Chapter IV

INFRASTRUCTURAL GROWTH AND ECONOMIC CHANGE

It is very imperative to note that for any comprehensive development of a particular geographical area, is solely depending on the proper accessibility of basic infrastructural facilities. These facilities such as, transportation and logistic facilities, effective communication tools and network, marketing infrastructures, developed backup areas, financial institutions, availability of skilled professional, agriculture and nonagricultural products of the area, pace of urbanization and industrialization, strategic and significant exporting and importing avenues to be considered to be the indicators of economic growth.

The urban ecologist Noel Gist and others have noted that, ‘in cities, there is a social movement of the elite and effluent to gravitate towards the centre of the city, while the less influential are moved out to the periphery’.\(^1\) This social segregation has profound effects on the development of the transport sector in the city. During the time of Independence, Bangalore had three nucleias opposed to one and another. There was the city centre, the Cantonment centre and the market centre. The cantonment centre comes from a historical trajectory of a planned British city. The city centre has the historical trajectory of capitalist society. The market centre has the trajectory of the business sector that is geographically separated from its residential zones. Industries as a whole were decentralized before the emergence of the public sector companies. After that, the strength of centralization has always been weak in the city. There is also an observed trend of residential

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\(^1\) Noel Gist, Directions in Urban development; Developing patterns of urban decentralization, Social Forces, (New Delhi, March 1952), Vol.30(3) pp 257-267.
decentralization, where the wealthy residents gravitate outwards from the city to the edge. These two decentralizing tendencies in the city have led to the construction of the current day scenario, naturally among those transportation system had the highest significance.²

4.1 THE ROLE OF TRANSPORTATION IN THE DEVELOPMENT OF BANGALORE:

Transportation and communication are like a nervous system of the body, which facilitates a human being to exist and grow. Transportation is not merely a transiting facility but also a printed circuit board of a developing society. It intermediate between the man, goods and services in coherence with the need of the time. It is also plays a role of an internal security to the economical system of a society and an essential core for the realistic development. It bonds between the rural and urban area through which it influence the Socio-Cultural and Economic system of a particular geographical area. The transportation facilitates the maximum utilization of the natural resources of a state at its optimum level to generate the revenue, which in turn yields the higher rate of productivity. It helps to improve the status and quality of life of a human being belongs to a particular geographical area. Hence, the transportation system is the logistic key for the development of a nation.³

In pre independence period at Bangalore, the available transportation facilities were very minimum. In those days affluent and the Royals were used to have Horse carts, Palanquins and the Bullock carts. Horse riding was common factor for the higher-ups of the society. Horse carts and Victoria

² Narendrapani and others, Bengaluru, Bangalore Bengaluru (New Delhi, 2010), Pp.228.
(Cart having more than two horses) meant for the family traveling. The traders and the Royal families provided the carriers known as 'Khalilhaats', brought from neighboring Andhra. They used to speak Telugu and called as ‘Telinga’ were also recognized as ‘Boyes’ in local dialect.

The landlords and affluent classes used to have there own Bullock carts, Horse carts etc. Apart from these higher-ups, it was curse on the commoners to slog to cover the long destinations. However, a few of them had the opportunity to travel through Bullock carts and it was tough to travel for the people recognized as lower community because of their propinquity to the higher-ups were completely restricted and the catastrophic part of this practice led to that; it was the duty of lower cast people to carry the goods, food grains and such other heavy materials on their shoulders or on their head and crawling miles of distance to reach the destination.\footnote{Buchanan., A Journey Through the Countries of Mysore, Canara, and Malabar, Vol.3, (London, 1807), (Madras, 1988), Pp.167-178.}

By 1910, facilities of horse carts and bullock carts were existed in Bangalore. Prior to this, the only motor vehicles of the time was belongs to the British people. In addition to this, a few among the local affluent classes were having the access to these kinds of motor vehicles. The modes of commutation for the commoners’ were confined only to the horse carts and bullock carts. In 1929 the other modes of traveling like, manual rickshaw, Jataka (small cart pulled by single horse) besides Jataka pulled by human beings also were crawled in at Bangalore. The army vehicles like omni busses and trucks were the modes of commutation at cantonment area. In course of time the remaining part of Bangalore too got the accesses to these motor vehicles and later, it had become the part of public transportation.
Catastrophically, the Mysore Government had not taken any initiation concerned with the public transportation system. However, it was the private operators, who ventured into the segment and started their private bus services, and the Government had taken the initiation to impose the toll on these public transportation modes. Sarcastically, for the governing authorities it took more than 20 years to shoulder the responsibility of public transportation. Until that, the public were dependent only on the private mode of transportation. In fact, a private company called ‘The Bangalore Transportation Company Ltd.,’ took the said initiation in 1940 with the capital of private and government investment.  

However, the transportation system is the valuable property and an elixir of a Nation. The concept of transportation had grown along with the evolution of the civilization and morphed according to the requirement of the time. It evolved from path way to airway and on all other possible avenues to achieve the economic development, comfortable social life and to obtain the exposure to the vivid kind of civilization, culture and knowledge. The State of Princely Mysore, indirectly administered by British was also had the best transportation system which was impressively improved at the time of colonial rule. Their optimum intention behind this move was, to generate the maximum revenue by manipulating and exploiting the natural resources of Mysore province, through the development of transportation system. Keeping this in the purview, the British started a public works department called ‘Maramat Dept’, through which they planned, designed and initiated the work to materialize the new transportation projects.  

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The 'Bendakalooru' of Kempe Gowda was a small settlement, having more of pathways and a few cobbled streets. Sri Ranganatha Swamy Temple street of Bangalore was the one and the only biggest road of that time. In initial stage, the said pavements and path Roads were meant for trekking, horse raiding, traveling on bullock cart, and carrying palanquin and people were using bullock carts to cover the long distance destinations. As documented by Francis Buchanan (1800) the Bangalore town was linked by mud roads from the nearby human settlements. Moreover, in hill stations people had to carry the goods on their own shoulders or on their head by trekking on their own tracks. He also mentioned about the road from Malur to Bangalore. He had given his trekking experience, from Bangalore to Sri Rangapattana via Kengeri, Bidadi, Ramanagara, Chennapattana and Maddur. In addition to this later, Colonel Green reported that, 'in 1831 there were no such good roads deemed to be fit for the comfort traveling'. According to him there was only one road existing in Bangalore i.e. the road from Bangalore to Harihara. However, after 1831 the roads were developed and improvised broadly and accordingly.

Prior to 1831, there were three main roads connected to Bangalore. The first one from Nayakaneri to Mysore, via Bangalore, second one from Sri Rangapattana to Bellary, via Bangalore and Sira and the third one from Bangalore to Harihara, via Tumakur. During the period of Kempegowda II, roads to the various destinations were initiated. After the introduction of postal system by the Raja of Mysore, Chikkadeva Raya, the road network of provincial Mysore was extended to the remote places. Even during the period

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of Hyder Ali and Tippu the roads were improvised and developed for the purpose trade and the transportation of artillery and other trade articles. After 1831, the British made Bangalore as their administrative head quarters and developed the road facilities to all the important and strategic places particularly all the district head quarters in the province.

The basic infrastructural facilities were developed in accordance with the growth and demand of the population in Bangalore. In 1903, Motorcar, made its appearance in Bangalore by the British. After 1910, the People of Bangalore started using horse carts for short distance travel. The hiring charges for the distance of 5 to 6 kms was four anas (25 paise). By 1929, Victoria carts (the cart pulled by more than two horses), cycle rickshaws, manual rickshaws, lorries etc become the part of public transportation system in Bangalore. During the tenure of British, Bangalore-Nilagiri and Mysore-Bangalore roads were developed for the benefit of British administration. By 1940, there were two kinds of transportation system was existing in Bangalore, one is the external transportation system and the other one is internal transportation system. Under the internal transportation system car, auto, cycle rickshaw, manual rickshaw, horse carts were the medium of travel within the city. For external transportation system Trains, private bus service, Government bus service and Air services were used for long distance travel.¹

However, between 1941-44, the demand increased for Bullock carts due to the hike of petrol rates that was the incidental impact due to the II world war. After the war in 1945, the demand for bullock carts gradually decreased and confined only to the agrarian works. During the time of war, busses and

trucks were adopted charcoal engines due to the high petrol cost and non-availability of the fuel. However, after the war situation turned back to normally, motor vehicles were easily available due to the auction sale of the same by the military, which were stocked at the time of war.¹⁰

Prior to the familiarization of Public transport system, the British people of cantonment area started the services of Omni bus. It was shuttling between cantonment to near by villages. Later a few private entrepreneurs realized the demand for public transportation service and ventured into the segment. Among them, Standard Motors provided the service from Bangalore to Sathanooru and back, SLN Motors from Bangalore to Kanakapura and back, Shukhur Motors run from Bangalore-Mysore-Bangalore and as well Shrinivasa Motor Transport co., JMS Motor Services etc. C.M. Garudachar, the pioneer of the City Bus Service initiated the service with eight busses. But, his contenders and some of the Rickshaw owners protested his effort and conducted an agitation in front of the Dewan Mirza Ismail's office in 1932. Even they tried to gut the Bus depot of Garudachar, located at B.P. Wadiya Road, however, he never budged from this and continued his business of transportation.¹¹

Later, SLN Rao, Shanmukha Mudaliar, B.K.Rehaman, Motor Raghavachar followed the suit and started operating the Bus services in certain routes. These buses were operating between Malleshwaram to Chamaraj Pet via Majestic and K.R.Market. The Government of Mysore and Collector of Cantonment fixed the bus pairs on certain routes, i.e.; One Ana (6 paisa) from Shivaji Nagar to KR Market and half an Ana (3 paisa) from Gandhi Bajar to

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Market. The affluent and the officials who opt for privacy exclusively used the horse carts.

On 1st January 1936, Road Transportation Committee came into existence to regulate the Private Motor Vehicles and to collect the tolls. This committee was formed with the officials and non-officio members of the Government. In 1937, the Governing authorities initiated the ‘Road Fund’ to develop and maintain the public roads. The money for the fund raised through a portion of money collected through tax and tolls. By 1956, a separate State Transport Authority came into existence to streamline the transportation system in the state. To ease the administration, regional transport offices were established at every district HQ with the appointment of RTO's in each office. Five regional offices were opened at Bangalore District as Bangalore South, Bangalore North, Bangalore West, Bangalore East and the Bangalore Central.

During 1940, The Bangalore Transportation Company (BTC) was founded with the capital share of 10% from the Government of Mysore and remaining 90% from the public. In 1946, ‘The Mysore Motor Vehicles and Road Traffic (Emergency) Act came into existence to control the public motor vehicles and accidents. According to this law, it was mandatory to insure every vehicle in the province to protect the safety of passengers.\textsuperscript{12}

Shuttling of Auto-rickshaws started their operation in 1950. It too was opposed by the operators of horse-cart and manual rickshaw pullers. However, then the Mayor of Bangalore City Corporation, Mr. Keshava Iyengar supported the cause of auto rickshaw operators and helped to improvise the internal transportation system of Bangalore City. By that time, the Bangalore was

having around 519 Km. of roads in its jurisdiction. Around 20,000 motor vehicles and 50,000 cycles, horse carts, manual rickshaws and cycle rickshaws were moving around in the city. In 1962, the traffic density at town hall area and corporation area was at its peak between 8 Am to 8 Pm and everyday 15,000 motor vehicles and 14,000 cycles were moving in this area.\(^{13}\)

In 1974, the Bangalore City Corporation was having 960 Km of intra road, in 1999 1535 Km of road and in 2002 it was 2679 Km of road in its jurisdiction. In coherent with this there existent an internal ring road, alternative ring road, and 82 Km of outer ring road helping the transit of commuters. In 1971, there were 100,000 motor vehicles in Bangalore. At the end of 2000, it reached to 25 lakhs and now it has crossed more than 33 lakhs. Every day the footprint at Bangalore has crossed more than 70 lakhs. Hence, satellite towns and satellite bus stations were established at Nelamangala, Magadi, Devanahalli, Hosakote, Doddaballapura, Kengeri, Kanakapura and Chennapattana to reduce the pressure of the vehicular and human density, still, the pressure is increasing day by day. Hence, to counter the challenge further more plans are in the execution to facilitate the easy transportation and commutation.\(^{14}\)

The Bangalore Transportation Corporation established on 1940, started its operation with merely 20 buses continued its service in the midst of various setbacks. It was nationalized on 1956 and in 1961; it has become the subsidiary organization of Mysore State Road Transportation Corporation (MSRTC) as Bangalore Transportation Service (BTS). The significant feature of

\(^{13}\) Chandramouli.K., Benagalooriana Notagalu, (Bangalore,2002), Pp.24-26.

the Majestic Bus Station (base station) is unique in Asia because of the location, which is adjacent to the Interstate and Intra state Bus station and the Central Railway station on the other side.15

The Mysore State Road Transportation Corporation was re-nominated as Karnataka State Road Transportation Corporation in 1961. For the effective administrative purpose and to facilitate the passengers the KSRTC was divided into four autonomous corporations as Karnataka State Road Transportation Corporation (KSRTC), Bangalore Metropolitan Transportation Corporation (BMTC), North East Karnataka Transportation Corporation and North West Karnataka Transportation Corporation.

In 1986, the ticketing system of the KSRTC was totally computerized to facilitate the flawless service to the commuters. It has the fleet of 4384 scheduled routes managing with 4720 buses to facilitate twenty-lakh passengers' everyday. KSRTC was first to adopt the e-ticketing system in India. Day by day, the KSRTC is experimenting with user-friendly programs. To facilitate the long distance travelers it has provided a mid route facilitation centers for recess in the long travel. In its fleet, it has different kinds of buses such as:Iravata (Volvo service),Raja Hamsa and Semi-deluxe besides a regular ones.

On August 15th 1997, the BMTC separated from its mother concern KSRTC and started operating independently. It was successfully implemented the organized transportation facilities to the commuters. At present, it has 3762 scheduled routes including of 654 private schedules. It is operating from 25 depots at various places of Bangalore urban and rural. Every day it covers

an average of 8000 Km per day with 56000 round trips to facilitate 30 lakh commuters. Along with this, it is also letting the buses to private and public industries, corporations and educational institutions. Meanwhile special bus service is provided to the government employees, aged and women. It has implemented many more commuter friendly traveling plans, which helps both regular and occasional travelers of Bangalore.\textsuperscript{16}

The vehicular population of Bangalore was 1.8 million in 2003. City transport buses ply on three basic bus route systems that are over laid on each other they are: Traditional, grid and local circuits. Traditional system, the bus system was based on the principle that most people want to go to the centre of the city. There are three major bus stops; Majestic, City Market and Shivaji Nagar. Grid system, with the growth of the city, there is an increasing strain on station-centered approach to the city. In addition, unlike most cities, Bangalore does not grow from its periphery. Therefore, the institution of a grid system is thought to be much more effective. Local circuits is refers to bus systems that make small rounds in densely populated areas in regions that populate the outer ring road.\textsuperscript{17} There are mainlines in Bengaluru that connect the outer city to the three stations that are located in the centre of the city. Although the radius of the area between these three centers is just less than 1 Km. The average radius of the city has been steadily growing. In 1901, the average radius increased to 3.3 Km. By the time the bus transit lines were designed, the average radius of the city was about 7.5 Km. Presuming a phenomial rate of growth and the radius of the city should grow over 15 Km. by 2021. And by 2041 it will be close to 18 Km. As the city grows in size, the ratio of the city radius to the station radius will become so big that Bengaluru would not be distinguishable from a single centered city.\textsuperscript{18}

\textsuperscript{16} KSR\textsubscript{C}, Annual Report-2005-06, (Bangalore, 2006).


\textsuperscript{18} Ibid, Pp.232.
The effect on this on the bus system is that all travel becomes roughly equal to the size of the city. On average, the distance that needs to be covered by an individual, assuming that the both destination and origins are equally spread out throughout the city is equal to radius of the city at that time.\textsuperscript{19} The ratio of the radius of the city to the radius of the bus station center is constantly decreasing and hence this will not be able to support the city in the years to come. The BMTC is currently phasing in a new system that will organize its bus routes on a grid. Here, the city will be divided into 4-5 lines both longitudinally as well as latitudinally. These lines will be connected with a ring road circuit that will go around outer periphery of the city. The effect of this on the grid bus system is that travel time will reduce. However, as the city grows, the average time to travel will go up. In order to address the social effects of the new bus transit system, more efforts need to be made in creating public space along the ring road. As the new system would push the direction of traffic from center of the city to the ring road, Incentive need to be made to ensure that people have reasons to use the public transport system. Transit centers need to be set up around the points of order, townships, and the new circuit systems need to be used in conjunction with the ring road circuits to create sites of focused Government support and development.

Bangalore vehicular traffic has increased manifold with 1.6 million registered vehicles in the city, the second highest for an Indian city, after New Delhi. The maintenance and construction of roads to address the growing traffic in the city has been a challenge to the Bangalore's development Authority and Bangalore Mahanagara Palike. Development of city road infrastructures has revolved around imposing one-way traffic in certain areas, improving traffic flow in junctions, constructing ring roads, bridges, flyovers

and other grade separators. Six high volume junctions were identified for improvements, through a public-private partnership involving corporate sponsors and various State Government agencies, such as the Siddapur road and Hosur road junctions are sponsored by Infosys and the Airport road and International ring road junctions sponsored by TATA's. Flyovers were constructed in the city to ease traffic congestion and new flyovers were planned for the city in future to avoid the traffic irregularities.

In Bangalore city, some of the flyovers and one-ways mitigated the traffic situation moderately; however, the volume of traffic continues to grow at an annual rate of between 7-10%. Roads near Airport road and the residential areas in Koramangala were dug up for renovation, but have remained to be in the same status for years are example of slow growth in extending the facilities.\textsuperscript{20}

The outer ring road was initially constructed to ease truck congestion in the city; however, the growth of suburbs reduced the positive impact of the ring road.\textsuperscript{21} The Bangalore Development Authority is laying additional lanes on many of the major roads around Bangalore. The programs like completion of the peripheral ring road, 108.9 Kms, outer ring roads, connecting the major roads between Electronic city, International Airport, National Highway etc., were delayed for longer duration.

Rapid population growth in Bangalore was brought about by the IT and other associated industries, leading to an increase in the vehicular population.

\textsuperscript{20} Residents Target delay in Flyover, “The Times of India, 2006, Bennet Coleman and Company Ltd., June 5\textsuperscript{th} 2005, Bangalore.

\textsuperscript{21} Perpheral Ring Road work may begin by December, The Hindu-The Hindu Group, June 21, 2005, Bangalore.
to about 1.5 million, with an annual growth rate of 7-10%.\textsuperscript{22} Due to the lack of cooperation by the Government enterprise, some of the Multinational Companies protested the poor infrastructural facilities. The central and state Governments allocated sizable funding from their annual budgets towards the improvements of Bangalore’s infrastructure particularly transport facilities.

**Progress achieved by the BTC after rechristened as Bangalore Metropolitan Road Transportation Corporation From 1997 to 2002**

<table>
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<tr>
<th>Details</th>
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<td>1944</td>
<td>2030</td>
<td>2121</td>
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<td>Km.(Lakhs)</td>
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<td>1063</td>
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<td>City service</td>
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<td>24</td>
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<td>Total scheduled Km. in</td>
<td>975.89</td>
<td>1619.34</td>
<td>1774.37</td>
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<td>lakhs</td>
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<tr>
<td>Total effective Km.(Lakhs)</td>
<td>919.16</td>
<td>1502.32</td>
<td>1689.73</td>
<td>1808.00</td>
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<td>Average effective km. Pd.</td>
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<td>Average Revenue Pd.</td>
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<td>Profit per Km. (In paisa)</td>
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<td>1171.3</td>
<td>1248.8</td>
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<td>% Commuters Density</td>
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<td>69.8</td>
<td>60.8</td>
<td>58.1</td>
<td>67.1</td>
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</table>


\textsuperscript{22} Road yet to Catch-up With City. The Times of India, 2006, Bennet Coleman and Company Ltd., August 13, 2001, Bangalore.
Apart from the Government facilitated modes of transportation, there are other private logistic providers and self-reliant logistic owners too are existing in Bangalore. Auto rickshaw and City taxis are the secondary mode of transportation in Bangalore. In Bangalore there are more than one lakh registered autos in the city. Ten percent of these autos registered out side the Bangalore city region.

For the easy accessibility of the passengers, the Auto Drivers Association in Collaboration with the Railway police started ‘At your Service’ center through which a passenger can safely reach his/her destination without any commotion or threat. The same service extended to Majestic Bus station and other satellite Bus stations along with a few suburban Railway stations and at Bangalore Aerodrome.23 Apart from this auto service, due to increased pressure of traffic and due to the massive increase of software companies in Bangalore, the Radio Taxi service is also implemented and running successfully in the city. Now most of these taxis are lined with GPS technology to track the taxi at the earliest with accuracy.

Due to the easy availability of basic infrastructural facilities at Bangalore, it has become the hub of many more industries like: software technology and educational and technological institutions. Moreover, every day the numbers of these establishments are increasing at a quick pace. In turn, it caused the increase in the density of population and traffic. Most of these establishments are having their own logistic facilities meant for their internal and external members.

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The Statistics of Vehicles existed between 1941 and 1948

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<td>Horse Cart</td>
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<td>Bullock Cart</td>
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<td>1012</td>
<td>968</td>
<td>993</td>
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<td>523</td>
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<td>539</td>
<td>560</td>
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<tr>
<td>Hand Cart</td>
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<td>222</td>
<td>252</td>
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<td>289</td>
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Vehicles Registered On 1949-1950

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<td>908</td>
<td>838</td>
<td>51,968</td>
</tr>
<tr>
<td>1950</td>
<td>819</td>
<td>759</td>
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</tr>
<tr>
<td>% Increased</td>
<td>-10</td>
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Number of Vehicles at Metropolitan cities in India between 1977 and 1983

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<td>536011</td>
<td>592584</td>
<td>668022</td>
</tr>
<tr>
<td>Chennai</td>
<td>69390</td>
<td>88730</td>
<td>120047</td>
<td>141184</td>
<td>128091</td>
</tr>
</tbody>
</table>

*Source: Bangalore District gazetteer.*

Number and specifications of Vehicles at Bangalore on 2000-2001

<table>
<thead>
<tr>
<th>Motor Cycles</th>
<th>Cars</th>
<th>Rental cars</th>
<th>Auto Rickshaw</th>
<th>Omni Bus</th>
<th>Goods Carriers</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,49,281</td>
<td>2,01,869</td>
<td>6,023</td>
<td>60,329</td>
<td>11,936</td>
<td>40,087</td>
<td>41,331</td>
<td>14,10,856</td>
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</tbody>
</table>

*Source: RTO, Bangalore*
The Vehicles Registered at Bangalore as on 31.05.2004

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Description</th>
<th>Central</th>
<th>West</th>
<th>East</th>
<th>North</th>
<th>South</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Motor cycles (50cc)</td>
<td>62091</td>
<td>63161</td>
<td>82247</td>
<td>60720</td>
<td>92287</td>
<td>360506</td>
</tr>
<tr>
<td>2</td>
<td>Motor cycles (75-300cc)</td>
<td>100746</td>
<td>251707</td>
<td>239628</td>
<td>204350</td>
<td>275959</td>
<td>480390</td>
</tr>
<tr>
<td>3</td>
<td>Motor cycles (300+cc)</td>
<td>2153</td>
<td>2452</td>
<td>9056</td>
<td>3502</td>
<td>3006</td>
<td>20169</td>
</tr>
<tr>
<td></td>
<td>Total 2 Wheelers</td>
<td>165690</td>
<td>317320</td>
<td>330926</td>
<td>268772</td>
<td>371251</td>
<td>1453959</td>
</tr>
<tr>
<td>4</td>
<td>Motor Car</td>
<td>52737</td>
<td>42901</td>
<td>66085</td>
<td>57973</td>
<td>60834</td>
<td>280530</td>
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<tr>
<td>5</td>
<td>Jeep</td>
<td>2086</td>
<td>824</td>
<td>2407</td>
<td>1141</td>
<td>1185</td>
<td>7643</td>
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<tr>
<td>6</td>
<td>Auto Rickshaw</td>
<td>6257</td>
<td>21274</td>
<td>16552</td>
<td>11989</td>
<td>20246</td>
<td>76318</td>
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<tr>
<td>7</td>
<td>Motor Cab</td>
<td>1105</td>
<td>2230</td>
<td>2349</td>
<td>2030</td>
<td>2114</td>
<td>9828</td>
</tr>
<tr>
<td>8</td>
<td>Omni Bus</td>
<td>2314</td>
<td>2936</td>
<td>4282</td>
<td>4822</td>
<td>4035</td>
<td>18389</td>
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<tr>
<td>9</td>
<td>State Carriage</td>
<td>9443</td>
<td>398</td>
<td>249</td>
<td>0</td>
<td>0</td>
<td>10090</td>
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<td>10</td>
<td>Private Bus</td>
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<td>465</td>
<td>1787</td>
</tr>
<tr>
<td>11</td>
<td>Goods carriers</td>
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<td>9775</td>
<td>7003</td>
<td>8461</td>
<td>8086</td>
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<td>12</td>
<td>Contract Carriage</td>
<td>85</td>
<td>101</td>
<td>77</td>
<td>0</td>
<td>0</td>
<td>263</td>
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<tr>
<td>13</td>
<td>Maxi Cab</td>
<td>782</td>
<td>2131</td>
<td>1583</td>
<td>1306</td>
<td>2302</td>
<td>8104</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>273459</td>
<td>406919</td>
<td>437169</td>
<td>362286</td>
<td>486351</td>
<td>1981569</td>
</tr>
</tbody>
</table>

Source: RTO Bangalore

Along with the development and elaboration of Road transportation service network the railways and Airways too gained its significant prominence. This has connected the Bangalore to all the important places both National and International acclaim. It helps the Bangalore city to gain its phenomenal significance. Bangalore has become the silicon city of the world, due to the advanced transportation system and the technical skills it acquired.

The first railway service started in India in 1853 through Mumbai-Thaana route. At the same period, efforts were made to bring the Bangalore in the railway map of India. In 1854-56, Sir Mark Cubbon recommended the Railway link between Mysore and Madras through Bnagalore. However, it was
postponed because of the earlier invitation to the Madras Rail Road Company, to lay the track between Madras and Bellary. Hence, the development of Bangalore was postponed for 4 years.\textsuperscript{24}

However, after 4 years of the initial effort, the first train track of 350 Km. was laid between Bangalore-Madras through Jolar Pet on 1859. It was opened to public on August 1864. As a result, the floodgate of developmental avenues opened to Bangalore. Numerous industries, business establishments, Research centers, Institutions made Bangalore as their native nest. In continuation of this, 1\textsuperscript{st} February 1881 Bangalore was connected with Chennapattana. On 1882 with Mysore, on 1884 with Tumakur and Chikkaballapur-Yeshavanthapura train tracks connected with Bangalore. This in turn eased Bangalore to reach out far off places. This has rolls out the red carpet, towards the multi dimensional development of Bangalore.

Bangalore was not far behind to get the Air Transport facilities. Air transport was the vital reason for Bangalore to reach out at Global level. The first air service started on January 1911. By October 1932, regular Air service scheduled from Karachi to Madras, Mumbai, Ahamadabad and Bellary. At the initial stage, the Mysore government had an MOU with Indian Aviation Development Company to obtain the Air service in its province. As a result, the first Air service started from Bangalore to Mumbai on 1937.\textsuperscript{25}

Simultaneously the TATA Company made an agreement with the government to extend the service of Madras-Karachi service via Bangalore. In


addition to this, the Bangalore becomes as a transit station, for the flight service to Tiruchinapally and Colombo. The Charted flight service was introduced at Bangalore to generate more revenue to the Government. Earlier the Europeans of Civil and Military service were the exclusive commuters of these charted flights. Later it was opened to the public commuters who can afford the service. Deccan Airways of Hyderabad Government started its air service from Hyderabad to Bangalore started on 1946. After the Nationalization of Air way service of India in 1953, the Indian Airlines and Air India came into existence to facilitate the Internal and external Air service.

On 24th December 1940, 'Walchand Heerachand Company' established an aircraft manufacturing company at Bangalore, which was a feather to the hat of Bangalore. Moreover, the reputation of Bangalore was reached to its heights. Today the Bangalore is proud of its International Airport established at Devanahalli in 500-Acre campus. Now, the HAL Airport is confined only to the defense activities.

Today along with the Indian Airlines and Air India, the private Indian operators like Sahara Airways, Deccan Airways, Kingfisher and Spice offering their service from Bangalore. In addition to this, International operators like Singapore Airlines, Malaysian Airways, Royal Nepal Airlines, Lufthansa Airlines, Frankfurt Airlines, British Airways, etc are offering their service to various global destinations from Bangalore. It was due to the establishment of Bangalore International Airport (BIA) both National and international flight operators are succeeded to get their pie in the Indian sky.

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26 Ibid, P.240.
27 Deccan Herald, 13 April 2006.
28 The Times of India, 16 September 2008.
Once the Bengalooru pete, a tiny market place, today, astonishingly
grown as a global hub of Knowledge and Information, a hub of Software
technology, a multidimensional Industrial web, Silicon city of India. It so
happened because of the planned implementation of basic infrastructural
facilities, road network, and well coherence of vivid transportation and
communication facilities along with the other subsidiary facilities provided by
the governments of different time, made Bangalore to gain its international
prominence and recognition.

4.2 THE ROLE OF JOURNALISM IN THE DEVELOPMENT OF BANGALORE

Development and the journalism are the undepartable factors of any
civilized society. Journalism or the dissemination of information is the
foundation for any kind of development in a given society. The carving for
information or the knowledge is one of the fundamental needs of a human
being. Without the knowledge or the information, no development will take
place. Hence, it is better to have a brief understanding of the development of
media and journalism prior to the analyzation of its role and contribution in
the growth and development of Bangalore.

The history of Journalism is an often-dramatic chapter of the human
experience. In Renaissance Europe, handwritten newsletters circulated
privately among merchants, passing along information about everything from
wars and economic conditions to social customs and “human intrest features”.
The first printed forerunners of the newspaper appeared in Germany in the
late 1400 AD in the form of news pamphlets or broadsheets, often highly
sensationalized in its content. In the English-speaking world, the earliest
predecessors of the early newspaper were ‘Corantos’, small news pamphlets
produced only when some event worthy of notice occurred. The first successively published title was, ‘The Weekly News’ of 1662. The first true newspaper in English was the London Gazette of 1666. For a generation it was the only officially sanctioned newspaper, through many periodical titles were in print by century end. The first regularly published paper came out twice a week in England, as did the first daily, ‘The Daily Curanto’.

In America, the History of Journalism is inextricably intertwined with the history of the country itself. The first newspaper in the American colonies – Benjamin Harris's ‘Public Occurrences both Foreign and Domestic’ – was published in 1690 but immediately shut down for not having a required license. Interestingly, Harris' newspaper employed an early form of reader's participation. The paper was printed on three sheets of stationary size paper and the fourth page was left blank so that the readers could add their own news, and then passes it on to someone else.

In 1735, Peter Zenger, publisher and editor of the 'Newyork Weekly Journal' was arrested and put on trial for allegedly printing libelous things about British Government. However, his lawyer, Andrew Hamilton, argued that the articles in question could not be libelous because it was based on the fact. Zenger was found not guilty, and the case established the precedent that a statement, even if negative, cannot be libelous if it is true. This landmark case helped to establish the foundation of a free press in the then-fledging nation.

James Augustus Hicky was an ex-employee of 'East India Company' started the first Indian newspaper called 'Bengal Gazette' or 'The Calcutta

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29 Thomas, Isaiah, By History of Printing in America, Prentiss Hall, 1810, Pp.15-16.
General advertiser' published on January 1780. In the same year in which 'Writers Building was completed in Calcutta to serve as the office of the junior civil servants of the East India Company. This is the remarkable beginning of Indian Journalism which became the spirit of Freedom fighters of India. At the later stage, many Indians took it as weapon against the British rulers in India. After realizing the contention of the journalism, the nationalistic movement gained a new dimension to express and to expose the thoughts contingently.\textsuperscript{31} In contrast to the above, the practice of post independence newspapers were of more business oriented; commitment and ethical values stands next to business. The contents of the newspapers became more sensationalized and prejudiced in one or the other way.

The first newspaper of Karnataka published from the Christian missionaries settled in Mangalore. Fr. Herman Fredrick Mogling of Bassel mission published the first Kannada newspaper called 'Mangaloora samachara' on July 1, 1843.\textsuperscript{32} 'Mangaloora samachara' was a secular fortnightly newspaper, exclusively meant for the 'News'. It was the four-page paper priced one ana of good old days. Though it was publishing from Mangalore, its being considered as the only and one newspaper of Mysore province.\textsuperscript{33}

After this, the second newspaper published from Bangalore was 'Mysooru vruttantha Bhodhini' on June 1859 under the patronage of Mummadi Krishna Raja wodeyar, who donated Rs. three thousand as an initial capital. It

\textsuperscript{31} Arjun Dev, Journalism, Bengalooru Darshana, Vol.1 (Bangalore, 1990), Pp.664-670.
\textsuperscript{33} Dr. Nadig and Krishnamurthy. "Journalism in India" (SC Publication, 1972), Pp.52-53.
was bi-lingual paper publishing both Kannada and English language news. In those days, Bangalore was the administrative capital of Princely state of Mysore though the Mysore was the official capital city. To follow the suit, most of the newspapers of the province were published from Bangalore. Among them, a few are the dailies and the remaining are the periodicals. The paper ‘Mysooru vruttantha Bhodhini’ was published and edited by Bhashyam Tirumalacharya and Bhashyam Srinivasacharya suspended its publication on 1864. Later the duo independently started a fortnightly called 'Karnataka Prakashika' in 1865. In 1873, it was transformed as weekly, on October 24th 1898, it ceased the publication.34

In 1862, a monthly called 'Arunodhaya', Fr. Rev. Benjamin Holt Raise was the founder, publisher and editor of this religious monthly. The Magazine was contained with various types of English articles such as General knowledge, Science, religious and gospel kinds. It suspended the publication on 1869 and once again, it restarted in 1886 and continued for a while. At the same time ie; in 1866 April 7th, a government publication called 'Mysore Gazette' had been initiated which contains the articles for the common publics. Since 1868, it was officially declared as authourized document of government proceedings.35

The period 1843 to 1881 is considered as the 1st phase of Kannada journalism. In this phase in any given year, only one or three to four journals were sustained. The circulations of these journals were only 100 to 500 and

due the dearth of modern printing press and news agencies the number of pages of each journals were not more than 4 to 6 pages. Meanwhile, in those days only a few freelance writers were available. Hence, it was inevitable for the editor to carry out each and every job of publishing work. The first generation of journalists were not commercial minded. They were highly objective oriented and considered the profession as job of sanctity, and they committed for it.36

The period of pre-Independence was the infant stage of Kannada journalism and a period of experimentalism too. Simultaneously the dearth of printing press, newsprint and several regulatory and gagging measures imposed by the British Government against the journalists and journalism made it difficult for the development of journalism. However, the valiant journalists of the day faced all the hard ship to bring out the content, which were new to the common public. Their ultimate intension was to publish the scientific and industrial news, along with the complete information about the outer world, to the natives in their own lingual. They also nourish the aims, objectives, ethical values for the profession.

After 1881, the sphere of Kannada literature was abundently rich due to the massive exposure to the literature and the bustling literary activies in Kannad literature foray. These developments instigated the development of liberal, independent and positive thinking. The second phase of Kannada journalism initiated through the publication of ‘Hitha Bhodhini’, a monthly literary magazine in 1882. This magazine was the first to facilitate a new dimension to the development of modern Journalism in Bangalore. However,

at the initial stage of this publication Mr.M.B. Srinivas Aiyangar and Mr. M.S.Puttanna were the editors. Then, Mr. M.Venkatakrishnaiah had took over the editorship of this magazine. His ideological persuasiveness and courageous attitude made this magazine to survive for more than 12 years. It set a precedent to others to follow the suit.\textsuperscript{37} The Contribution of M. Venkata Krishnaiah, renowned as ‘Tataiah’ of Kannada journalism; towards the development of Journalism in Bangalore is immense.

‘Savigannada’, a daily incepted on 1899, publishing in three languages, ie; in Kannada, Hindi and English under the battonship of Mr. Bharathi Sampangi Ramaiah sustained its publication upto 1915 and in 1894, Mr. B. Srinivasa Ayengar had started ‘Deshabhimani’ a daily. Because of its bravado and candor, it gained the wrath of the government. In 1908, the Government imposed the stringent laws to control the press. However, another weekly ‘Kannada Nadegannadi’ edited by disciples of Tataiah, Mr. M. Gopala Ayengar and M. Srinivas Ayengar followed the precedent. It made the Government to deport them out of the state. To protest this atrocity on the press Tirumale Tatacharya Sharma, Editor of Vishwa Karnataka, declared that he would not write the editorial until upto the deported were back.\textsuperscript{38}

In 19th century, numerous journals and periodicals started from Bangalore. Among them the ‘Kodagu chandrike’ (1883-85), a weekly of Mysore Ranga Rao, Vruttantha Patrike’ (1887-1890), a weekly of Henry Hauge, the ‘Hindu Mathabhimani’ a weekly of Venkatakrishna Saraswathi, ‘Kavyakalpa


Dhurma' (1897), 'Vidhyadayini' and 'Vidyandini' all the three were monthly by K. Srinivasa Ayengar. These were the few to quote. In the second half the 19th century, several publications started but a few were sustained. The journals initiated with the objective of spreading religious philosophies, later widened its sphere including the literature, politics, social developments, progressive ideology and such other issues relevant to the time. 

In the first half of the 20th century, each and every kind and genre of journals and periodicals were publishing from Bangalore. These publications were, as daily, weekly, fortnightly, monthly, quarterly, half-yearly etc. These journals focused mainly on the issues such as political, literature, religious, satirical etc. However, some of the journals stalled their publications within the short duration due to various reasons. The journals 'Thayi Nadu', vishwa Karnataka', 'Janavani' and 'Pouravani' sustained for a reasonable time and done their best to serve the society. Among these, 'Thayi Nadu', a daily started in 1927, by a veteran journalist P.R. Ramaiah, created a niche of its own because of its immense service to the people. Initially it was publishing from Mysore, later, in 1929 the newspaper started publishing from Bangalore and converted as a weekly newspaper. Until 1967 it was the best weekly of the state. 

In 1937, B.N. Gupta started a Bangalore edition of 'Janavani' a daily which was publishing from Madras incepted on 1933. Mr. K.C. Reddy was the first editor of this daily later he was succeeded by Mr. B. Puttaswamaiah and

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continued until 1987. In the process, this daily had earned the popularity and metamorphasized into a weekly, a daily, and an eveninger.

Theetha Sharma had started a weekly, ‘Vishwa Karnataka’ from Bangalore on August 2, 1925. It was the initial phase of political awareness of among the common public. The unrest among Brahmins and non-Brahmins had just begun. In the midst of this environment, Theetha Sharma raised his voice against the unwarranted attitudes and rules brought to suppress the demands of the publics. He wrote about the Nationalism, Freedom movement, unification of Karnataka, Education through mother tongue, rejuvenation of Villages, Life of Gandhi and his preaching etc had earned accolades from the readers and its credibility too gone up. In 1924, Teetha Sharma met Gandhi at Belgaum and requested Gandhi to grace a message for the weekly. Gandhi had given him an oral message “Courage and character” and Mr. Theetha Sharma carried it as mantle through out his life.

When Mr. Mirza Ismail assumed the chair of Dewan in 1926, everyone anticipated a fair growth and development of the people and the province. Soon it turned out to be a shame and hypocrisy because of the stringent measures imposed by the Government to hushup the communal scuffles at ‘Binny Mill’ and ‘Sultanpet’. As retaliation, Theetha Sharma condemned the action initiated by the Government. The sturdy editorials of Vishwa Karnataka against the Government made to stall the publication for a short period (01.08.1928-20.08.1928) and sent a circuler to all the Govt. institutions and schools to unsubscribe the weekly, and stopped all the Govt. advertisements.  

'Poura Vani' Started as weekly in 1941, converted as daily under the editorship of Mr. K.S.N. Shastri. It too imprinted a niche of its own through its un-trepidated editorials, un-apprehensive criticism and thought provocative articles. Then there were no signs of inception of a responsible government though the Country got its independence. The princely Government warned Mr. H.S.Doreswamy, then the editor of Poura Vani, who published the article of Theetha Sharma and issued an order to publish the contents approved by the authority. But, the Poura Vani refused to comply the order and clogged its publication from Bangalore. Instead, it published from Hindupura for further 34 days. Due to the curfew in Bangalore, it was tough to circulate the paper in early hours. Hence, the responsibility of distributing the paper had taken by Mr, Sheshagiri, a teacher at Sevamandir, who used to collect the paper from Hindupura at 6'O clock in the evening and reaching Bangalore by bicycle at 11 Pm. This is how the pioneer newspapers were struggled to incept the responsible Government in Princely Mysore.

At the end of 20th century, versatile personalities nourished the vernacular press in Karnataka and set a precedent of moral and ethical values for the profession. Mr. D.V.G. was one among them. He started his profession as a journalist to a weekly 'Sooryodaya Prakashika' publishing from Contonment under the editorship of Navrathna Ananth Rao. Later, he worked for a bi-weekly 'Evening Mail', publishing from Coxtown. He also written articles for a weekly called 'Nadegannadi' and a bi-weekly 'Mysore standard' and 'Suryodhaya'. After the clog of Suryodhaya, he joined 'Bharathi' in 1908.

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In the same year, the Mysore Government imposed the ‘Press Regulation Act of 1908, he along with Mr. M. Srinivasa Ayengar, published a compiled edition of articles titled ‘Press gag in Mysore’, from Madras. After this venture, he started writing for ‘The Hindu’ and ‘The Patriot’. In 1909, he was co-editor of ‘Mysore Times’ and editor of ‘Sumathi’. In 1912 started a bi-weekly under his ownership called ‘The Karnataka’. Through this Newspaper, he propagated and brought to the notice of Britishers about the exigency of incepting the ‘Responsible Governments’ at local provinces. Through his writings, he motivated the common publics regarding ‘Nationalism and self reliance’. In 1920 started an English monthly ‘The Indian Review of Reviews’, which sustained for a year. Later he becomes the editor for a journal ‘Public affairs’ publishing from Gokal Institute of Public Affairs from Basavanagudi.

It is significant to note that, the women folk of pre independence period in Bangalore too served and contributed their best to the vernacular Journalism and the development Bangalore. Among these Mrs. R. Kalyanamma, Mrs. M.R. Laxmamma and Mrs. Kaveri bai are the few to quote. Mrs. R. Kalyanamma, a social activist, started a society called Shri Sharadha Samaja in 1914 at Chamaraja Pete. The sole objective of this organization was to cater the various avenues for the upliftment and empowerment of the women folk of the area. She started the educational coaching, training in handicrafts skills and the training in small-scale cottage industries. Simultaneously she used to write articles on social issues, role of women in freedom movement, and other feministic issues in ‘Okkaligara Patrike’, ‘Kranthi Veera’, ‘Sadhvi’ etc. In 1921, she started a monthly magazine known as ‘Saraswathi’ in which the veteran personalities like DVG, G.P. Rajarathnam, Dramatist T. Puttaswamaiah, Chi. Sadhashivaiah, and B.S. Panduranga Rao
used to write on different issues. A section of the magazine meant for the
cchildren named as 'Makkala Bavuta'. This magazine was facilitating to enhance
the zest of knowledge and creativity among women and children. Moreover, it
was the first women magazine in the province.46 Along with this in 1930, one
more magazine was started as monthly by name 'Chithra' and in 1950 a
weekly titled as 'Sodhari' started by Mrs. M.R. Laxmamma and Mrs. Kaveri bai’s
'Shakthi', a monthly magazine facilitating the literary zest of the women folk.

The role of periodicals in the development of language and literature of
Bangalore is remarkable to note. Periodicals of every kind, accelerated the
growth of language, literature, and the writers. Meanwhile the contents of
Paper enhanced the knowledge base of the readers. In the pre independence
period, there were umpteen numbers of periodicals publishing from
(1931) a weekly of B.N. Gupta, 'Jeevana' (1940) a monthly of 'Masti' were the
few to quote. Prior to this, 'Karnataka Sangha' of Central College started
publishing a quarterly literary magazine 'Prabhuddha Karnataka' on 1918.46

In addition to this, the 'Okkaligara Patrike' a monthly started its
publication on March 15, 1907 from Arale Pete area under the editorship of
B.K. Shamanna. In its earlier stage, it was struggling to exhale, even though it
was very sturdy in its approach but strong enough to sustain. Later in 1927
under the editorship of H.K. Veeranna Gowda 'Okkaligara Patrike' got a face-
lift along with the varieties of content and the critical approach made this

45 Suryanath U. Kamath, “Social Reform Movement: Emancipation of Women in
Karnataka”, The Quarterly Journal of Mythic Society, Vol.LXXV(2), April-June,
paper as fireball. This paper covered various issues starting from agriculture, co-operative movement, industry and industrial development, politics, sports etc.  

The pre-independent Bangalore was the cradle of vivacious journalism activities, which paid its magnificent share to the growth and development of Bangalore. The journalism at Bangalore had played its ‘watchdog’ role efficiently. It contributed a lion share to the development of religious, political, economical, industrial, cultural and literary development at its zenith. Concurrently it staunchly supported the causes of three phases of Nationalism; Strengthening the consciousness of Nationalism among common public (1881-1947), Fight against the Press regulations (1908-1947), and to establish the Responsible Government at various princely provinces of Greater India (1937-1947). Hence, the role of pre-independent journalism in Bangalore had created its own niche in the overall development of Bangalore and still it carries its mantle with the same commitment with consistency.

After Independence, journalism had assumed the status in Bangalore, The Printers (Mysore) Ltd., founded by K.N. Guruswamy, was the pioneer to start English daily titled as ‘The Deccan Herald’. Later, on October, 15th 1948, “Prajavani”, a Kannada daily and sister concern of the Printers (Mysore) Ltd., followed it. The first editor of these dailies was B. Puttaswamaiah. Since the day of its inception, it had the practice of adopting the updated technicalities and professionalism made it to survive till the date and witnessed four generations of journalists.

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“Prajavani was the first newspaper which exclusively reserved a page for sports. In addition, to this it was also the first newspaper to start the Daily special editions on vibrant subjects like Art, Agriculture, Industry and Business, Cinema, Education and Employment. In 1973, the circulation of the paper crossed one lakh and in 1998, it crossed the circulation of 3.5 lakhs. Moreover, even today the circulation of this paper is moving upwards.49

In competition with 'Prajavani', The Madhurai Printers and Publishers (The Indian Express group) started 'Kannada Prabha' on 4th November 1967. The first editor of this paper was Mr. N.S. Seetharama Shastry. Apart from the regular news, it contained the serialized novels, cross words, and brainteasers to amuse the readers. It was the first newspaper to broughtout the weekly special editions on Cinema and Business. This newspaper was popularized because of the special editions such as, "Chitraperabha" (Cinema) of Friday, "Spatahika Puravani" (Sunday special edition), "Pustaka loka" and "Vidhyarthi Margadarshi ankana" (Book reviewing and student guidance edition) of Tuesday. Now it had introduced the daily special editions on Sports (Krida Prabha), Women (Mahila Prabha), Astrology (Jyothishya Parabha), Religion (Dharma Jyothi) Etc. During the period of Khadri Shamanna, 'Kannada Prabha' reached its peak due to the investigative reports and the editorials, which were strong and contentious. The editorials of his time were appearing on the front page in some important occasions. Even today, it is a popular pan Karnataka Newspaper.50

In post Independent era i.e.; in 1948 the first English daily ‘Deccan Herald’ under the editorship of Pothe Joseph, had been started at Bangalore by ‘the Printers (Mysore) ltd. Later, ‘The Indian Express’ by the Madhurai Printers and Publishers, ‘The Hindu’, ‘Times of India’ etc were followed it. The ‘Bangalore Herald’, was publishing from Bangalore, under the editorship of Mr. James. Apart from these newspapers, ‘Asian Age’ ‘Vijay Times’, are the recent publications appeared in Bangalore. ‘City Tab’ a weekly gained its popularity due to the relevancy and contention in its articles and reports though it sustained for a short stint.\(^{31}\) All these publications contributed their vital share to the development of Bangalore and for the present status of Bangalore at Global level.

4.3 IMPACT OF COMMERCE AND BANKING ON ECONOMIC PROGRESS OF BANGALORE

The mechanism of trade and commerce is to supply the agricultural, non-agricultural and industrial products to the end-users at far off places; meanwhile it creates additional demands for the goods and services. It is also important to note that, to achieve these targeted prospects, the skilled trading community is the vital part of this economic process. Hence, the trade and commerce is the elixir of any civilized society, which yearn for cultural and economic development, without which, no society will achieve the complete economic self-sustainability. Moreover, the concept of self-sustainability is always an uncompleted target. Hence, the trade and commerce are the base chain links to keep this process alive.\(^{32}\) It is in this perspective; the economic


texture of ancient societies had a unique and tenacious feature depending upon the geographical environment of a particular society. In this purview, while observing the geographic environment of Princely State of Mysore was lagging behind with organized and logistic road network for inland trading and the dearth of waterways for outland trade. It is in this reason only a few inland provinces had the opportunity to achieve the development in trade and commerce. Among these Bangalore was one of the places, which exhale to attain the title as one of the prosperous trading center.53

While examining early times, as per the stone edicts of ancient Karnataka, it was elaborately quoted about the professional traders, skilled professionals of different trade, trading communities, their organizations of different kinds, and their socio-political status, their socio-religious and political contributions. The Roman coins recovered at HAL and Yeshawanthpur sites endorse the above statements. Meanwhile the edicts found at various places of Bangalore too support the argument. Evidences also depict that, the Bengalooru of the ancient time, i.e. in the 1st century AD it had the trade relationship with intercontinental countries. Mainly, it was exporting the commodities like Cotton, cotton thread, Sandalwood and its bi-products, wild life commodities such as Ivory, Honey, leather, silk, spices and medicinal plants etc to Arab Countries.

During the period of Gangas followed by Chola dynasty, the province was bustling with the trading activities by local trading communities. The copperplate edicts of Kalyani Chalukyas, dated 1105 AD and the stone edict of

1628 AD, recovered from the temple of Ranganatha swamy, depicts the details about the trade practices of different trading communities and the details about the overseas trading. Further, it explains about the trading organizations of different kind and their dealing with overseas trading along with monitoring the self-welfare. Meanwhile, the generous contributions of these trading organizations towards the construction, preservation and maintenance of Water tanks, public wells, water channels, almshouse and temples. It is also evident in the edict belongs to 1200 AD excavated at Harogadde of Anekallu Taluk, which quoted about a trade organization of the time called 'Aihole-500 Guild of Traders. Further, it explains that, this is the sole organization, which was having the complete control over the Indian trading and commerce along with management of overseas trading. The members of this organization are known as 'Veera Bananju' and the chief of the organization known as 'Pattana Swamy'.

As per the edict of 1275 AD, found at Chikkajala of Bangalore North taluk quotes about 'Pattanaswamy'. Begur edict of Ganga Dynasty states that 'Nageshwara temple was built at Begur and most of the disciples of the temple were all traders. It had depicted about Anekallu, Bagalooru, and Bangalore. The edict of 1382 belongs to the Vijayanagara dynasty found at Belur of Hassan district depicted about 26 trading centers including Bangalore and given a detailed account of the goods sold at these centers.

Development of Bangalore during Pre-colonial and colonial period

However, the Bangalore was a trading centre during the period of Gangas and Cholas it accomplished its significance and developed as an important trading center during the period of Kempe Gowda after he constructed a fort at Bangalore. He created separate dwelling blocks for the different kinds of traders and artisans. In addition to this, he nourished their professional skills by facilitating all kinds of support to them. Later during the period of Chikka Deva Raja Wodeyar (1672-1704) of Mysore supported the trade and commercial activities by providing the specific marketing yard. He invited the skilled weavers from the neighboring states and extended the complete support to them to continue their business more eloquently to enhance the market for weaved yarns.57

In 1758, the city was conferred as jahgir to Hyder Ali. During his tenure and in the tenure of his son Tipu Sultan (1782-1799) Bangalore grown as an important business center of South India. Tipu shunted all his business relationship with British and incepted a separate department for trade and commerce under his government and handed over the responsibility of monitoring, managing and developing of Internal and overseas trade and business of the state. To manage the affairs of the department he appointed a committee consisting of the representatives of the different trading and professional communities. He provided the complete authority to the merchant committee to mange the affairs of the department independently. Instituted the market yards at various important towns in the province and

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introduced the system of retail selling of goods. These yards used to collect the deposits and levies from public and paying the taxes to the Government.  

Further, to encourage the overseas trade, Tipu opened shopping malls at Mundhra and Mandavi of Gujarath, Karachi of Sindh (Pakistan of olden days, Jedda and Basra of East Asia. He sent ambassadors to France, Persia (Iran of today), Constantinople to establish trading relationship with these countries. He declared certain commodities like Tobacco, Iron, Pepper, Silk, Cardamom, and Sandalwood as regulated commodities of Government and prevented the public trading of these commodities.

Tipu Sultan had given the more prominence to silk farming and trading. He made Bangalore as a prominent trading center for silk and to support business he established 21 Sericulture development centers in the province and fifty percent of these centers were established in and around of Bangalore. In 1785, he established 30 outlets for silk trading, among these, two largest outlets were in Bangalore. Francis Buchanan, who visited Bangalore in 1800 stated in his travelogues about the marketing structure, the bustling business activities at the trade centers etc. In addition to this, he had given a brief account of various trades at Bangalore and stated that the neighboring towns such as Agara, Halasooru, Hesaraghatta, Varthuru, and Kengeri as largest wholesale trading centers of Silk.

After Tipu’s rule, the Bangalore was come under the rule of Mummadi Krishna Raja Wodeyar of Mysore. But, due to Nagara uprising of 1830-31, the

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British took over the administration and they developed and enhanced the Road and Railway network in the State. In addition to this, they made Bangalore as their administrative headquarters, these modifications eased the Bangalore to grow as a Majestic trade center.

In 1799, after Tipu’s demise and the political turmoil in the Mysore Province, the British took over the Bangalore into their custody. The residency office was shifted to Bangalore. In 1807, the Cantonment area was taken on lease from the Wodeyars of Mysore to rehabilitate their Military base in 1809. Meanwhile the British facilitated native traders to conduct the business at cantonment area along with the British traders. Most of the European goods and materials were available at the Cantonment area on those days.60

In 1839, the Mysore Government approved to start the Agriculture and Horticulture association to encourage and to educate the farmers. The government extended all kinds of support to the farmers to cultivate the quality vegetables, fruits and flowers. The surpluses of these agricultural and horticultural products were exporting to England in those days. Hence, it is understood that, the export business of floriculture was flourished long ago in Bangalore.61

In 1995, The International floriculture Chamber of commerce accredited Bangalore as the apt export center for flowers of international repute. Today 90% of the flowers exporting from Bangalore are the rose of

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different kinds. These flowers are more in demand at Holland, Amsterdam, Germany, Italy, England, Australia, Japan and the Middle East countries.

In 1996, the Association of South India Floriculturists in co-ordination with Karnataka Agro-Industrial Corporation established a flower auction center at Hebbal. The auction center is freely providing the cold storages to the floriculturists’ to store their product. Along with this, a cold storage of 250 tons is facilitated at Bangalore Airport.

The floriculture is spread around 1938 hectares of land at Bangalore and its surrounding areas and producing 23,327 metric tons of flowers of different kinds. The floriculture industry is generating the revenue of an average of Rs.100 crores per annum. In 1996-97, the revenue was 4.30 lakhs, but in, 1999-2000 it increased to 4 crores. Even today, the floriculture of Bangalore is flourishing beyond the limits.  

The ‘Cotton Boom’ in the Nation in 1860’s to 1870’s, Spur the Cotton Industry to burgeon. During this period, numerous cotton mills, textile Industries, yarning units and other auxiliary units were started across India. Bangalore too followed the suit. Cotton and textile industries and other ancillary units were started at Bangalore, Mysore, Davanagere and at Doddaballapura. In continuation of this, the Sericulture had taken its root and adopted the new technology, new methods of rearing and weaving of Silk. The Department of Geology kept itself busy by mapping the mining areas. In 1879-80, the toll tax was brought into practice to provide basic infrastructural facilities to the public.  

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Due to the extended road and rail network by the British paved the way for new business avenues. In 1886, The Kolar Gold Fields was leased out to the British. In 1894-95, the extracted Gold ore from KGF was worth of Rs.1.5 Crores. During the period of Sir M. Vishweshvaraiah (1912-1918) and Sir Mirza Ismail (1926-1941) the overall development of Mysore Province reached its heights. In fact the visionary, Nalvadi Krishna Raja Wodeyar (1884-1940) laid the foundation for all these development projects.

In 1916, the Mysore Chamber of Commerce was established to encourage, educate and to promote the entrepreneurs of Mysore province. The Royal Government of Mysore supported all kinds of developmental activities. It encouraged business development and study tours. In 1916, six entrepreneurs of province were selected and sent to Japan to study the methods of Paddy cultivation and its preservation. However, prior to this, the Bangalore Traders Association was formed at Bangalore in 1899 with the same agenda to protect and to nourish the entrepreneurs in Bangalore. Formerly its office was at South Parade of Cantonment, (M.G. Road). It was officially registered on 1903. The initial membership fee was Rs.5 and monthly contribution fee as Re.1.

During the period of Sir M. Vishveswaraiah, Krishna Raja Sagara Dam was constructed and made the dried out Mandya as fertile land. Government soaps and detergents industry, Bhadravathi Steel and Iron industry, Government Sandal oil industry, Mysore Paper Mill, Leather Tanning Industry of Bangalore, etc., were planned and executed by Sir M. Vishveswaraiah.

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65 Ibid., Pp.365-368.
Bhadhravthi Cement Factory, Ceramic Factory at Bangalore, Match Industry at Shimogga, etc were established during the tenure of Sir Mirza Ismail. The illustrious Brundhavana garden of KRS was designed and executed at his time. He had taken effective measures to beautify the Bangalore and other vintage cities of the province along with the establishment of numerous industries. In 1929, the Government had appointed a Commissioner of Commerce at London to develop new marketing avenues for the products of the state.\textsuperscript{66}

In 1934-35, The Sandal oil, worth of Crores was exported to England, Japan and Australia. In the same year the Tobacco Manufacturers India, company of Bangalore sold the cigars worth of 1.5 Crores to Mumbai, Delhi and Kolkatta. In 1940, a cattle show was conducted at Sampangi Tank bund area to encourage the Dairy farming.

Earlier, political stability was back to place due to the establishment of stable government. During this period the activities of trade and commerce in the state were accelerated, particularly the Bangalore got benefit and becomes the major hub of trade and commerce. During the tenure of commissioners, the flaws and problems of the trade practices were eradicated effectively. In addition, the establishment of rail routes caused the expansion of trade and commerce at Bangalore.\textsuperscript{67} Between 1862 to 1893 Roads and Train links to the strategic places of intra state and other important neighboring states such as Mumbai, Andhra, Tamilnadu regions opened the new avenues for the trade and commercial activities of Bangalore.


In 1881, the Mysore province had 58 miles of rail track, while rendition of Mysore Province to the Wodeyars by the British. By 1884, it was stretched to 140 miles and connected to the prominent cities of the state. In the beginning of 20th century, the Mysore province was having 400 miles of Railway track and 5,300 miles of Highway Road. The summit of trade and commerce held at Mysore on 1911 and inception of State Bank of Mysore on 1916 facilitated the financial assistance to the industries, trade and commercial activities. It caused the improvised financial status of province. The movement of industrialization in Karnataka had grown as a mighty industrial power after 1956. Later, the effective implementation of Five Year plans was the elixir to the growth of industries and commerce in Karnataka, which made Bangalore as a place of Global importance.

Due to the foresight of the government and the committed motive of the administrators made the brisk transformation of Industrialization, massive changeovers in the technological front, enhancement professional skills caused the massive progress in import and export business. Because of all these developments, Bangalore has become not only the capital city of Karnataka but also the capital city of business and commerce in India. Meanwhile in the global map Bangalore has considered as Silicon city of India. In 2002-2003, the registered business firms of Karnataka made the business of Rs.1,25,000 crores. Out of this, the share of the Bangalore firms was Rs.95,000 crores. The quantum of business in 2002-2003 is three folds higher than the quantum of business made in 10 years back. For example in 1999-2000 it was 5,305.47 Crores and in 2000-2001 6,279.93 Crores. The difference of annual

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growth is 10.27% and 18.37%. Hence, the transactional share of Bangalore was 65% of in comparison with total Karnataka. This indicates the significance of Bangalore.69

Agriculture and Industries are the prime productive resources to form a strong economic mechanism of a Nation. To subsidize these factors, the financial institutions like Banks, Agricultural co-operative societies and Marketing network should function coherently. These factors are the prime accelerators of any developmental process. Hence, organized Banking sectors and financial institutions are the prime factors for the economic development of a Nation. Based on these factors the trading, commerce and marketing activities will be enhanced to generate more revenue, which will influence the socio-economic status of a Nation. In the recent years, the Banking sectors adopted a new and innovative mechanism in accordance with the altering socio-economic and political status of a Nation and extending their services to the remote places.70

**Banking in Bangalore**

The History of Modern Banking in India is on par with the inception of Presidency Banks opened at British Presidency states like Kolkotta (1806), Mumbai (1840) and Chennai (1843). The Banking History of Karnataka has a long tradition of 140 years. In 1863, to develop the Cotton business at Dharawad, Presidency Bank started a branch at Dharawad. Later it is being considered as the first commercial Bank of organized sector.

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Confined to Bangalore, the modern Banking system was started as share capital institutions in 1868. These institutions were formed in accordance with the Company Law. The core business of these joint venture institutions was limited to the Banking Insurance and such other soft finance business. Until up to the enforcement of Banking Company Law in 1949, there was no schism between Banking and non-Banking activities. The Banking business was developed in the Mysore province during the tenure of commissioners and Dewans. During this period, British administrative system was enforced into Banking, Commerce, and Industry and in all divisions of government sector. Prior to this, the formation of Cantonment in 1809, authorization of Bangalore as administrative HQ in 1831 were the prime factors for the development of organized and unorganized banking sectors in Bangalore. Along with this the strategic geographical location, availability of basic infrastructural facilities and the natural resources etc, facilitated a strong foundation for the Banking system in Bangalore.\textsuperscript{71}

On July 1\textsuperscript{st} 1864, the Madras Presidency Bank started its Branch at Cantonment in Bangalore. Through which the modern Banking system was introduced to Bangalore. Later in 1868, the branch was shifted to the present location of Regional HQ of State Bank of India at St. Mark’s road. The main intention behind the inception of the Branch of Presidency Bank was to manage the financial transactions of British soldiers and assisting the British traders of Bangalore for their export business conducted through the Madras port.\textsuperscript{72}

In the later part, the natives of Bangalore, such as renowned businessmen, distinguished personalities, wealthy people, topnotch officers and retired officials initiated the Banking activities by collecting shares from the public. As a result, various private Banks were incepted at Bangalore. The Bangalore Bank, Mysore Bank, Corporation Banks were the pioneers of Private Banking sector at Bangalore.

At the initial stage (1868), these Banks were started with the capital share of Rs.7 lakhs and Rs.2 lakhs. Further, the number of banks was increased in accordance with the flourishing of business. There were 32 banking companies at Bangalore under different banners during 1868-1889. Among these 5 Banks were operating from Cantonment area. There were certain Banks confined to the financial assistance for only the religious and social cause, for instance a bank known as Kodanda Ramaswamy Loka Manoranjani Company at Krishna Raja Puram was established in 1889.79

Since 1868 to 1876, 24 Banks of different kinds were operating in Bangalore with the minimum capital investment compared to the present day. 1. The Bangalore Bank (1868) IC: Rs.7,00,000/-; 2. Mysore Bank Corporation (1868) IC: Rs.2,00,000/-; 3. Hindu Daiva Shekharan Nidhi (1869) IC: Rs.50,000/-; 4. Karnataka Bank (1869) IC: Rs.1,50,000/-; 5. Hindu Bank (1870) IC: Rs.2,00,000/-; 6. Maharashtra Bank (1871) IC: Rs.50,000/-; 7. Town Bank (1871) IC: Rs.50,000/-; 8. Pete Merchants Bank (1872) IC: Rs.3,00,000/-; 9. Dhanabhivruddhi Bank (1872) IC: Rs.25,000/- 10. Beli Bank (1872) IC: Rs.20,000/- 11. Halasooru Bank (1873) IC: Rs.50,000/-; 12. Commercial Bank (1873) IC: Rs.50,000/-; 13. Kalyanapuri Bank (1873) IC: Rs.1,00,000/-

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14. Murahara Swamy Bank (1874) IC: Rs.20,000/-; 15. Lassoer Janopakara Bank (1874) IC: Rs.20,000/-; 16. United Native Bank (1874) IC: Rs.50,000/-;
17. Lakshmi Vilasa Bank (1875) IC: Rs.50,000/-; 18. Halasooru Hindu Fund (1875) IC: Rs. 20,000/-; 19. Halasooru Hindu Druvya Poshini Sangha (1875) IC: Rs.40,000/-; 20. Cantonment Cavalry Road Savings Bank (1875) IC: Rs.50,000/-;
21. Provincial Bank (1875) IC: Rs.1,00,000/-; 22. Doddapete Rajadhani Bank (1875) IC: Rs.20,000/-; 23. Cantonment General Bank (1875) IC: Rs.50,000/-;
24. Krishna Rajendra Bank (1876) IC: Rs.2,000/.24

Within the span of sixty years, i.e.; during 1890 to 1949, around 12 prominent Banking companies were functioning in Bangalore. Among them the Bangalore Union Bank of 1890, Bank of Mysore(1913), Manikavelu Banking Corporation of 1920, Devanga Bank (1926); later it was merged into Vijaya Bank in 1963, Oriental Bank of 1926, Vyshya Bank in 1930, Shriman Madhva Siddhantha Development Bank of 1930, Kaniyara Bank and Nataraja Bank of 1933, the Century Bank of 1934, Provincial bank of India,1936, Bangalore Commercial Bank and Associated Investment and Loan Syndicate of 1936, Indian Ideal Banking Corporation of 1942, Mysore Standard Bank of 1944 etc., But except the State Bank of Mysore(1913) and the Vyshya Bank (1930) the remaining were closed down for various reasons that was mainly due to unstable financial stability, unhealthy competence, moreover the lack of centralized controlling mechanism. These banks were forced to shut down their operation and even the law of Banking Company Regulation Act of 1949 too caused the breakdown of these Banks.25

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The Mysore Bank was established in 1916 with the prudence and commitment of Dewan Sir M.Vishveshwaraiah. It was the most prominent Bank promulgated from the government. It was the major force behind the development of banking system in Mysore State. This bank was registered in accordance with the Law of Company Registration Act of 1895. At the initial stage, the State government supported this bank through deposit and share capital along with bearing the partial management expenditures. This gratitude of the State government has facilitated a strong foundation to the development of this Bank. At the initial stage the Bank, led by the top-notch administrators like Sir K.P. Puttanna Chetti. He was the first chairperson of this bank was an experienced senior administrator of the government and a retired council member of Mysore Provincial Council. The manager of the Bank was Mr. W.C.Rose, a British banking expert, both these personalities contributed their best to lay the basic infrastructure and certain thumb rules to the Banking business in India. The State Bank of Mysore was executing as a representative of State Bank of India and as a Government Bank until the emergence of the Regional office of Reserve Bank of India, in Bangalore in 1953.

By 1957, the State bank of Mysore was the Biggest Bank of Mysore State. In 1990, it was having 67 branches in Bangalore alone. 54 Branches were operating within the jurisdiction of Bangalore City Corporation. Even today, this is the only bank having more number of branches operating in Bangalore rural and urban district. By 1952, 36 banking branches of 20 Banking companies were operating in Bangalore. Among them Syndicate Bank of

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26 Souvenir of State Bank of Mysore (Bangalore 1980), Pp.4-5.
Manipal, South Canara (1933), Imperial Bank of India (1936); today's State Bank of India, Central Bank of India (1939) and a Foreign origin Bank called England Bank (1951); today's National Grindlay Bank were the prominent Banking companies of those days.\textsuperscript{77}

The impact of Second World War on pre independent India and the peak of freedom struggle disrupted the socio-political and economic status of India. To reconstruct the financial management and to re-organize the resources after the independence, the Government of India nationalized the Reserve Bank of India in 1948. In 1949, the Indian Government enforced an Absolute Banking Act to regulate the Banking transactions. Through this Act the Reserve bank of India has obtained the responsibilities to monitor the Banking activities and financial transactions in India. In 1953 a regional office of the Reserve Bank of India was initiated at Bangalore. From this move, the banking business of the state easily obtained an apt guiding force and a new dimension for the expansion of Banking Business of the State. The responsibility of State Bank of Mysore as state representative to manage and maintain state and central financial transactions were transferred to the regional office of the Reserve bank of India. Later the Reserve Bank of India has become the Bank of Bankers and an authorized Government Bank.

On July 19\textsuperscript{th} 1969, 14 prominent Commercial Banks were Nationalized. In addition to this, in 1980, The Corporation Bank, The Vijaya Bank, Punjab and Sindh Bank, The New Bank of India, Oriental Bank of Commerce, and Andhra Banks were nationalized and the administration of these Banks was taken over by the Government of India. This move of Government has created

\textsuperscript{77} Ananthkrishna, Bharatheeya Banking: Ugama Mattu Vikasa (Bangalore, 2006), pp.316-318.
a mile stone in the history of Banking Business and in history of Economic sector in India. The Economists consider this as an important chapter of banking history.

After the nationalization the banking services were extended to these entire segments of the society and to the preferential sectors of rural and urban India. Through this, the social justice, economic justice is being facilitated to every one of the society. The move of Nationalization and the other policies of the Government brought massive changes in the socio-economic sectors of rural India. In the first phase of Nationalization, the prominent banks of Karnataka, such as the Canara Bank and the Syndicate Bank and in the second phase Vijaya and Corporation Banks were nationalized.

After twenty years of nationalization, the banking branches of urban area were considerably increased. Banking services were expanded and extended to the non-conventional sectors of both urban and rural. From 1968 to 1976, the number of bank branches in Bangalore was increased. In 1968, 105 branches were operating in Bangalore and in 1976, it increased to 328 branches. In 1973, the Bangalore was placed sixth among 50 top cities of banking service, others being Mumbai, Kolkatta, Delhi, Chennai and Ahamadabad.

In 1981, each bank was extending its services to 13,000 population of Bangalore. Later the ratio changed as one is to 9000. According to the Government report of 1986, 498 banking branches were operating in

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Bangalore. In addition to this, it had obtained the fifth place in deposit mobilization among the other prominent cities of India.

By the end of March 2003, there were 61 banks along with 894 branches were operating in Bangalore. In the recent past, the Bangalore has grown as a hub of software and information technology along with other thriving business sectors. Hence, the Multi National Companies made Bangalore as one of their base station. Besides, the business is also creating the niche in the market. Due to these developments, the Multi National Companies Banks too are eager to get the share in the Banking business. To quote a few among them, the Abhudhabi Commercial Bank, Bank of Muscat International, City Bank, Hong Kong and Shanghai Banking Corporation (HSBC), Standard Charted Bank, Industrial Credit and Investment Corporation of India, (ICICI), etc.,

Due to the globalization, economic liberalization, openmarketing trends and the new technological inventions in the last decade made the Banking business as more sophisticated as well as complicated. Hence, it is inevitable for the banks to adopt the convergent skills and tools formed from the conventional business skills along with the updated technological tools. Today the native Banks of Bangalore are facilitating the advanced Banking services to its customers, which their counterparts; the Multi National Companies Banks are providing by inculcating the advanced technical tools.\(^{79}\) The services like ATM, Credit Card, Debit Card, E-Banking and Core Banking services have become familiar among cross section of people. Due to the competition, every Bank has turned in to customer friendly approach. The tremendous growth of trade, commerce and advanced Banking system contributed its considerable share to the present status of Bangalore.

4.4  IMPACT OF COMMUNICATION TOOLS AND THE DEVELOPMENT OF BANGALORE:

In today's world, communication has become an integral part of human life and the society at large. Moreover, a day in and a day out the communication dimensions are vigorously changing with the time. Earlier people used to depend on oral communication and after the invention of script and paper; the postal system came into existence. Each human being was having an address as his/her identity. It is the link to connect with the whole world. A familiar proverb says, "No post is post less". The changing world of today is craving more information at quick phase. The world is heading towards virtual reality. However, to study the history of communication development is the study of the development of a society.⁸⁰

The postal system in Mysore was introduced during the period of Chikka Devaraja Wodeyar in 17th Century and continued even in the period of Hyder and Tipu Sultan. The postal system was having the network of 151 post offices covering the area of 2321 Kms in the state by 1872-1873. In 1885-1886, the numbers of the post offices were increased to 412. The chief of postal department was known as 'Anche Bhakshi' or Chief of Postal Service. Under him the 'Gumasta' or the clerical staffs were working. The Branch office Heads were called as 'Mutsaddhi' and the messengers were called as 'Runners' or carriers of posts. By 1878, 1800 employees were working in the postal service of Mysore Province.⁸¹

During the period of Tipu, the British Postal services were established beyond the boundary of Mysore Province. The postal services of British were extended from Madras to Mumbai through Machalipattinam or through Thiruvananthapuram and also via Sea route to Mumbai. The British Post offices were opened at Bangalore only after the demise of Tipu. The present Genarel Post Office was established in 1800. In 1803, the postal services started from Madras to Mumbai through Bangalore, Dharwad and Pune.

From 1800 to 1889, for about 89 years the Mysore Postal service and the British postal services were simultaneously operating in the Province. The Mysore postal service was having 400 post offices in the province. Moreover, the British postal service having the offices at far off places, such as French Rocks, Srirangapatana, Veerajpet, Madikeri, Hunasur, Mysore, Bangalore, Tumkur, Shimogga and Harihar. There were no postal stamps in the Mysore Postal services. Instead, they used to seal the covers as postal charges paid. Registration facilities and Express postal services were in operation on those days.

By 1873, annually, on an average of 27 lakhs of letters were used to dispatch through these post offices. The help of the School teachers were taken to extend the postal services in the Province. In 1889, the Mysore postal services amalgamated with British postal services. Besides there is one significant factor to note that, the local language Kannada was used in the postal seals.\[82\]

Runners or the carriers were appointed to dispatch the postal materials in the Mysore postal service. The Genarel Post Office established in 1800 for

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the people of Cantonment area. In 1803, 77 phases of postal service routes
were started from Madras to Mumbai through Bangalore, Dharawad and Pune.
In 1855 Mail Carts came into use to carry the postal materials from Madras to
Bangalore, later the services were extended to Bellary. In the same period, the
parcel service too was started between Udakamandala to Bangalore and
Bangalore to Tumkur.

After the extension of Madras – Jolarpet rail route to Bangalore in 1864
the dispatch of postal materials had become easy. Later in 1882 to 1884 the
rail routes between Bangalore-Mysore and Bangalore-Tumakur helped the
postal service to reach the far off places within the short time. In those days,
‘the Southern Marata Railway Company’ managed the Bangalore Railway
service.\textsuperscript{83}

It is being mentioned in the annual auditing report of GPO in 1900,
that, ‘Due to the changes in the railway schedules of Bangalore the dispatch
timings of postal services is being changed from December 1st, 1900. As per
the new schedule, the postal dispatch of 11 am and 2 pm is postponed to
11.30 am and 3.00pm respectively. In 1864, the mail from Madras was
reaching at Bangalore at 7.30 am, daily and in the evening 6.30 pm was the
final hour of collecting the postal materials and dispatching the same at 7.40
pm train to Madras. In 1883, Railway Mail Service center (RMS) was opened at
Cantonment Railway station and a pillar post box was installed at City Railway
station.\textsuperscript{84}

\textsuperscript{83} Shadaksharaiah, “Mysore State Railways and the British 1864-1947”, (Bangalore

In 1915, Air India was being inserted into the Indian postal service. It used to carry the postal materials through a flight called ‘All-up’, which used to carry the postal materials to Madras, Bangalore, Coimbatturu, Cochin, and Thiruvananthapuram. In 1964, the postal materials reached to Bangalore at 6.55 am were dispatched by 9.30 am. This is how the terrestrial motor vehicles, railway services and air services were used for the effective functioning of Postal services in Bangalore. Today the postal department is having more than 50 Mail Motor Service Vehicles to transport the mails within Bangalore and to dispatch the bundles at various pick up points in Bangalore.

Today Bangalore is an important postal center in the postal service of Karnataka. But, in 1890 the Railway Mail Service (RMS) ‘H’ division operating at Dharawad managed the postal transition of Bangalore. In 1906, a mail office at Bangalore was with RMS ‘H’ division of Dharawad. This was recognized as 11-50 SMO and on 21.02.1955 RMS ‘Q’ division was formed. In addition to this, on 15.06.1977 sorting offices of Bangalore was bifurcated and formed a new division called Bangalore Sorting Division. Today all these three divisions are managing the postal transits of Karnataka State.\(^{53}\)

In tracing the history of the Bangalore GPO was started on 1800 as British post office. In 1886 Shoolay post office was started. Bangalore Fort post office on 1890, Agaram, Cleave Land and Chamaraj pet post offices on 1902, Bangalore City post office on 1903, Chikkapet, Neelasandra, Hebbala Campus, Cavalry Road and South Parade road post offices on 1909. In the same year at Bsvanagudi, a branch post office was opened and today, it has become the Head post office. It is one of the indications of the development

ratio of Bangalore. In the audit report of 1903, the Bangalore GPO is being considered as an important GPO in Southern postal range apart from the GPO of Madras.

The Postel Index Number code system was introduced in India on 1872. Prior to the PIN code, these post offices were identified through the ID No.s, allotted to the respective post offices. In 1870, the Bangalore post office was identified as No.10 among the post offices existed under Madras postal range. Later, these post offices were being allotted the ID No.s, when the Numbers of dispatching centers were increased. There were seven divisions in Bangalore on 1948. Bangalore GPO as 1, Bangalore City as 2, Malleshwaram 3, Basavanagudi 4, Fraser Town 5, Hebbala 6, Agaram 7, and these old ID numbers are remained in use though the PIN codes are allotted to each division.86

The numbers of post offices are increased in the city as Bangalore developed. In 2003, there exist 332 post offices in the city among them 147 are the postal dispatching centers. The postal sorting process has become very easy due to the introduction of PIN code numbers. Meanwhile the sorting system has been updated with the help of sorting machines. To allot the PIN code, India is divided into 8 blocks. The Postel Index Number consists of six digits among them the first number indicates the state following two indicates the districts and remaining numbers to indicate the particular post office. For Example, Delhi is No. 1(110001), Bihar No.8 (800001), Karnataka No.5 (560001).

Concerned with employment the Postal Department is second biggest organization apart from the Railways. Today, there are 1500 mail carriers in the city to deliver the postal materials. The city post offices are working from 9am to 5 pm. Some of the important post offices and divisions are working for 24 hours in 3 shifts. Now the ratio of women employees has been increased and serving in the postal department in various capacities. 5000 male employees and 2000 female employees are presently working in the various post offices at Bangalore city. Moreover, it is proud to note that, Post Master General of Karnataka State in 2001 is a senior woman officer from the National Administrative cadre.\textsuperscript{87}

In the rural area the mail carriers are recognized as 'Grameen Dak Sevaks' working on fixed honorarium. In some of the post offices, the postal delivery is once for the day. However, in some offices it is twice per day. In the head office and in GPO there are exclusive postal workers meant for the delivery of registered post and money orders. In addition to this, there are exclusive postal workers for the delivery of speed posts. Moreover, a separate division in the postal department handles the speed post. Separate vehicles are assigned for the transit of these speed posts. Now, the tracking of speed post status has become more customers friendly and one can track the status via internet service by keying-in the PIN number.\textsuperscript{88}

The systematic sorting of the postal materials helps the accurate delivery of the postal materials. For this purpose, there are three sorting stations at Bangalore city. i.e.; The City sorting center, Railway mail service

\textsuperscript{87} The Times of India, November 18, 2010, Pp.6-7.
\textsuperscript{88} Banyawala, Ashok Kumar, “Indian Postal History”, (SCP, New Delhi, 1990), Pp.18-19.
unit and Airmail sorting center. The city sorting center is located at Race course road, which sorts the letters coming to city and dispatches the same to the concerned post offices of the area for delivery. The Railway mail service unit at City Railway station receives the postal materials from rural Karnataka and the mails from inter states, sorting the same to dispatch various destinations through train, state and inter state transportation etc. The Airmail sorting center at Dommalur is looking after the postal materials arriving and dispatching of postal materials to various destinations both domestic and international.89

Apart from this, there is one more sorting center known as packet sorting center, situated at Mysore road is looking after the registered and parcel materials. Now the center has become computer-sorting center. To sort and to conduct the security check of foreign materials a foreign Post office is set up at Museum road where the sorting will go on in the presence of customs officials.

Prior to 1880, it was inevitable to depend upon state treasury for the money transactions. Moreover, the ceiling was fixed to Rs.150 and below. For this transaction, one percent commission had to be beard by the customer. To sort out some of these problems, the Postal department introduced the V.P. service in 1877 and the insurance service in 1878. In 1880, it introduced the Money Order service and Telegraphic Money Order in 1884. Prior to 1884, the customers had to go to the post office personally to collect the Money order. However, after 1884, the door delivery system brought into practice. The Money Order form was in Kannada and contains a precautionary note to the

customers that,’ No customer is supposed to pay any kind of enticement to the deliverer’.\footnote{Inamdhar, Op.cit., No.81, Pp.28-30.}

In 1986, the speed post money order service was introduced. Later in 1994 Money order through satellite service was introduced. Now, 13 post offices in the city, are offering this facility of satellite service. Through this, services can avail without the hassle of documentation. The Department always kept the phase on par with the changing demands of its customers. In continuation of this, in 2001, the Department signed a MOU with an American Company known as ‘Western Union’ for the exchange service of foreign currency. From this, within 10 minutes of time one can exchange the currencies into any of the currency of 190 countries or vice versa. Today this service is available in 72 post offices in the city. Through this service, Crores of rupees are under transaction everyday. Apart from this, the Post office has got one more unique service called Electronic Fund Transfer. It has facilitated the major financial institutions like UTI, HDFC and the other institutions are transferring huge amounts from one city to the other city.\footnote{Ibid, Pp.25-27.}

The postal savings service started in India on 1882 when there was no Banking system was existing. Moreover, today the postal savings bank system is the seventh largest Banking system in India through mobilizing the deposits from the public. In 1882, 4000 post offices and 40,000 depositors were there in India. In 1909, the GPO of Bangalore was having the account of 10,000 depositors. As per the audit report of 2003, the post office was having 8,800 Crore rupees of deposit from its 1,54,000 branches. These deposits were
mobilized through the renowned schemes such as, Postal Certificates, Kisan Vikas Certificates, Monthly Revenue deposits and Recurring Deposit plans.\textsuperscript{92}

The postal banking system is affordable to the small time savers and minimal savers of rural area and menial wage earners of urban area. On the other hand, the commercial Banks are demanding little exuberant money to open a new account with certain rigid conditions, which are not compatible for a layman. Hence, the Post Bank plans are attracting major portion of these segment. Now, one can anticipate more services from the Postal, service department due to the gradual computerization of postal services.

The Postal insurance scheme was introduced in 1884. Earlier, it was confined only to the employees of the postal department and having 20,00,000 policies. In the recent past, this facility was extended to the other Government employees too. In addition to this, it has introduced a new insurance plan for the rural segment called Rural Insurance Plan. The central office of the Postal insurance is situated in the GPO building. The significant factor about this office is that, the computerization of Postal insurance was initiated from this office on 1981. The postal insurance services had become more efficient, after the computerization of the data related to the insurance.\textsuperscript{93}

The cerebral brain of the Postal services in Karnataka is the General Post Office building. This General Post Office was instituted in 1800, as British Postal service office, to facilitate the postal services to the people of Cantonment area. In 1854, it was being recognized as Head Post Office. In Madras Presidency, it was recognized as No.10. Since 1862, the post office of the time was delivering its services from the present place of General Post

\textsuperscript{92} General Post Office Annual Report, 2003, P.4.
Office. Earlier, in this place there was an old gothic building, where the British post office was delivering its services. In 1889, after the amalgamation of the Mysore postal services into British postal service, it has been considered as General Post Office. The construction of the existing building was started on 1981 and completed the construction on 1985. The new building was inaugurated by, the then Prime Minister Mr. Rajiv Gandhi. It is being constructed in the area of 1.25 lakh Sq.ft. at the cost of 1.5 Crore Rupees. The Architectural style of this building is the feast to the eyes. It has become one of the tourist attraction points at Bangalore.\textsuperscript{94}

Upto 1960, the post offices of Bangalore and other places of Southern Karnataka were under the control of Post Master General of Madras Zone. In 1960, Karnataka zone was bifurcated from Madras zone and created another Post Master General post to administer the Karnataka Zone. The Bangalore postal circle is bifurcated into three administrative divisions known as Bangalore South, Bangalore East and Bangalore West. The divisional Postal Superintendent administers each division.

The Bangalore is renowned as Silicon city of India and gained a Global reputation as the hub of Information technology. Thus, the undisrupted telecom services of Bangalore eased to achieve this reputation. As we know that, in 17\textsuperscript{th} century, the Postal services at Mysore were started due to the foresightedness of Chikkadeva Raja Wodeyar of Mysore Province. Prior to the invention of Telephone by Alexander Graham bell in 1876, the Telegraph messenger service was existed in India. Bangalore was also under the footprint of Telegraphic services in India along with Mumbai, Madras and

\textsuperscript{94} Postal History, Op.Cit. No.84, Pp.92-95.
Udakamandalam. In the later stage, the telegraphic network extended to other places too. This telegraphic service had become easy because of the time consumed by the postal delivery. But, the telegraphic service had a few hindrances that, the Mall code was very complicated and message must be precise. Language skill also one of the major set back in the telegraph service. Hence, the Telephone has become handy and all time favorite.  

In 1881, there were only 212 telephones in India. Even in this list the Bangalore never fall back to grab this opportunity. As per the Gazetteer, the first Telephone was used at Bangalore to control the water supply from Hesaraghatta. Later in 1898, temporary telephonic services were provided to control the Plague menace in Mysore State. In addition to this, in 1899, the Telephone service was extended to 50 Government offices. The Bangalore and Mysore was connected through Telephonic service in 1911-1912. The Manual Telephone exchange station was established in Cantonment area. In those days, it was inevitable to Trunk Book for a telephone call.  

The second telephone exchange and the first Automatic telephone exchange of Bangalore, was established in 1930. In those days, the Mysore Power and light Board of Mysore State administered the telephone system of the province. The numbers of telephones were increased to 700 by 1940. In 1948, the manual telephone exchange of cantonment area was having 360 telephone connections out of total output capacity of 400. The services were confined only to the residents of cantonment area. In addition, Automatic telephone exchange at Anand Rao Circle was having 1600 connections out of  

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96 Municipal File No.36 of 867-1912, KSA, Bangalore.
the capacity of 2000. The services of this exchange were facilitated to the civilians of remaining Bangalore. After the formation of State, the Bangalore Telephone service comes under the administration of the ministry of Posts and Telegraphs. Hence, the Mysore circle of P&T came into existence in 1956.\textsuperscript{97}

At the initial stage, the telephone was a luxury facility affordable only by the affluent. Gradually it came down to the reach of common man. Today the numbers of telephone connections have crossed more than 10 lakhs. The Bangalore Telecom District of P&T came into existence on 1964. Later in 1985, the P&T bifurcated and become separate entity. The Telegraph division becomes the Department of Telecom. And in 01\textsuperscript{st} October 2001, it has become a Government Enterprise and rechristened as Bharath Sanchar Nigam Limited (BSNL) and Bangalore Telecom district becomes a unit of BSNL. Today the BSNL Bangalore is extending its services to both rural and urban Bangalore covering an approximate area of 9,000 Kms.\textsuperscript{98}

From the last 120 years, the Bangalore had witnessed the technology from scratch to the most advanced. The auto telephone exchange of the initial stage was worked on the platform of ‘Stronger’ technology. Later the ‘Cross Bar’ technology was adopted. However, both these technologies were having the technical snags. The machines of these technologies were Electromechanical and had the metal dynamic parts. This was creating disturbing noise and heat. Meanwhile more space was required to install this machine. In 1975, there were 7 such machines in auto telephone exchange of Bangalore. In 1988, the number of telephone exchanges was increased to 12. After 1990, the

\textsuperscript{97} Acharya, Vishwanath, Bengaloorinalli Dooravaani, Benglooru Darshana (Bangalore, 2005), Pp.582-583.

\textsuperscript{98} Ibid, Pp.585.
Electronic exchanges were come into operation. Today, there is more than 208 electronic exchanges are under operation in rural and urban areas of Bangalore telecom district.

Earlier the telephone wires were pulled overhead along with the different kinds of poles varied from wooden to metal. Later the connections were made through under ground cables. Now the telephone polls are decreasing considerably. And the Optical fiber cables (OFC's) are replacing the under ground cables which assures the quality of audio and other environmental barriers affecting the electro magnetic signals. It is also compatible for Ultra High Frequency (UHF) and Microwave technology, which eased the high-grade circuit connections.99

Earlier the Telephone numbers were only within three or four digits. Gradually the digits are increased on par with the increased number of phones. Now, the ID numbers of individual phones are increased to 8 digits. In 1949, to get a telephone connection, it was required to pay of Rs. 60 as deposit and Rs. 10 as installation fee with monthly subscription of Rs. 15. A phone call between two telephone exchanges in Bangalore was costing six anas. An incoming call within the exchange was two anas. Interstate calls were costing Rs.16 for three minutes. International call per minute was Rs.50. Hence, it was being considered as a luxury fit for the affluent. Gradually, the demand for telephone has been increased. However, due to the technical reasons the demands were not pacified. Unto 1995, even in the midst of stringent conditions, the waiting list was prolonging. The conditions such as the application fee of Rs.10 along with Rs.3000 for ordinary booking,

Rs.15,000 under OYT and Rs.30,000 under tatkal scheme as deposit. The allotments of new connections were under preferential basis. Due consideration was given to the influence letters and influence calls from MP's, MLA's and members of Telephone advisory committee. However, today, it has become on-demand connection, by paying a meager Rs.500, a new telephone connection can be obtained.100

The Subscribed Trunk Dialing service was introduced in 1965. In the 1st phase Madras and Bangalore was interconnected. Later, the network was gradually extended to the other far off places. Today the STD has changed as Self Trunk Dialing, connected to 17,010 places of India. In 1986, ISD, International Subscriber Dialing was introduced with 11 countries. Today, it is connected to 235 countries of the world.

Telephones introduced in the 1st phase were not having the dialing disk. It was inevitable to obtain the link through the telephone operator at the exchange. It was only after the installation of Automatic exchange center the telephones came out with dialing disk. Earlier, these instruments were imported from America and other countries. BEL, SIMEN and GEC were the brands available in India at exuberant rates. Later, the Indian Telephone Industries, Bangalore started producing the varieties of Telephones.

In the initial stage, accessibility of telephone was confined only to the affluent, trade and business centers and government establishments. The common publics were at the mercy of telephone holders or had to go to the exchange centers to make a call. To pacify this imbalance, the Public Call offices were introduced and installed at P&T offices. Local and STD facilities were provided through these PCO's. In 1949, Coin Box Telephone booths were

100 Ibid., Pp.250-252.
introduced in the main P&T offices. Local calls can be made through these booths by inserting two coins of one anas. Later it was installed at various secured and important places like hospitals, libraries, Government offices and such other government places. When the demand was increased, the more number of coin booths were appeared in the public places along with this petty entrepreneurs and Physically Handicapped and Disables were being encouraged to install these booths on commission basis. Today there are more than one lakh PCO's and 20,000 STD/ISD booths are existing in and around Bangalore.\textsuperscript{93}

Teleprinter was the improvised version of telegraph. Through the teleprinter, a message typed at one place will reach the other end at the same time. Hence, the people found it as an apt alternative for telegraph. It was inevitable to start a teleprinter exchange centers, when the demand was increased for this mode of communication. These exchange centers were recognized as Telex centers. The first Telex center was established in 1964. Even the P&T too installed the teleprinters to receive and send the urgent messages. Earlier the mechanized teleprinters were introduced. Later Electronic teleprinters replaced it. However, due to the consumption of time and cost involved was a costliest affair to deal with this mode. Hence, the people decided that it is not customer friendly.

Fax is the rudimentary abbreviation of Facsimile. Through this by using a telephone line a document of text and picture can be sent across. It is the time saver as well as the sent copy will be accurate as original but without colours. This is only mode of communication survived against e-mail. There

was one more mode of communication called 'Pager'. It facilitated one-way communication, i.e.; equivalent to the mobile SMS. Hence, it was short livened and vanished away from the scene.\footnote{KARNAPEX, Souvenir, 2005 (Bangalore, 2005-06), Pp.76-78.}

Earlier, the payment of bill was received at departmental offices and at nearby post offices. However, the fees of other nature related to the Telecom have to be paid at the department. Soon it was realized that, it is a strenuous job for the far off customers to clear the bill in the department. Hence, the bill collection centers (Grahaka Seva Kendra (GSK)) were opened at various extensions to provide the services at the customers’ doorstep. The first GSK was opened at Rajaji Nagar in 1987. Today the number of GSK’s existing in the city is more than 40. Since 2001, an advanced clearance system was introduced by BSNL called E-clearance System. In this system, it is not necessary for the customers to go to the GSK or to Department to clear the bill. It can be done through account-to-account transfer. Simultaneously, online clearance through internet is also accepted.\footnote{Vishwanath Acharya, Op.cit, 101, (Bangalore, 2005), Pp.589.}

Prior to 1956, the Telephone Department was under the control of Chief Electrical Engineer of Mysore Power and Lights Department. After 1956, it comes under the Divisional Engineer -Telegraphs of Mysore circle of P&T. In 1964, the first District Manager was appointed for the telegraphs division. The District Manager was under the Chief Post Master General of Karnataka. In 1976, the Bangalore Telecom district was upgraded as Major Telecom District and the highest designated officer of the Telecom district was General Manager, after the bifurcation of P&T in 1985, The Bangalore Telecom District
has become the unit of Karnataka Telecom Circle. For the purpose easy administration, the Bangalore District was divided into three divisions as Central, East and West. The chiefs of these divisions called as Area General Manager. For the rural division there is one more Area General Manager-Rural. Under these Managers there are several sub heads like GM-Development, GM-Finance, GM-Administration, GM- Marketing and Installation etc., The present employee strength of Bangalore Telecom District is more than 8,500.\textsuperscript{104}

To utilize the phone one should know the telephone numbers of Individuals, Institutions, Industries and other numbers. Only then, the telephone is useful to establish contacts and enhancement of personal network, which is more important in this competitive world. For that, one should have a ready reckoner to get the number required without much hassles.

However, concerned with the Phone Directory of Bangalore, no such evidences are available pertaining to the first issue. The oldest issue availed was the issue of 1949. In this directory, not only the phone numbers of Bangalore but also the numbers of KGF and Mysore is recorded. Along with this, it contains the complete details of Telephonic services offered from the department and other fingertip information to the customer. The legacy is continued until today. There were no charges to issue the Phone directory to the customers. However to manage the part of the production cost, certain positions of the directory sold for the commercial advertisement. In India, the Directory is publishing not only in English but also in other vernacular languages of India. Karnataka too published its first Kannada directory in

\textsuperscript{104} The Hindu, April 1985, P.6.
1999. Meanwhile, the complete updated directory of Karnataka is publishing through CD every year.\textsuperscript{105}

The evolution of computer created a tsunami in global level. The major impact of this software technology brought massive changes in the communication technology. Through the advent of specially designed software made the 20\textsuperscript{th} century world as a tiny 'Global village'. However, the compute technology was adopted by the Karnataka Telecom district in 1988. Earlier it was meant for the recording of service complaints by the customers and for the general administration of the Department. In 1989, it was extended to store the complete information of Directory, and the registration process of the demands for new connections etc. Now, the Bangalore Telecom District established a dedicated computer network to interact with all the telephone exchanges of the Bangalore telecom district and as well as the telephone exchanges of Karnataka State. Through this, the Telecom network of Karnataka has become more efficient in its quality of services and the administrative transparency. In 1997, the department installed service of Integrated Services Digital Network (ISDN), through which the information can be sent in lightening speed and it helps to conduct the Video-Conferencing.

The convergence of internet and telephonic communication opened a complete situation to the world. It has opened floodgates of numerous avenues of development to the world. Even Bangalore too responded in lightning speed to make use of this new technology and succeeded to become the city of Global importance and the Silicon city of India.

\textsuperscript{105} KARNAPEX, Op.cit, No.102, Pp.80-81.
The telephone line connected to the computer, enabled with specific software helps everyone to get a link in the global internet web. This has created a voluminous business opportunity to the private mobile service providers. Later the BSNL realizing the quantum of business in this segment started offering its service from 2001 and today it has more than a lakh of internet customers' base. It also introduced the Direct Internet Access System (DIAS) in which the subscriber able to converse with his connection while using the internet. In addition, the service of Direct Internet Circuit (DIC) to Corporate Clients who were in need of dedicated leased lines for their business.106

To facilitate the strong foundation for its entire technical venture, the BSNL is also conducting the regular trainings, refresher courses, special workshops, symposiums and conferences for its employees through the staff college established in 1969. It also train its employees concerned with the developing corporate etiquettes.

Thus, it is very important to note that overall development of any geographical area requires proper infrastructural facilities such as transport, communication tools, journalism, networking systems, marketing infrastructure, financial institutions, skilled professions, natural resources of the area and pace or speed of urbanization and industrialization.