

CHAPTER III

A PROFILE OF MANGALORE
CITY CORPORATION

This chapter gives a historical sketch of Mangalore, the area chosen for the purpose of this study. Besides, it deals with areas like education, location, climate and rain fall, communication, industry and transportation.

Sandwiched between the Western Ghats and the Arabian sea lies the present Dakshina Kannada district formerly known as South Kanara. It borders with Kerala in the South and the Udupi district in the North. The district presents picturesque scenery with rivers, hills, mountains and forests. It is also blessed with plentiful rainfall and good climate.

MANGALORE – A HISTORICAL SKETCH

The historic name of Dakshina Kannada is Tuluva or Tulunadu. According to Ramesh, K.V., as early as the middle of 2nd century A.D., Ptolemy, the Greek geographer, referred to the region by its own name of Olakhaira- Aluva- kheda. To the Tamil poets of Sangam Age, it was known as Tulunadu. It is the land of one of the five major Dravidian dialects, namely Tulu. Since Tulu dialect differs widely from Tamil and Telugu and has considerable relationship to Kannada, we may surmise that Dravidian migrants who settled in South Kanara must have belonged to those tribes who lived in the western parts of the Deccan where today the Kannada language flourishes. (Karnatak State Gazettee, 1973).

Mangalore is the capital city in Dakshina Kannada district. It is situated on the banks of Gurupur and Nethravathy rivers where they empty themselves into the Arabian Sea. Its significance is derived from the seaport, which was a

trading centre for thousands of years. Throughout history it attracted traders, pirates, visitors, feudal chieftains and kings.

Mangalore has been referred to in Pliny's 'natural history' where he described the sea route from the river Nile to India. The name Mangalore or Mangaluru, originated from the Mangale Devi temple. Matsyendranath, a great protagonist of the Nath cult went to Kerala to preach his religion of renunciation. He converted Pramila, a queen of Kerala, to his cult and her name was changed to Mangala. At this junction, Goraknath, a disciple of Matsyendranath came to Kerala to take back his guru to preside over an all India conference of Jogis' of the Nath Cult. The group with Mangale proceeded to Nasik. They crossed the river Nethravathi and halted at a place called 'Goreya Dande' near Bolar. Mangale fell ill and was constrained to stay there as a 'Jogini' in a small hut built for her with an image of Shakthi. After Mangale's death in 968A.D, an Alupa king, Kundaverma Alupendra II built a temple in her memory known as Mangala Devi Temple. Thereafter the name Mangalore or Mangaluru stuck to this place. (Nandavara,V., 2002).

The political history of the Alupas from 9th to 10th century is shrouded in obscurity probably because they were overpowered by another political power, known as Santaras. At this time, a Santara king, Jinadatta, extended his rule over the district of South Kanara and the Alupas became subservient to him.

Around the year 1000 A.D. the Alupas came under the attack of Cholas who continued their rule for about thirty years. (Karnataka State Gazettee, 1973).

The Alupas paled into insignificance after the founding of the Vijayanagara Empire in the year 1336.

The coastal areas of Kanara were a valuable possession for the Vijayanagara Empire because of a large number of ports like Bekal, Kumbbla, Mangalore, Barkur and Basrur. The Italian traveller, Varthema, who visited India in 1506, says that he witnessed nearly sixty ships laden with rice ready for sail on the port of Mangalore.

In 1498, Vasco da Gama arrived at St. Mary's islands (near Udupi). In his 1502 voyage, the message was forcefully broadcast with the burning of the port of Bhatkal whose chief was told that the king of Portugal was "The lord of the sea of the whole world, as also of this coast, by reason of which all the rivers and ports, which had navigation, ought to obey him".

In 1524, after hearing that the Muslim merchants of Calicut had agents at Mangalore and Basrur, Vasco da Gama ordered the rivers to be blockaded. In 1526, the Portuguese took possession of Mangalore under the viceroyalty of Lopes Vas de Sampayo. In the same year, the Portuguese secured facilities for the spread of Christianity in all treaties they entered into with the native chiefs. With this the Franciscan friars began preaching in Mangalore and in the

neighbourhood. They started building churches and in 1534, Kanara was known to the missionaries as “the land of mission”. (Simham, R.D.N., 1929).

With the First Anglo-Mysore War between Hyder Ali and the British in 1767, the British decided to conquer Mangalore. In February 1768, the (British) Government of Bombay sent an expedition under admiral Watson to seize Mangalore and the surrounding areas. The English captured the city as Latif Ali Baig failed to withstand the onslaught of the British. The British considered the capture of Mangalore as a significant event in the history of their expansion in India.

But the success of the British turned out to be short lived. On hearing the news, Tippu Sulthan, son of Hyder Ali, marched from Bangalore with 3,000 cavalry. Soon he reached the kingdom of Kanara where he was well received by the people. Tippu captured the British army with all their arms and baggage. Hyder Ali arrived on the same evening and saw that the city was already captured.

With the death of Hyder Ali in 1782 and the outbreak of the Second Mysore War, Tippu Sulthan ascended the throne of Mysore. In Mangalore he built the Sulthan Battery, a lighthouse and an Edgah.

In order to put an end to the prolonged war between the British and Tippu Sulthan, the Treaty of Mangalore was signed on 11th March 1784. The Articles of the treaty established peace between Tippu and the East India

Company. It also restored the places occupied during the war and the release of all English prisoners held by Tippu. (Moraes, G.M., 1991).

With the arrival of Basel Evangelical Mission in 1834, the city witnessed new economic activities. The missionaries introduced English education, started a printing press, a Kannada newspaper, handlooms and a tile factory. In 1860, the district of Canara was divided into South Kanara and North Kanara. South Kanara was attached to Madras Presidency and North Kanara was attached to Bombay Presidency. In 1866, Mangalore Municipality was established under the Madras Town Municipal Act. The year 1878 saw the arrival of the Jesuits, who started a college, a hospital and a seminary. Mangalore was connected with the rest of the country with a railway line in 1909. This further helped the development of the city and the district. (Centenary Celebration Souvenir, 1966).

MANGALORE CITY CORPORATION

Mangalore City Corporation has an area of 117.67 Square. Kilometers and its boundary starts from the Mangalore Port Office, runs along the eastern bank of the Gurpur river towards north, joins Udupi road at Pavanje, then runs towards Surathkal, Krishnapur, Bala, Panjimogaru, Marakada, Panchanady to the eastern side Padavu, Alape and turns to South Bajal, Jeppinamogaru and Bolar.

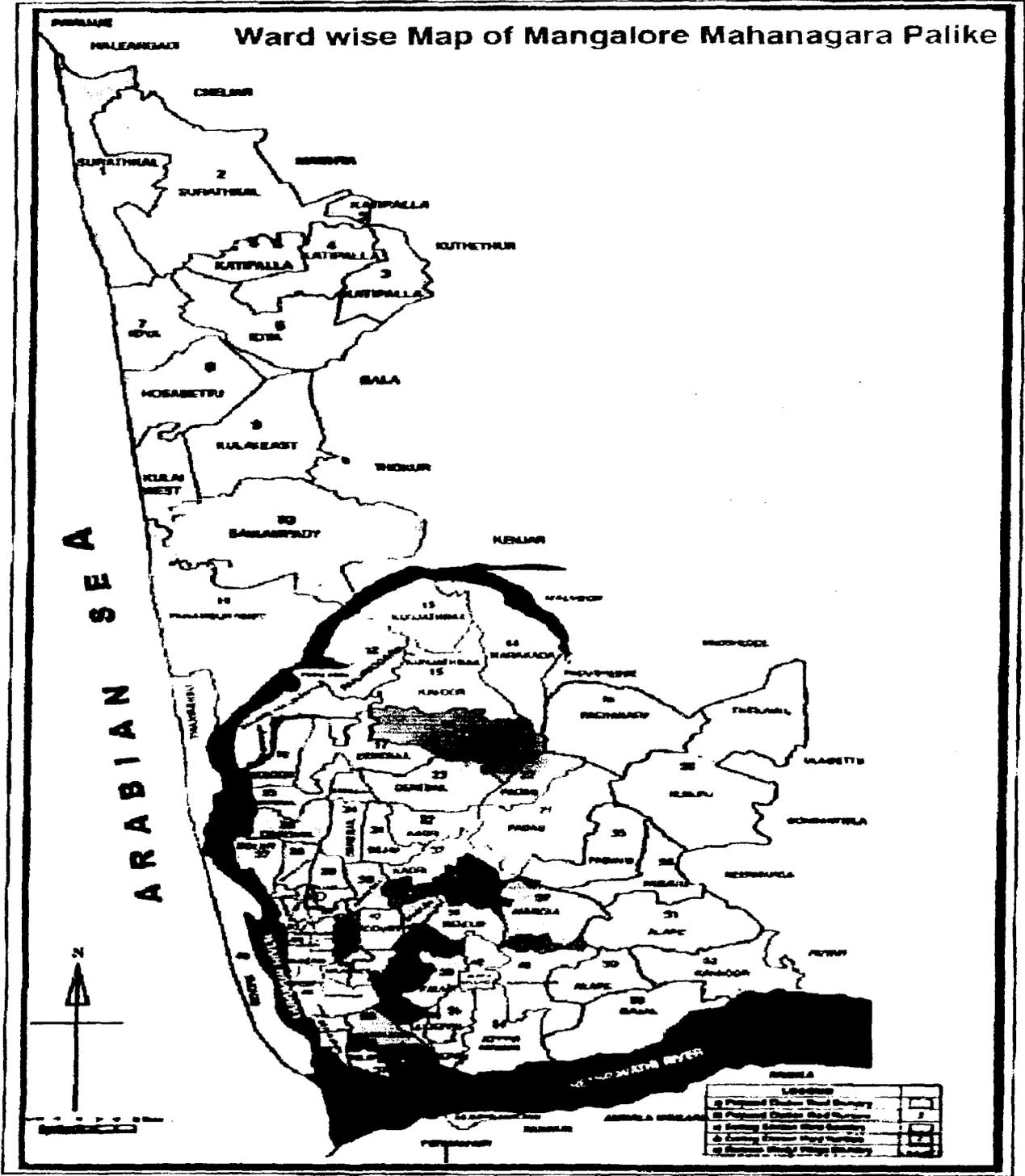
With the inclusion of 14 village panchayats in 1980, Mangalore City Corporation was formed. In 1998, Udupi district, consisting of Udupi, Kundapura and Karkala Taluks, was carved out of Dakshina Kannada district.

As per 2001 census, the city has a population of 3,98,745 of which 2,00,234 are male and 1,98,511 are female. It enjoys a literacy rate of 83 per cent (male 86 per cent and female 80 per cent). (Dakshina Kannada District at a glance, 2006).

Mangalore presents a mixture of races and communities, castes and religions, language and cultures. Hindus, Muslims, Christians and Jains are the major religious groups.

Roman Catholics and Protestants are the two important Christian groups. The history of Roman Catholics dates back to the advent of the Portuguese in the early part of 16th century. The Protestants form a small group in Mangalore and their origin can be traced back to the German Evangelical Mission of Basel, which was established in 1834.

The Muslims came here as traders and there is evidence of their trading activities on the west coast for several centuries. They are divided into three main groups- Moplahs, Navayats and Deccanis. (Nandavara, V.,2002).



EDUCATION

Mangalore is acclaimed to be the cradle of education all over the state. It has a high literacy rate. During the establishment of the British rule in the coastal region, especially in Mangalore, western ideas created an atmosphere of liberal education to the natives. One of the first missionary schools was the Bassel Evangelical Mission High School which was started in the year 1838. St. Aloysius College was one of the first colleges which was started in the year 1890 in a bungalow in Kodailbail.

Now the city has a large number of educational institutions. There are several schools, pre-university colleges, degree and post-graduate colleges besides professional colleges. Mangalore University was established in 1980, covering the districts of South Kanara, Udupi and Coorg. (Nandavara, V., 2002).

A list of the twenty-one degree colleges in Mangalore city limits is provided in Annexure - II

CLIMATE AND RAINFALL

Mangalore enjoys bountiful rainfall and is blessed with a good climate. The rainy season is from June to September with the normal rainfall ranging between 250 to 500 cms. It has dry weather from October to January with the minimum and maximum temperatures being 22°C and 27°C respectively.

Summer is from February to May with the temperature low and high being 27°C and 35°C respectively. (Dakshina Kannada District at a glance, 2006).

COMMUNICATION

Mangalore is well equipped with the latest communication techniques. The STD facilities link Mangalore with all other places in the country, while the ISD facilities connect it with the rest of the world. There are several internet and cyber café's catering to the need of the population, particularly the youth for e- mailing, browsing, on line-chatting, video conferencing and the like. There is also extensive use of cellular phones with Vodafone, Spice, Reliance, Airtel and BSNL competing with one another to capture this vibrant market. Several local channels keep the people informed as to the happening in and around Mangalore. Two English dailies namely the Decan Herald and The Hindu are published from Mangalore. Three Kannada news papers namely Udayavani, Prajavani and Vijaya Karnataka are also published from Mangalore.

The total number of post offices in Mangalore are 140 and there are 38 telephone exchanges in the city.

TRADE AND INDUSTRY

Mangalore is fast emerging as a significant centre of trade and commerce. The New Mangalore Port has accelerated the pace of industrialization. With a rich hinterland of coffee, cardamom, pepper, cocoa, areca nut, cashew, iron ore and granite, Mangalore is a major outlet of the

country's exports. The pelletisation plant set up by the Kudremukh Iron Ore Company Limited, Mangalore Refineries and Petro- Chemicals Limited, have all contributed in placing Mangalore on the industrial map of the country. The small and medium scale units mushrooming in the industrial areas of Baikampady, Panambur and Yeyyadi too have led to the rapid development of the region.

Small scale industry is also flourishing in Mangalore with three industrial estates. The chimneys of the several tile factories on the banks of the two rivers are a sight to remember. These factories produce world famous 'Mangalore Tiles'. Mangalore has developed in leaps and bounds in the coffee curing industry, cashew industry, the beedi industry etc. A number of freezing plants and marine based industries, boat building yards, plywood factories, motor spring manufacturing units, engineering workshops, printing presses and hotels located in and around, play a significant role in the economy of the city.

Banking industry in the city performs exquisite service in the trade and commercial activities. Mangalore has a unique position in the banking map of the country. The city in fact has been the cradle of many a bank, born during the 20th century and has given rise to four nationalized banks. They are: Canara Bank, Corporation Bank, Syndicate Bank and Vijaya Bank. Co- operative sector is also quite active in credit processing, marketing and in other areas.

HEALTH

Mangalore City Corporation bestows special attention to the health and Sanitary conditions of the city. There are abundant facilities catering to the hygiene aspects of the city. Besides there are several major hospitals including the Government Wenlock Hospital, Lady Goschen Hospital, Kasturbah Medical College and Hospital, Father Muller's Hospital and a large number of homes and dispensaries equipped with latest amenities and with a galaxy of skilled medical experts who render invaluable service to the general public.

TRANSPORT

Mangalore, a city which is at sea level is well connected to other parts of India by rail, road and air. There are several trains to and from Mangalore. The Konkan Railways connects Mangalore with Mumbai and other northern cities. Besides, there are several trains connecting Mangalore with parts of Tamilnadu and Kerala. (Nandavara, V., 2002).

Table Number : 1

Statement showing incoming and outgoing trains

Trains	Incoming	Outgoing
Express trains	10	10
Fast passenger trains	01	01
Passenger trains	06	06
Mail	01	01
Total	18	18

Source: *Mangalore Today*, October 2007, p. 54.

Mangalore junction receives and sends 18 trains every day and it is both the point of origin and termination for the above mentioned trains. The Link Express, the Coimbatore Fast Passenger, Mangalore – Chennai Mail and the West Coast Express (Mangalore – Chennai) are the trains which connect Mangalore with major cities in Tamil Nadu. All the trains belong to the broad gauge section which has a railway route length of 77.62 kms.

Table Number: 2

Statement showing length of roads in Mangalore

Area	Road length (kms)
National Highway	64.5
State highway	78.45
Major district roads	217.02
Other district roads	6.4
Forest roads	0.4
Panchayath roads	1.25

Source: Dakshina Kannada District at a glance, 2006 p.37.

There are eight major bridges that facilitate the smooth movement of transport.

Though the railways play a major role in transporting cargo and passengers, it is the road route that becomes a pre-requisite to reach most parts of the state. Keeping in mind the fact that Mangalore and Bangalore are not connected by rail, (work on the rail route is now in progress) it is the bus service that comes to the rescue.

The Karnataka State Road Transport Corporation (KSRTC) operates buses from Mangalore to all parts of the state and vice versa. Further, there are several luxury buses which connect Mangalore with major cities within and outside the state.

Table Number: 3

Statement showing luxury buses to various places

Place	Travels
BANGALORE	Ballal, Canara Pinto, H.N. Travels, Ideal, Mahabaleshwara , Sharma, VRL travels
BIJAPURA	Ganesh travels, VRL travels
ERNAKULAM / KOTTAYAM	Ideal, Puzekadavil, Sri Durgamba
GOA	Mahabaleshwara, Ganesh, Paulo
HUBLI / DHARWAD / BELGAUM	Ganesh, Durgamba, Pai Associates
MUMBAI	Anand, Canara pinto, Vishal, Ideal, VRL, Sagar, Vishal travels
MYSORE	Durgamba, Sugama, Sri Durgamba

Source: *Mangalore Today* October 2007, p. 55.

The luxury buses plying to all places other than Mumbai leave Mangalore on or after 21.00 hours with the exception of Ballal travels which operates two buses – one leaving for Bangalore in the morning (10.00 hours) and another leaving at night (23.00 hours). All buses leaving for Mumbai start in the morning (7.00 hours) or in the noon (13.00 hours/ 15.30 hours).

Table Number : 4

Statement showing flights connecting Mangalore with other places

Place	Airlines
MANGALORE – BANGALORE	Air decan, Kingfisher airlines Jet airways
MANGALORE – MUMBAI	Indian airlines, Kingfisher airlines Jet airway
MANGALORE – DUBAI	Air India express

Source: *Mangalore Today* October 2007, p. 55.

The airport at Bajpe is 22 kilometers from Mangalore and has daily flights to Mumbai and Bangalore. It has recently become an international airport with a direct flight to Dubai.

Air Deccan has two daily flights leaving for Bangalore at 9:20 hours and at 17:05 hours, the distance is covered in 45 minutes.

Jet airways operates two daily flights to Mumbai at 11.15 hours and at 15.05 hours. In all other cases the airlines operate a single flight to the above mentioned destinations.

Table No : 5

Statement showing the motor vehicles registered in Mangalore

Vehicles	Number
Motor cycles	1,01,453
Cars	27,675
Cabs	2,760
Auto Rickshaws	10,844
Omni Buses	1,961
Tractors	195
Ambulance	80
Goods Vehicles	8565
Others	6462
Total	1,59,995

Source: Dakshina Kannada District at a glance 2006 p.35.

The above table reveals the total number of vehicles, registered in Mangalore.

The new Mangalore port is home to the many boats and ships which are anchored out in the sea, waiting for a berth in the harbour. Besides presenting an attractive picture it plays a vital role in the export and import of goods from and to this city.

End Notes

320. Government of Karnataka, (1973). Karnataka State Gazattee – South Kanara District. p. 2.
321. Nandavara, V., (2002). Mangalore – Visitors Hand Book. Mangalore: Keerthi Publications. p.6.
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326. Dakshina Kannada District at a glance, (2006). Government of Karnataka. p.12.
327. Nandavara, V., (2002). Mangalore –Visitors Hand Book. Mangalore: Keerthi Publications. pp. 63-64.
328. *Op.Cited.*, p.30.
329. Dakshina Kannada District at a glance, (2006). Government of Karnataka. p.13.
330. Nandavara, V.,(2002). Mangalore – Visitors Hand Book. Mangalore: Keerthi Publications. pp. 63- 64.