahalli (Gundlupet), Ambale (Yelandur and Tonnatti (Kollegal), Total 27.30 km ; 1984-85—Mandakalli (Mysore), Khannahalli (T. N. Pura), Chikkahonamahalli (Nanjangud), Binnachalli (Kollegal), Singaranahalli (Hunsur), Total 9.35 kms ; and 1985-86—Kuppegala (Mysore), Vadrahosahalli (Hunsur), Kerhalli (Yelandur), and Chikkailur (Kollegal)—Total 13.70 kms. Thus by 1985-86, there are no villages unconnected by roads in this district.

Bridges

The oldest modern bridge known in this district was built in 1832 at Shivasamudra. This was constructed by one Ramaswamy Mudaliar, Jahgirdar of the place. The bridge was named after Lushington, the then Governor of Madras Presidency. This bridge is not in use now. In 1889, a bridge across the Cauvery on Bilakere-Tarikere road was constructed. Later many bridges were added to improve the communication network. The table in p. 377 gives the list of important bridges as in 1987 and the date of construction.

Sl. No.	Name of Bridge	Name of river/nala	Location	Year of const- ruction	Cost of const- ruction Rs. in lakhs
1.	On Bilikere Tarikere Road.	Cauvery	Sanyasipura	1889	NA
2.	On Bilikere Tarikere Road.	Cauvery	Hampapura	1889	NA
3.	On Bilikere Tarikere Road.	Lakshman Thirtha.	Ramanahalli	1920	..
4.	On Sosale T.N. Pura Road.	Cauvery	Binakanahalli	1932	0.5
5.	On Mysore Talakad Road.	Kabini	Hosa Tiru- makudulu.	1935	3.45
6.	On Mysore Bantwal Road.	Lakshman Thirtha.	Hunsur	Prior to 1956	2.30
7.	On Hunsur Begur Road.	Kabini	Thumbasoge	do	2.50
8.	On Halli-Mysore Saligrama Road.	Cauvery	Chunchana- katte.	1956	NA
9.	On Mysore - Bangalore Road (via Kanakapura).	Cauvery	Bannur	1957	10.30
10.	On Biligere Ayarahalli Road.	Lakshman Thirtha.	Hussainpura	1964	NA
11.	On Mysore Chamarajanagar Road (via T.N. Pura).	Mugur Addahalla.	Mugur	1966	3.50
12.	On Hommaragalli Village Road.	Kabini	Hommaragalli	1966	NA
13.	Near Madapura	Kabini	Madapura	1966	NA
14.	On Badanavalu Hemmaragala Somanahalli Road.	Gundlu	Hemmaragala	1972	3.90
15.	On Mysore Bant- wal Bye-pass Road.	Lakshman Thirtha.	Hunsur	1978	25.20
16.	Near Nanjangud	Kabini	Nanjangud	1983	65.50
17.	Submersible Near Nanjangud.	Kabini	Nanjangud	NA	66.00
18.	On Kollegal- Koratagere Road.	Cauvery	Sattegala	NA	NA
19.	Near Madhya Ranga (Kollegal).	Cauvery	Madhya Ranga.	NA	NA
20.	On Kollegal- Chamarajnagar Road.	Palar	Girija Gunj	NA	NA

Statement showing the taluk-wise number of bridges, culverts etc., in Mysore district as on 31st March 1986

378

Sl. No.	Name of Taluk	Culverts upto 6 mts.	Minor bridges					Major bridges	Total
			6 mts. to 12 mts.	12 mts. to 18 mts.	18 mts. to 24 mts.	24 mts. to 30 mts.	30 mts. to 60 mts.	60 mts. and above	
1.	Chamarajanagar	627	25	11	3	4	2	2	674
2.	Gundlupet	442	35	16	2	1	2	1	499
3.	H.D. Kote	210	6	3	2	..	2	3	226
4.	Hunsur	293	27	2	2	..	3	1	328
5.	Kollegal	619	16	5	3	2	2	3	650
6.	K.R. Nagar	697	6	..	..	..	..	3	706
7.	Mysore	708	36	12	1	1	3	..	761
8.	Nanjangud	387	19	2	1	2	8	4	423
9.	Periyapatna	533	10	2	1	..	..	..	546
10.	T. Narasipur	377+120	9	3	1	2	3	4	519
11.	Yelandur	244	4	..	1	..	..	1	250
Total :		5,257	193	56	17	12	25	22	5,582

(120 of Mandya District are in this jurisdiction)

Road Accidents

Road traffic includes pedestrians, two wheelers, three wheelers, four or six wheelers, multi-axled vehicles, animal-drawn carts etc. The causes of the road accidents have been classified as (i) due to human errors (2) due to mechanical defects and (3) due to bad condition of roads. The average number of road accidents per 1,000 motor vehicles during 1981-82 in the State was 26, and that of Mysore district was 27. The following table shows the number of accidents, persons killed and cause of road accidents in Mysore district from 1971-72 to 1982-83.

Table showing the details of road accidents in Mysore district from 1971-72 to 1982-83.

Year	No. of accidents	No. of persons killed	Causes		
			Due to human error	Due to mechanical defect	Due to bad condition of roads
1971-72	326	56	202	124	..
1972-73	376	84	372	2	2
1973-74	402	85	289	80	33
1974-75	280	70	268	12	..
1975-76	305	69	288	10	7
1976-77	387	86	352	35	..
1977-78	487	106	484	3	..
1978-79	556	101	543	11	2
1979-80	645	96	643	2	..
1980-81	699	145	694	5	..
1981-82	839	189	824	14	1
1982-83	784	145	765	19	..

(Source : P.W.D., Karnataka)

Thus in about a decade from 1971-72, an average of 100 persons per annum died due to road accidents in this district. In 1984, 85, and 86 (up to 31-7-86), the number of road accidents and number of persons killed were 122/639, 138/495 and 53/276 respectively, as per the Police Department statistics.

PUBLIC CONVEYANCE

The practise of providing vehicles for public conveyance, commenced only in the latter half of the last century. Most of those were bullock carts, pony carts etc. By 1910-20 there were 8 buses plying in this district. Some of the entrepreneurs place-wise, who pioneered the operation of buses

in the district were. (a) *Mysore*: (1) Palanjee Motor services, between Mysore and Madikeri, (2) Modern Motors (B.C. Paparam), from Mysore to Bangalore and also to Gundlupet and Tirumakudlu; (3) Manjappa; (4) T.S. Motors and (5) Bhagavan Singh, from Mysore to Malavalli; (6) V.R. Brothers, from Mysore to Rangacharihundi; (7) Chamundi Motors, from Mysore to Kunigal and H.D. Kote, (8) K.V. Brothers from Mysore to Melkote; (9) Yoganarasimha Motor Service, from Mysore to Channarayapatna; (10) Hunsur Works, from Mysore to Hunsur and to Yedthore (K.R. Nagar), (11) Padma Setty from Mysore to Shravanabelagola, (12) Shankarappa from Mysore to Nanjangud. (b) *Chamarajanagar*—(1) C.D. Narayana Rao, from Chamarajanagar to Gundlupet; (2) B. Narayana (Republic Motors), from Chamarajanagar to Satyamangala (Tamilnadu); (3) Abdulla from Chamarajanagar to Mysore. (c) *Kollegal*: (1) Sri Basavannadevaru, from Kollegal to Nanjangud (from border); Sri Shankaranarayanan, from Kollegal to Maddur (he had an out agency service from Kollegal to Maddur). (d) *Gundlupet*: Sri Mariswamy Naidu, from Gundlupet to Moolehole (2) B.K. Sanjgowdar and Brothers, from Gundlupet to Mysore. Besides there were Mallikarjunaswamy Motor Service operating buses between Hosaagrahara and Saligrama. There were also *jutkas* and bullock carts services between Maddur-Malavalli, Maddur-Kollegal, Yedathore-Hunsur Mysore-Hunsur, Mysore-T. Narsipur, Nanjangud-Gundlupet and Nanjangud-Chamarajanagar by 1917-18. There were 25 *jutkas* in the district in 1917-18. The Motor cars were either Chevorlet or Ford. During the days of petrol scarcity buses were even run on charcoal. Later the number of buses improved and in Mysore it was C.P.C. Motor Transport Co. which started town services. The licensing authority for the mechanised vehicles was the Inspector General of Police, Bangalore. The buses operating in Kollegal area were registered at Coimbatore.

Traffic Board.—The Mysore Road Traffic and Taxes Regulation was brought into force with effect from 1st January 1936, and the Traffic Board consisting of officials and non-officials (some elected) was constituted to regulate and control the public motor services in the State and to introduce a uniform system of taxation of motor vehicles. Provision was also made for the establishment of a Road Fund into which all the taxes and tolls were credited. In 1945-46, the reciprocal arrangements were entered into with the Coorg Administration and the Madras Government in regard to taxation exemption of private motor vehicles (non-transport) transferred from one province to another during a quarter. The Civil Motor Cycles Control Order, 1945 was issued but later was repealed by the Mysore Motor Cycles Control Order 1946. The Mysore Civil Motor Cars Control Order, 1945, and the Commercially Imported Transport Motor Vehicles Control Order 1946, were duly promulgated in the State with a view to regulating the price and distribution of the vehicles in conformity with British Indian control orders. The Inspector General of

Police was appointed as the Motor Transport Controller for the State. The Mysore Motor Vehicles and Road Traffic (Emergency) Act 1946 was introduced in the State with effect from 1st July 1946, making it compulsory for all vehicles to insure against third party risks.

After 1956

With effect from 1956-57, the administration of the Motor Vehicles Act, the Mysore Vehicle Taxation and Tolls Act etc., were brought into the fold of Motor Vehicles Department. The Regional Transport Office, Mysore started functioning with jurisdiction over Mandya, Hassan, Chikmagalur and Shimoga districts. With effect from 1-1-58, separate Regional Transport offices for each district were opened. Authority for the issue of licences for drivers and conductors was brought within the jurisdiction of the R.T.O. A Regional Transport Authority for each district with the Deputy Commissioner as the *ex-officio* Chairman was constituted and the RTOs were made the Secretaries. The number of different types of vehicles registered in Mysore district during the years 1956-57 and 1965-66 are as detailed here: Buses 239/432, Goods Vehicles including Omni buses 376/787, Cabs 40/72, Motor cars 897/1427, Motor cycles 167/1158, Other vehicles 36/243, Total 1755/4132. The total number of registered motor vehicles as on 1975-76 was 14,117.

In view of the increased number of vehicles, and as a policy of decentralisation, an office of the Assistant Regional Transport Officer was carved out with headquarters at Chamarajanagar in December 1984. This office has the jurisdiction over Chamarajanagar, Gundlupet, Yelandur and Kollegal taluks. The table showing the total number of vehicles as on 30-6-1987 is given hereunder.

Table showing the total number of all types of vehicles registered in Mysore district (as on 30th June 1987)

Sl.	Type of vehicle	ARTO		Total
		RTO., Mysore	C.R. Nagar	
1	2	3	4	5
(a)	Less than 50 cc	17,500	1,348	18,848
(b)	Between 51 cc and 300 cc	32,762	1,729	34,491
(c)	Above 300 cc.	1,266	244	1,510
	2. Motor cars	4,225	415	4,640
	3. Invalid carriages	5	1	6
	4. Jeeps	587	108	695
	5. Motor cabs	545	22	567
	6. Autorickshaws	2,668	28	2,696
	7. Omnibuses	207	15	222
	8. Station wagons	5	..	5

1	2	3	4	5
9.	KSRTC Buses	718	..	718
10.	Private buses	202	145	347
11.	Private Goods Carriages	276	..	276
12.	Public carriers	1,758	263	2,021
13.	Tractors	413	220	633
14.	Trailers	349	167	516
15.	Bulldozers	..	..	..
16.	Road Rollers	2	..	2
17.	Tippers	5	..	5
18.	Fire Engines	..	..	..
19.	Power Tiller and Trailer	35	9	44
20.	Delivery Vans	33	..	33
21.	Ambulance	14	..	14
22.	Fire fighters	2	..	2
23.	Tankers	13	..	13
Total :		63,590	4,714	68,304

Road Transport Department

In accordance with the scheme of nationalisation of bus services, the Mysore Government Road Transport services were inaugurated on 12th September 1948. The first stage was to provide bus services to Bangalore and to other taluk headquarters. Permits were also obtained from RTO Coimbatore and Kerala Government to ply buses beyond the district boundaries. The passenger fare was at the rate of 6 pies (half anna) per mile (about 2 paise per km) and later revised to 8 pies (2.6 paise km) for first 50 km and 7 pies thereafter. With effect from 1st October 1955, the Road Transport Department took over the responsibility of running City services in Mysore City, owing to the persistent demand made by the people and the Municipality of Mysore. At the end of 1955-56, 13 routes were in operation. Under the provisions of the Central Road Transport Corporation Act of 1951, the Karnataka State Road Transport Corporation was statutorily established on 1-1-1961. Since 1980, five regional offices with Mysore as one of the regional offices with jurisdiction over Mysore and Hassan divisions, started functioning, headed by Regional Manager. As in 1981 there were 12 depots and 765 schedules in the division. Presently Mysore and Mandya districts are under the jurisdiction of the Divisional Controller, Mysore. In Mysore district there are five depots, *viz.* City Depot, Depot No. I, Depot No. II, K.R. Nagar Depot and Gundlupet Depot. In the division, as on August 1987, there were 2,964 employees including 911 drivers and 843 conductors for the operation of

421 schedules which works out to 2.16 drivers, and 2 conductors per schedule. There were 16 inter-state routes covering a route length of 5,651 km with 29 schedules, and the earning per km of this services was 426.7 paise per km. There were 105 city services having 1,499 route km with average daily scheduled kilometres of 32,807. The earnings per km in this sector was 426.5 paise. The following are some of the operational statistics in respect of this division (for the month of August 87). No. of schedules 422; Service km 45.75 lakh; Fleet strength 554; Average vehicles on road 466.90; No. of routes 588; Route km 43,479; Schedule km 1,42,081; Average number of passengers carried per day 2,78,600; Revenue per km 470.9 paise; Revenue per vehicle per day 1,470 paise; Kilometers covered per month in rural areas 38,66,064; Kilometers covered per month by city services 6,54,376; Kilometers covered per month by the suburban services 3,17,593.

Regular passengers travelled per month.—(1) in ordinary buses 14,05,330; (2) in Express buses 10,09,561; (3) in Luxury and Semi-Luxury services 31,689; (4) in Suburban services 17,27,068; (5) in City services 25,90,602; Total 67,64,250.

No. of pass holders travelled per month.—(1) in ordinary services 8,51,400; (2) City services 6,80,950; (3) suburban services 3,40,000; Total 18,72,350.

Average passengers per day in.—(1) Ordinary buses 72,798; (2) Luxury/semi luxury services 1,022; (3) City services 1,05,534; (4) Suburban services 66,680; (5) Express buses 32,566; Total 2,78,600.

There are private buses plying in this district, as the routes in the district are not completely nationalised. It is proposed to nationalise all the routes in the district in 1988.

There are 64 monopoly routes, the largest being the Mysore-Udupi via Mercara (320 km), and the smallest Mysore-Chamundi Hills (16 km). There are eleven bus stands including the Central Bus Stand, Mysore and the Mysore City Bus Stand.

The longest and shortest routes in City Services are Route No. 31 (18.8 km) and Route No. 28 (5 km) respectively and in suburban services are Central Bus Stand to Nagawala (21.1 km) and Central Bus Stand to Chamundi Hills (16 km) respectively. There were (as in 1987) 16 inter-state routes operating in this district. They were, from Mysore to Manthralaya, (560 km), Panjim (670 km), Tirupathi (393 km), Madras (497 km), Coimbatore (210 km), Udakamandalam (161 km), Sholapur (839 km), Trichur (294 km), Cannanore (216 km), Erode (213 km), Tiruppur (193 km), Salem (248 km) and to Manantody (125 km), from K. R. Nagar to Madurai (500 km) and to Coimbatore (270 km) and from Mandya to Coimbatore (253 km).

Non-fuelled vehicles.—Besides power driven vehicles, the animal drawn carts are more in number in the rural areas of the district. *Tonga* (Shah Pasand) is the prominent horse-driven carriage in Mysore City. This was introduced by Krishnaraja Wodeyar IV by asking the municipality to own them and hire them to the pliers earlier. The *tonga* has a seating capacity for four passengers to sit more comfortably than in the traditional *jutkas*. The *tongas* had to obtain license from the Municipality, but now it is dispensed with. Though exact number of *tongas* in the district cannot be obtained, a rough estimate shows that there are about 700 *tongas* (mostly in Mysore and few in Nanjangud, Kollegal and Chamarajanagar) in the district. With the advent of autorickshaws, their number is diminishing.

In rural areas, bullock carts are used for travel and carrying goods. The notable feature in this district is that the bullock carts are also using rubber tyres of late. The number of animal drawn carts in 1972 was 2,219 (urban) and 41,780 (rural), and in 1977 their number was 1,328 (urban) 46,412 (rural). The number of animal drawn carts taluk-wise as in 1983 is as given in the table below, as per the Livestock census.

Sl. No.	Name of taluk	Rural	Urban	Total
1.	Chamarajanagar	4,932	146	5,078
2.	Gundlupet	5,090	135	5,225
3.	H.D. Kote	5,499	107)	5,722
	Sargur	..	116)	
4.	Hunsur	4,188	..	4,188
5.	Kollegal	6,107	230	6,337
6.	K.R. Nagar	6,081	425	6,506
7.	Mysore	2,323	116	2,439
8.	Nanjangud	7,456	172	7,628
9.	Periyapatna	4,781	16	4,797
10.	T. Narasipur	5,941	61)	6,195
	Bannur		193)	
11.	Yelandur	1,642	49	1,691
Total :		54,040	1,766	55,806

RAILWAYS

The project of construction of railway line between Bangalore and Mysore by the Mysore State Railway was started during 1877-78 as a famine relief measure. The project was sanctioned in 1879 by the Government of India at an estimated cost of Rs. 38.82 lakhs in October 1880. The railway line (metre gauge) from Bangalore to Channapatna was opened for traffic on 1-2-1881, to Mandya on 20-3-1881 and to Mysore on 25-2-1882.

The whole line was constructed almost entirely out of current revenues. On 1-12-1891 Nanjangud was connected by railway and the cost of this 15 mile (24 km) line was around Rs. 6.2 lakhs. This line was extended to Nanjangud town (1 km) on 12th July 1899. By 1911, a vigorous railway programme was adopted and a new State Railway construction Department was organised in 1912. In 1918, the metre gauge line running from Mysore to Arsikere (103 miles—165 km) crossing three rivers, the Lakshmanathirtha, Cauvery and the Hemavathy was completed at a cost of Rs. 125 lakhs. On 1st September 1917 it was opened for traffic. In October 1919, the working and maintenance of Bangalore—Mysore—Nanjangud line which was till then vested with the Madras Company was resumed by the State Railway Department. By 1921, the earth work was nearing completion on the Nanjangud—Chamarajanagar line, but it had to be stopped on account of financial stringency. In 1923-24 the work was resumed as the District Board of Mysore was permitted to raise a debenture loan of Rs. 8 lakhs and the line upto Chamarajanagar was completed and was opened for traffic on 27-8-1926 and the cost was Rs. 8,14,151.

In 1951, the railways were taken over by the Central Government and zonal system was introduced. Accordingly on 14th April 1951 this district was transferred to Southern Railways. As in 1987, the total length of railway lines in the district was 121 km, the railway route per 100 sq km is 1.01 km and the railway route per lakh of population as per 1981 census was 4.65 km. Under the developmental programme, conversion of Bangalore-Mysore line from metre gauge to broad gauge under track expansion programme, and surveys for Nanjangud-Kakanakote (1947), Hosa Agrahara-Mysore Frontier section of Mysore Coorg (Kodagu) line (1920) and Chamarajanagar-Kollegal (1928) lines have been conducted. The survey of Mysore-Madikeri-Tellichery line had been contemplated even earlier, in 1881-82. Two alternative routes had been suggested for the Mysore-Madikeri line: (1) Mysore-Yedathore (K. R. Nagar)-Bettadapura-Kushalnagar (2) Mysore-Hunsur Sagarkatte-Gonikoppal.

The Railway Workshop at Mysore was established in about 1920 by the then Mysore State Railway. Presently this is one of the four independent mechanical workshops in the Southern Railway zone. Periodical overhauling, heavy repairs to damaged or worn out components, manufacture of spares to locomotives and carriages, wagons and other rolling stock are carried out in this workshop. It has a construction section for narrow gauge coaches at the rate of one coach per month. It had 2,400 employees in 1982.

The Railway Basic Training School at Mysore was opened on 15th August 1977 and imparts training to artisans and the staff of the carriage

and wagon maintenance wing. About 120 persons are given training annually.

The Railway Museum at Mysore, the first regional museum in India was set up in June 1979. This museum sets a good pattern for regional display and has good collections. A circular gallery called Chamundi gallery has interesting collections of paintings and photographs showing the development of railway signalling from the very beginning, some old coaches and the new double decker coaches. The Sriranga Pavillion has two Royal coaches which formed part of the Royal train of the Maharaja of Mysore, besides, the Maharani's Saloon, the kitchen and dining car unit, Theobald's Block instrument used before 1929 between Dodjala and Devanahalli stations (narrow gauge), working model of steam engines etc. are some of the other exhibits. Among the outdoor exhibits are the steam engines, coaches, rail motor car, signalling lever frame etc.

Presently in Mysore there is a Divisional Railway Manager heading the Mysore Division. In this district there are three sections of railway line viz Mysore-Chamarajanagar (61 km), Mysore-Arsikere (49 km) and Mysore-Bangalore (11 km). The number of stations are 22 in this district. Mysore is the important junction. There are Railway colonies at Ashokapuram, Vontikoppal and Loco Colony, all in Mysore. The Railway hospitals, holiday home, Officer's Rest House, Supervision Staff Rest House, Railway Co-operative Bank etc. are other facilities for the staff. There are eight block stations, three flag stations and 11 halts in this district.

Railway Bridges.—There are eight railway bridges in this district, the biggest being the bridge across the Kabini between Tandavapura and Nanjangud stations, 298 small bridges, 28 manned level crossings and 72 unmanned level crossings, three railway over bridges and six railway under bridges.

In respect of conversion of Bangalore-Mysore metre gauge railway line into broad gauge, the work commenced in 1979 at an estimated cost of about Rs. 26 crores. Up to the end of 1985-86, Rs. 6.38 crores have been spent.

Mysore is the important railway junction in this district. It has all facilities with air condition room and five retiring rooms. The following are the passenger and goods traffic statistics in this station during the years 1985-86 and 1986-87.

<i>Particulars</i>	1985-86	1986-87
Passenger traffic		
No. of tickets issued	11.50 lakhs	13.06 lakhs
Daily average number of tickets issued	3,152	3,579
Annual earnings by the sale of tickets	Rs. 178.4 lakhs	Rs. 208 lakhs
Daily average earnings by the sale of tickets	Rs. 48,875	Rs. 57,011
No. of season tickets issued	28,356	34,960
Daily average No. of season tickets	78	96
Earnings by the sale of season tickets	Rs. 17.3 lakhs	Rs. 19.9 lakhs
Goods traffic		
<i>Onward :</i>		
No. of wagons loaded	414	665
Weight of cargo in tonnes	4,693	7,105
Earnings in Lakh rupees	11.9	15.9
<i>Inward :</i>		
No. of wagons received	1,155	1,392
Weight in lakh tonnes	103	123
Total earnings in lakh rupees	114.9	138.9
Average daily earnings by goods traffic	Rs. 31,488	Rs. 38,062

Source : DRM., Mysore

AIR TRANSPORT

The decision to have an air strip for Mysore was taken in around 1936. The lands were acquired by the Public Works Department in three stages from 1936 to 1947. The acquired area is 291 acres in Mandakalli and Marise villages in Mysore taluk. The construction of necessary buildings was completed in 1940. On 1st September 1950, Civil Aviation Department, Government of India took over the land and also the building. Till April 1985 no scheduled services were operating in this sector. The aerodrome was used only to land some important unscheduled flights (during the visits of VIPs). In April 1985 Vayudoot services started with three flights a week. Joy flights were also arranged during Dasara festival. The main grass runway is of 4,800 feet length and 150 feet width and secondary runway is 2,200 feet in length and 150 feet in width. This aerodrome is classified as Domestic Airport with the capacity for operation of small aircrafts of the type DC-3, Dorrriers etc., Aeroplanes can land during day time except during heavy rains and bad weather. The aerodrome is presently manned by Aerodrome Officer, security staff and other staff from the Meteorological Department. Indian Airlines is having

an Off line office at Mysore from where tickets for flights from Bangalore and other places can be booked. The authorised travel agents are Bharath Travels, Karnataka Travels (Pvt) Ltd, Mysore International Travel Agency, Sea Gulf Travels, Sri Travel Agency and Trivay Travels Ltd. Karnataka Tourism Development Corporation is the authorised travel agent for Vayudoot services.

Rest Houses

Mysore district has many centres of pilgrimage and every major temple was provided with pavilions and rest houses to shelter pilgrims. The rulers and the rich established many *dharmashalas*, *annachatras* etc. for the pilgrims. We also hear in inscriptions, of *aravattiges* which provided drinking water to travellers and also groves with ponds for camping or night halts.

With the improvement in the means of communication, the number of travellers increased and the practice of free feeding gradually vanished. However rest houses and *musafirghanas* sheltered travellers. The oldest known choultries in Mysore are Poornaiah's choultry, and Nanjaraja Bahadur Choultry. Ramappa's choultry, Linganna's choultry and Seetharamasetty's choultry were at Nanjangud. Around 1890, there were *chatras* for native travellers at Balamuri, Bendravadi, Bherya, Chamarajanagar, Gundlupet, Mysore, Nanjangud, Tirumakudlu and Yedathore. Dak bungalows with kitchens existed at Hunsur, Somanahalli (I Class) and at other important places. As in 1917, there were four first class, 13 second class and 26 third class travellers' bungalows, 61 *musafirghanas* and 74 good hotels in the district, providing convenience to the commercial travellers. However the travellers' bungalows were meant for officials.

As in 1986 there were Traveller's Bungalows, Inspection Bungalows and Rest houses at Chamarajanagar, K. Gudi, Gundlupet, Yelandur, B.R. Hills, Kollegal, Mahadeshwara Hills, Mysore, K.R. Nagar, Hunsur, Periyapatna, Bettadapura and H.D. Kote under the care of the Public Works Department. In total, there were four Rest houses, 25 TBs and 42 IBs, totalling to 71. Besides these, the Forest Department has Rest houses at Kymara, Byranakuppe, Metikuppe, Yerehalli, Hediya, Boodipalya, Bedaguli, K. Gudi, Burude, Dodda Sampige, Bylur, Cowdalli, MM Hills, Gopinatham, Hulikere, Nelligere and other places. The KSRTC, Railway Department, Government Employees Association, Ideal Jawa Factory, D.C.C. Bank, Central Food Technological Research Institute and many other agencies have their own Guest houses, Rest houses etc. at Mysore. Some major Banks have their Holiday Homes also in Mysore. They provide accommodation to others if accommodation is available. In Mysore city besides PWD Guest houses, there are guest houses of Administrative Training Institute, Government Sandal Oil Factory, Karnataka Aluminium Limited, New Premier Chemicals Industries, Post and Telegraph

Department, Southern Railway, Mysore University, Vikrant Tyres Ltd. etc. There are about 40 considerably big hotels in Mysore City including Hotel Mayura Hoysala of the State Tourism Development Corporation.

Inland Water Transport

The rivers in this district are not navigable unlike the rivers in the coastal district. However boats of varying sizes and shapes to cover short distances were plying across the rivers for ferrying people. There were 74 ferries in 1984-85 in the district, three of which were managed by Department of Ports and Inland water transport, four by auction-cum-lease and rest by private agencies. The departmentally managed ferries were K. B. Halli—Kadurina Hosahally (Periyapatna tq), Dasanapura—Cauverypura (Kollegal tq) both across the Cauvery and Bheemanakolli—N. Belthur (H.D. Kote tq), across the Kabini. The navigation services auctioned were Itna-Garagur (for Rs. 45.00), Talakad—Madina (Rs. 95.00), Mijapur—Handapura (Rs. 6,650) and Bhimanakolli (Rs. 35) (all H.D. Kote tq) in that year. The traffic, revenue and expenditure of the three departmentally managed ferries in 1984-85 were K.B. Halli—10,538 passengers, Rs. 4,297 revenue, Rs. 51,504 expenditure. Dasanapura—Cauverypura—46,644 passengers, 500 qtls goods, 10,339 cycles, Rs. 29,113 revenue, Rs. 56,000 expenditure, Bheemanakolli—2,900 passengers—Rs. 2,407 revenue. The ferries in this district are under the administrative control of the Ferries Inspector, Bangalore, who works under Regional Executive Officer, Southern region, Bangalore. The Department is headed by the Director of Ports and Inland Water Transport, stationed at Karwar. By 1986-87 the number of ferries was reduced to 49 with three directly managed by the department and six managed by auction-cum-lease. The Dasanapura Cauverypura ferry was operated only during the Mahadeshwara temple *jathra*, for five days only. The Saragur—Magodlu across the Kabini is being managed directly by the Department. The ferry services auctioned by the Department in 1986-87 were Itna-Gargur (Rs. 38), Hebbalakuppe—Kulya (Rs. 30), Bheemanakolli (Rs. 35), Vijapur (Rs. 9,510), Modini (Rs. 215), and K. Basavanahalli K.B. Halli (Rs. 425). Traffic, revenue and expenditure in 1986-87 were: Dasanapura—Cauverypura 16,894 passengers, 6,015 cycles, 65 motor cycles, revenue Rs. 13,931, expenditure Rs. 99,097, Sargur—Magodlu, 20,145 passengers, 526 cycles, revenue Rs. 10,368, expenditure—Rs. 47,934, and Bheemanakolli-Belthur passengers 1,925 and revenue Rs. 2,567.

POSTS AND TELEGRAPHS

Posts.—The system of Anche (post) was introduced initially by Chikadevaraja Wodeyar (1673-1704) in this district. The very name is romantic, literally meaning *hamsa* which had served as carrier of messages between Nala and Damayanti of the puranic tradition. During his administration a net-work of postal system was established, a news carrier

(*anche harikara*) being stationed over each division. It was the duty of *anche harikara* to look after the transmission of letters from place to place and also to report on matters coming to his knowledge. One of the eighteen departments (*athara kacheris*) established by Chikadevaraja Wodeyar was Behina Chavadi (department of intelligence), dealing with the speedy transmission by couriers (*anche harikara*) of reports from the administrative units to the capital and the communication of royal orders (*nirupas*) to the local centres. The messengers were horse riders or fast runners (for small distances) appointed exclusively for the purpose. Though the Anche system was confined only to serve the State, it was perhaps used to convey private communication too.

The Head of Mysore *anche* was *Anche Bhakshi* assisted by *gumastas* (clerks). The branch post masters were *mutsaddis* and the runners *begaris*. Col. Wilks wrote on it this: 'The post office was not only as in England the passive instrument for conveying intelligence but the active agent for obtaining it'. Under Haider and Tipu, the system was further improved. The East India Company had established in Madras Presidency a regular public postal system by opening the Madras GPO on 1st June 1786. As the princely states like Mysore, Hyderabad, Cochin had their own postal system, the post offices opened by the East India Company after 1799 in Mysore State were known as Imperial Post Offices. These services were also made available to public from 1844. The dak postage from Madras to Mysore (515 km) and to Hunsur (500 km) was 11 annas (67 paise). As per the list of post offices subordinate to Post Master General, Madras on 1st December 1837, vide Fort St. George Gazette dated 28th November 1837, there was a post office in Mysore. The Imperial postal line was from Bangalore to Mangalore *via* Mysore.

The Anche Bakshi of Mysore Anche was functioning in coordination with the Commissioner of the Imperial Post. These offices were located at every taluk headquarter towns and at every town of importance. The establishments of both office clerk runners etc. though for the most underpaid, were organised on a complete scale and service was conducted with regularity and efficiency. The letters from Imperial Post Offices or those delivered to the Imperial Post Offices were not charged. When there was considerable increase in the bulk of mail and the runners could not cope up with increased weight, such lines were converted into mail cart lines. When carts were introduced, private agencies were entrusted with the task of carrying mail bags. It has been stated that one Yajaman Veerasangappa, successfully handled the contract of carrying the mail bags, between Mysore and Bangalore and he was also granted the contract of carrying bags from Mysore to Madikeri. The mail cart line from Madras to Ooty was *via* Bangalore and Mysore. When the railway from Madras to Bangalore was completed in 1864, the mail from Madras side was received at Bangalore at 5-30 p.m. and there was window delivery (of Mysore side posts) in the evenings. In 1879,

the receiving house at Kollegal was transferred from Coimbatore Head Office to Bangalore Head Office. The local post carried letters, book packets, newspapers etc. Postal stamps were not in use and pre-payment of postage in cash was compulsory. No extra postage was levied by Mysore Anche on letters received for transmission to British territories through British Post offices, or on those received for delivery in the State. In 1863-64 the Imperial Post Office at Hunsur was abolished and the service was undertaken by Mysore Anche. With effect from 1868-69, all letters etc. despatched by public officers in the State through the British Post Offices were made chargeable. In 1875-76, all judicial processes issuing from Civil and Revenue Courts were exempted from postal charges with certain exceptions. 1878-79, the rates charged were changed in accordance with alteration made in the Imperial postage. In 1879-80 hobli school masters were appointed as Anche Mutsaddis, and post cards were introduced. This department was reorganised in November 1882, by reducing the staff and reorganising the Anche lines. Ordinary paid letters and packets, post cards and registered letters posted in British India for Mysore were delivered free of charge by Anche. On all articles exchanged between the Imperial Post Offices and Mysore Anche, full postage was charged by Imperial Post Office. Money orders were issued and paid by Mysore Treasuries and there was an exchange of orders with British India, through the Bangalore Post Office. Value payable and insured articles posted in British India for any place in Mysore, except very few stations where there were Imperial Post Offices were detained in the Bangalore Post office until the addressees could make their own arrangements to take delivery from Bangalore. The transfer of Mysore Anche to the Imperial Postal system took place with effect from 1st April 1889. With this amalgamation, postal facility was extended by the Imperial Post to all parts of the State, and the correspondence increased by 70 to 80 per cent in ten years, and the number of post offices increased.

When this amalgamation with the Imperial Post took place, one Bombay newspaper wrote, "Mysore anche by which name the post is locally known was organised over 200 years ago, by Chikdevaraja Wodeyar at a time when there were very few regular postal systems in existence. Since then many improvements have been made to meet the requirements of Mysore people which it does at the rate which entitles it to be the cheapest in the Empire and probably in the world". It further added "though this claim is considered extravagant one, it must be admitted, when it is borne in mind that the charge for registering a letter was 6 pies as against 2 annas in British India. Besides many advantages, the people of Mysore had the benefit of an 'Express Post' on payment of one anna a mile which was a great convenience in the districts where there was no telgraphs".

Postal tariff.—The tariff in Mysore Anche was comparatively less than the Imperial post. The rate depended on distance and weight of the article. The charges for registering a letter was 6 pies (3 paise) as against 12 pies (6 paise) in British India. There was an 'Express Post' on payment of one anna (6 paise) a mile which was of great use. The charges for the conveyance of letters were levied in cash, payable in advance and varied according to weight and distance in the Imperial postal system. Postage stamps were introduced in 1854, and the rates were fixed irrespective of distance.

The insurance of postal articles was introduced in 1878, and the charges were $\frac{1}{4}$ per cent. In 1898, limit of Rs. 1000 was fixed as the value of articles to be insured and charges were reduced to one eighth per cent. The value payable system was introduced in 1877. Prior to 1880, sums not exceeding Rs 150 could be remitted by money order from one District Treasury to another with one per cent commission. With effect from 1st January 1880, money order business was taken over by the Post Office. In 1884, telegraphic money order was introduced. In 1904, there were fourteen denominations of stamps, embossed envelopes, post cards and newspaper wrappers. Reply post cards were introduced in 1884.

As in 1917, there were 50 post offices (excepting Kollegal tq) with taluk-wise numbers as follows : Mysore taluk-3 ; Yedathore (K.R. Nagar)-7 ; Hunsur-7 ; Heggadadevanakote-4 ; Gundlupet-4 ; Chamarajanagar-8 ; T. Narasipur-8 ; Nanjangud-3 ; Yelandur-1 and Mysore City-5. By 1925-26 the following were the places where post offices were existing : Chamarajanagar taluk (7) : C. R. Nagar, Attikhan, Harganur, Haradana-halli, Kuderu, Mogalla, Santhemarahalli ; Gundlupet (5) : Gundlupet, Terakanambi, Hangala, Kabbahalli, Begur ; H. D. Kote (4) : H. D. Kote, Antarasanthe, Hampapura, Saragur ; Hunsur (10) : Hunsur, Chilkunda, Hanagodu, Kattemalalavadi, Periyapatna, Bettadapura, Kampalapura, Kanagal, Ravandur, Bilikere ; Mysore (12) : Mysore Fort, Mysore Market, Zoo Gardens, Devaraja Mohalla, Mission Hospital, Chamundi Extension, Vontikoppal, Irangere, Chamarajapuram, Weaver's Lines, Mysore South, Yclwala, Kadakola ; Nanjangud (5) : Nanjangud, Hullahalli, Kalale, Kavalande, Tagadur ; T. Narasipur (7) : T. Narasipur, Bannur, Mugur, Socale, Vakkalageri, Gargeswari Talakad ; Yelandur (2) : Yelandur, Mamballi ; Yedathore (8) : Yedathore, Bherya, Chikkadiganahalli, Hampapura, Hanasoge, Hosagrahara, Manchanahalli, Mirle ; Total 56. This district was under Bangalore Division consisting of Mysore, Mandya, Hassan, Kodagu and Chikmagalur under its jurisdiction. When the Karnataka Post and Telegraph circle was formed on 1st April 1960, Mysore district was brought under its jurisdiction. With effect from October 1973 Mysore Division had the jurisdiction of Mysore District alone. Thereafter in 1979, Nanjangud division was carved out with jurisdiction

over Heggadadevanakote, Kollegal, T. Narasipur, Nanjangud, Yelandur, Gundlupet and Chamarajanagar taluks.

In this district there were 520 post offices in 1974, 522 in 1976, 518 in 1977, 579 in 1980, 567 in 1981 and 581 in 1987. Each postal division is headed by a Senior Superintendent of Post Offices. In Mysore Division there were 228 offices with 2 Head Post offices, 67 sub-offices, 4 Extra-Departmental Branch Offices, and of these 73 are in urban area and 155 in rural area. There were 184 Delivery Post Offices and 45 Nos. Delivery Post Offices. In Mysore City alone there were 59 offices. In Nanjangud Division, there were 354 post offices, with two Head Post Offices, 35 Sub Offices, and 312 Extra Departmental Branch Offices and of which 338 were Delivery Post Offices and 16 No Delivery Post Offices. The taluk-wise post offices are given in the table.

Table showing the taluk-wise Post Offices in Mysore District as in 1987

Sl. No.	Name of Taluk	Head Office	Sub-Office	EDSO	EDBO	Total
1.	Chamarajangar	..	6	..	62	68
2.	Gundlupet	..	5	1	50	56
3.	H.D. Kote	..	4	..	43+1	47+1
4.	Hunsur	..	7	..	36	43
5.	Kollegal	1	5	4	41	51
6.	K.R. Nagar	..	6	1	38	45
7.	Mysore	2	49	3	45	99
8.	Nanjangud	1	8	..	55	64
9.	Periyapatna	..	5	..	35	40
10.	T. Narasipur	..	5	..	43	48
11.	Yelandur	..	2	..	18	20
Total :		4	102	9	466	581+1

Postal Training Centre.—The Postal Training Centre is one of the Regional Training Centres of the Department of Posts, catering to the needs of Southern states, established in 1965. It provides training to postal assistants, sub-divisional inspectors of Post offices, the Staff in the wing of Railway Mail services, Supervisory grade officials, postmasters etc. This is headed by a Principal assisted by a Vice-Principal, Faculty members and other staff (total 62 as in 1987). The number of trainees that had undergone training in this centre from 1982-83 to 1986-87 are 2,852, 3,914, 3510, 2716 and 3254 respectively. It has a museum having good collections depicting the Postal history.

Telecommunications

Telephones.—The Telephones were first installed in this district in 1889, during Khedda operations when a line was drawn between Kakanakote and Hunsur. Permanent lines were drawn in Mysore in 1909 and the line was connected with Bangalore in 1911-12. Initially the telephones were

installed in the place and other offices and were administered by the Electricity Department. The telephone lines in Mysore was about 80 km. The first telephone exchange in the district was at Mysore and later exchanges at other places were set up. When the Karnataka Telecommunications Circle was formed, this district came under its jurisdiction. The number of telephone exchanges and the number of telephones in use in the district as in 1966-67 and 1976-77 were 15 and 2,188 and 19 and 7,024 respectively. In the year 1966, the telephone system was under the control of Divisional Engineer, Telephones, Mysore having jurisdiction over Mysore, Davanagere, Shimoga, Chikmagalur and Hassan Districts. Later Mysore and Mandya were brought under the control of the Divisional Engineer, Mysore. In 1977 separate 'Mysore Telephones' came into existence under the control of the Divisional Engineer Mysore to serve exclusively the Mysore city. The Mysore Telegraph Engineering Division, Mysore was serving the other part of the district. Presently the Telecom District Engineer is having the jurisdiction in Mysore district including city in respect of Telecommunications. The Superintendent, Telegraphs, Central Telegraph Office, Mysore is in charge of telegraphs and is assisted by other staff. The General Manager, Telecommunications, Karnataka Circle, Bangalore is the administrative head of the department. The following are some of the details of telephones in this district. As in Sept 87, number of major exchanges—eight, equipped capacity—18,939, no. of working connections—17,435, no. of long distance Public Call Offices—64, no. of Telex exchanges—1 and the no. of telephone sets connected—20,212. On an average 75,000 trunk calls are booked per month in the district and the revenue from STD point is around Rs. 35,000 per month. The following are the proposed developmental works in the district (as in March 87); (1) Introduction of optical fibre mode of communication between Bangalore and Mysore, (2) Introduction of micro wave medium between Mandya and Mysore and ultra high frequency medium between Mysore and Hunsur and between Mysore and Kollegal (3) Introduction of cable carrier system between Mysore and Nanjangud and connection with the national network by Subscriber Trunk dialing and (4) Installation of automatic exchanges at Hunsur and K.R. Sagar.

Telex.—Telex exchange was installed in Mysore around 1964-65. As in 1981-82 the capacity of the exchange was 60 and presently the capacity is 100 with 92 working connections.

Telegraph.—The telegraphic lines were first extended from Madras bringing Mysore also into the system in 1855. Bombay to Calicut via Mysore and Bangalore was one of the 13 main lines of internal communications at that time. As per the Fort St. George Gazette of 1855, there was a telegraph office at Mysore in 1855. By 1883, most of the post offices were constituted as receiving offices and telegraph work was undertaken by post offices. By 1917, there were 25 telegraph offices in this district with taluk-wise figures as follows; Mysore taluk—1, Mysore city—4, Chamarajanagar 1, Gundlupet—1, Hunsur—2, Nanjangud—2 and Yedathore—3. As in

1925, the telegraph offices in Mysore district were at Mysore, Yedathore, Hunsur, Periyapatna, Nanjangud, Chamarajanagar, Gundlupet and T. Narasipur. Even before the amalgamation of the 'Anche' with the Imperial Post Office, there was a demand by the public for the extension of telegraph to a number of places. Accordingly combined office system was introduced and telegraphic facility was extended to almost all the taluks.

The rate of telegraph by 1866 was as detailed below: for every 20 words, for 100 miles—eight annas; for 200 miles—one rupee; for 400 miles 1.5 Rs; 800 miles—two rupees; 1200 miles—three rupees; 1600 miles—four rupees; 2,000 miles—five rupees, and the booking fee was eight annas (half a rupee). In 1921, the Director of Industries and Commerce was appointed as Liaison Officer between the State and British Postal and Telegraph Department. Consequent on the formation of the Karnataka Post and Telegraph Circle, Mysore district was transferred from the Madras Circle to Karnataka Circle. There were 127 telegraph offices in 1976 and 165 in 1980. There are at present (1987) one Central Telegraph Office at Mysore and Divisional offices at Kollegal and Nanjangud.

In the Mysore division the following are some of the statistics in 1986-87 : (1) Inland telegrams booked 4.60 lakhs (2) Inland telegrams delivered 5.03 lakhs (3) Foreign telegrams booked 3,710 (4) Foreign telegrams delivered 4,293 (5) Phonograms booked 1.18 lakhs (6) Phonograms delivered 16,240 (7) Telexograms booked 21,560 (8) Telexograms delivered 17,195.

Radio and Television

The credit of opening first Private broadcasting station in India, goes to one Prof. M. V. Gopalswamy of Mysore (working in the Maharaja's College) who established the radio station at Mysore on 10th September 1935. The name 'Akashvani' is also coined by him. This private organisation was taken over by the Government in 1941. With effect from 1st April 1950, All India Radio took over this station and continued it up to 1955 in Mysore. During Nov 1955, the station was shifted to Bangalore. In Nov 1974 the station was started again with one KW capacity transmitter as an auxiliary station of All India Radio, Bangalore. In 1983 this station was upgraded into an independent station headed by a Station Director. Ever since its establishment, AIR Mysore has been projecting the local talent and the local activities and has been the official fostering centre of art and culture of the place. Presently AIR Mysore is originating 200 minutes programme per day in addition to the programmes relayed from Bangalore and Delhi. In addition to music, plays, lectures and other usual programmes, the Station arranged rural programmes twice a week from 15-9-1949. The farm question box has been very popular.

In 1939-40, 1,555 licences were issued for the working of receiving sets in the princely Mysore State. Number of radios that were in use in the district were : 1974—67,089, 1976—85,304, 1980—75,539 and 1981—36,981. The radio receiving sets with less than three bands were exempted from

license in 1980 and exemption was extended to all radio receiving sets soon after. Thus correct figures could not be obtained from 1981.

Presently the AIR Station Mysore is headed by the Station Director, assisted by one Assistant Station Engineer, three programme Executives, one Assistant Engineer, 8 Engineering Assistants and 53 other staff.

Television : Television was introduced in the district with the installation of low power TV Relay centre under the Crash Expansion Programme of Doordarshan on 1st Oct. 1984. One hundred feet tower with 100 Watt capacity cover on an average 25 km radius area and a population of about 8.6 lakhs. Presently only the Delhi programmes are transmitted through INSAT. It is co-sited with All India Radio. It is headed by an Engineer with few staff to assist him. With a booster antenna, viewers can see the Bangalore programmes also as the capacity of the Bangalore station is increased.

Table showing some important statistics in respect of Transport and Communications in Mysore District.

Particulars	Year			
	1971-72	1976-77	1981-82	1986-87 Popn. on 1981
Road length per 100 sq. km. of area	59	68	68	83
Registered Motor Vehicles : Population ratio	270	150	86	36
Registered Motor Vehicles per 100 Km. road length	112	198	377	692
Registered Motor Vehicle per 100 sq. km. of area	66	134	257	571
Stage Carriages : Population ratio	4,447	3,895	2,747	1,132
Other Passenger vehicles Population ratio	6,437	2,610	1,836	..
Other Passenger vehicles per 100 km. road length	5	9	18	..
Private Vehicles Population ratio	304	188	102	..
Private Vehicle for 100 km. road length	99	158	319	..
Goods Vehicles for 100 km. of road length	14	15	18	23
Population served by one Post Office	4,089	4,617	4,621	4,450
Population served by one Telegraph Office	17,309	17,719	11,094	10,140
Population served by one Telephone	518	295	206	145

Source : Institute of Social and Economic Change.