

**Minor Research on**  
**Contributions Of The First Parliamentarian To The Development Of**  
**Undevided District Of South Canara A – Case Study**

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**By**

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Ullal Srinivas Mallya, the first member of the Parliament from Mangalore ( won from Udupi Constituency) was a master planner and a true politician,unlike the present day MP's who declare themselves No.1-MP doing nothing notable.Ullal Srinivas Mallya was born on 21<sup>st</sup> of November 1902 into a conservative and traditional Gowda Saraswat Brahmin (GSB) family of Mangalore, known as the Ullal Mallyas. His father was Ullal Manjunath Mallya and mother Rukma Bai. His elder brother was Dr. U. Padmanabha Mallya , who too was a Congress leader for a long time. Young Srinivas Mallya did his primary education at St. Aloysius Primary School upto 8<sup>th</sup> std, and completed his high school -9<sup>th</sup> and 10<sup>th</sup> std at Canara School. Intermediates studies, he pursued at Government College.

But it was not academics that interested him, rather it was the ongoing struggle for Independence that caught his fancy. At the tender age of 18, Srinivas Mallya's restive spirit reached out to Gandhi's call for joining the freedom movement. What made the young Srinivas give up a life of ease, where he simply needed to lend a helping hand in the already flourishing family wholesale business in Bunder in Mangalore? What promoted him to opt for the strenuous life of a satyagrahi, go underground, court or evade arrest as the need may be and generally give up the comforts of a carefree existence? Perhaps it was a sound value base that Srinivas Mallya possessed that gave him the strength to turn back on material gains and step into an uncertain, difficult world, that too at such a tender age ideal MP our people's representatives who have stood in for Mangalore through successive Lok Sabha elections, only one man seems to pass the litmus test for being adjudged as the ideal MP. And that is none other than Ullal Srinivas Mallya, the very first MP of this region.

In his public life spanning almost 45 years, the last 14 of which were as a Lok Sabha member, he has donned many mantles. Prior to Indian independence, he was a dedicated freedom fighter and post independence, he was an esteemed member of the Constituent Assembly of India which was formed to draft the Constitution of India. After India formally declared itself a republic on 26<sup>th</sup> January 1950, he successfully contested the First Lok Sabha elections in 1952 and then again in 1957 and 1962 to earn the distinctions of being the first MP of Mangalore-Udupi region.

During his tenure as three time MP. He went on to do for this region, what none his successors have been able to even come close to. Many of his predecessors have not done much better either and some have even earned a fair degree of notoriety for damnable reasons. But Ullal Srinivas Mallya,

on the other hand, continues to stand tall. This, despite his small physical nature, all thanks to his visionary contributions for the development of region. Yet one can gauge the intellect and qualities of enterprise and innovation in Mallya when one understands that Mallya befriended with several top Congress leaders even when in jail. In other words he did not let go the opportunity. He became a member of the Indian National Congress, which was at that time leading the freedom struggle. His native intelligence, integrity, principled outlook and most of all his tenacity to stick to a task till its completion saw him rising swiftly in the higher elections of the Congress.

From being the secretary of the South Kanara District Congress Committee, to a member of the State Congress Committee, to a member of the All India Congress Committee seemed as a natural course of action to this intelligence and dedicated young man. He did have his patrons in the Congress of course and they were not ordinary people either Jawaharlal Nehru, Subash Chandra Bose and Kamaladevi Chattopadhyaya were a few of his well wishers who supported his ascent in the party hierarchy. In the Mysore Pradesh Congress Committee, he came to be known as 'King Maker' – a testimony to his adroitness in managing people perhaps. In the years between 1937 and 1946, Mallya was a source of great support to the Congress volunteers and members through his immense capacity for fund raising. U.S Mallya was a silent crusader. He had his own style of functioning through which he used to ensure that essential projects were sanctioned to his home districts without any delay. He addressed very few public meetings and was a man who proved himself through his deeds rather than his words. He shunned publicity and never ever thought of convening press meets to boast his achievements. Even in the midst of hectic political life, his eyes were ever vigilant for what Mangalore needed.

By using his clout in the ruling party and the sheer force of his personality., he helped build vital infrastructure and glorious institutions, which set the agenda for the city's future. The contributions he made include in establishing the Karnataka Regional Engineering College ( now NITK ) , New Mangalore Port, Bajpe airport, initiating the Mangalore-Hassan –Bangalore Railway Line, facilitating National Highways like NH -17 (Mumbai-Kochi) and NH -48 (Mangalore- Bangalore) Road, building Ullal Bridge, on the river Netravathi as also many other river bridges, the Circuit House, , Mangalore Town Hall, and setting the ball rolling for establishing the All India Radio Station in Mangalore.

As history has proved it, these developments have given us first mover advantage.,enabling ripple effects in the form of all round progress and allowed Mangalore to emerge as an important hub on the national map. On the contrary , absence of these would have caused severe drawbacks and the city would have lost out., thereby remaining a small time town. The blossoming of our innate talent and entrepreneurial acumen might never have taken place. It was U.S.Mallya who understood our people's capacity and aspirations and envisioned the type of city we ought to be if we had to grow.

And he did it.

If U.S Mallya ranks high today , it was mainly because of his hallmark qualities like his simplicity, his far sightedness, his vision for the district and his total lack of appetite for cheap publicity. He worked he toiled and he struggled to get infrastructural projects for his home district. He fought till he realised his vision. That was the spirit of Mallya , which sadly the present day leaders miserably lack. Exorbitant funds are spent towards grand inaugurals , huge cut outs and flex boards carrying photographs of leaders claiming credit for the projects are put up , press meets are convened and

due publicity is sought well in advance. Mallya hardly did any of these, still he managed to win the hearts of the people. Even five decades after his demise, his grand legacy continues to dwarf his lesser successors. Indeed none can match the stature of the late US Mallya who undoubtedly is the Best MP Ever and the true harbinger of the development of the district.

**The project that Ullal Srinivas Mallya initiated and implemented during his tenure as MP are as follows:**

1. Mangaluru Akashavani
2. Mangaluru Mangalore Airport (Bajpe)
3. -Hassan Railway Project
4. National Highway 17
5. National Highway 42
6. Karnataka Regional Engineering College (Now NITK)
7. Mangaluru All Weather Port (NMPT Panambur)
8. Mangalore Chemical and Fertilizers (Panumbur)
9. Ullal Bridge on River Netravathi
10. Mangalore Town Hall
11. Many other river bridges
12. Circuit House

All India Radio (AIR) , officially known since as Akashvani is the national Public radio broadcast of India and a division of Prasar Bharati, established in 1930, it is the sister service of Prasar Bharati's Doordarshan, the national public television broadcaster. Air has covered more than 99% of the Indian population as per the latest information given by Minister of Information and Broadcast. All India Radio is the largest radio network in the world. Its headquarters is at the Akashvani Bhavan New Delhi. The setting up of the Akashvani Kendra in Mangaluru at a time when only a handful of such centres were functioning across the nation, was something which the people here could cheer about.

During the British Raj, broadcasting began in July 1923 with programmes by Bombay Presidency Radio Club and other radio clubs. According to an agreement of 23 July 1927, the private Indian Broadcasting Company LTD (IBC) was authorised to operate two radio stations, The Bombay station began on 23 July 1927 , and the Calcutta station followed on 26<sup>th</sup> August 1927. However , on 1 March 1930, the company went into liquidation. The government took over the broadcasting facilities, beginning the Indian State Broadcasting Service (ISBS) on 1 April 1930 on an experimental basis. Ullal Srinivas Mallya took the right chance of it and succeeded in providing AIR facility to his district.

Akashvani today is "a Voice of sky " is closer to the hearts of millions of people of the great country proved by all station, Director/ Head of programme and station Engineer Suptd. Today All India Radio reached its great height because of the great efforts of then MP the great Srinivas Mallya.

It was Mally's dream to provide an Airport to his home town. He raised this point in the cabinet meetings several time. It is due to his ruthless efforts at last the project of constructing air port was sanctioned and immediately the work was started. Similarly, the Mangaluru Airport came up at Bajpe at a time when Bangaluru was the only city in the state which could boast of an airport with few other cities in the nation. An airport in Mangaluru was something to be extremely proud of in South India during those times. The air port was opened in 1951. The late MP Ullal Srinivas Mallya was the main person who was responsible for the setting up of the air port. It was Mally's vision to make Bajpe Airport, an intrenational airport. Today Mangalore Airport formerly known as Bajpe Airport, is an Intrenational Airport, serving the coastal city of Mangalore, India. Several daily flights connect Mangalore with most major cities in southern and western India as well as many major cities in the Middlle East. Mangalore Airport was the first airport in Karnataka to have two runways and the first to have runway made of concrete. It has come a long way from December 21, 1951, when it received the first Dakota aircraft which carried the then Prime Minister Jawaharlal Nehru and the MP of Mangalore Ullal Srinivas Mallya, to now becoming a sterling new airport.

The Mangalore Airport has contributed immensely to the socio-economic development of the region, giving people easy access to international destinations in the West Asian countries. This has led to Mangalore, North Kerala and West Coast of Karnataka becoming more affluent. The Mangalore Airport has successfully reached its 60th year of operations. Bajpe Airport in Mangalore, is a very important transit point to millions of people. A very years back it used to be the closest airport not just for the people of Coastal Karnataka but also to people from some parts of

Kerala. Since these places have a lot of their people working abroad, the airport served them well, especially since it saved them a tedious journey by road or rail to Mumbai from where they had to catch their international flight. The airport of Bajpe is around 20km northeast of Mangalore city centre. It is on top of a hill, with two tabletop run ways. It was renovated in early 2000's. New seats were added, parking controls were introduced, and additional cafes were opened .

Today Mangalore Airport is one and only airport to the coastal city. It is well equipped with the modern infrastructures and also the public friendly airport to the secular society. All credit must go to Late. U.S. Mallya who toiled himself for the creation of such a beautiful well equipped airport. Mangalore-Hassan Railway Line Proposal was made during the First Five Year Plan period itself is a testimony to the farsightedness of Srinivas Mallya. The project was awaiting clearance of some time when Lal Bahadur Shastri was the Railway Ministe. Though Mallya appealed to Shasti several times to approve the project, the latter took some time owing to the refusal of the railway officials to permit it. As a last weapon, mallya who travelled to Mangaluru from Delhi, sent a telegram to Shasri from Mangaluru warning him that he would go on a fast unto death in front of Parliament Bhavan if the project was not approved. Shastri who received the telegram and being very well aware of Mallya and his adamant stand, immediately sent him the telegram stating "you need not go on a hunger stike. I have approved the Hassan-Mangaluru Railway Project".

The efficiency with which Mallya ensured that the project at hand were completed was simply unmatched. The effort put by Mallya, his firm control over things and the significance of the same

could be better understood only when one realises that it took nearly 12-14 years for the completion of the Mangaluru-Hassan Broad Gauge Line later on.

Mally's next important contribution to Dakshina Kannada is the National Highway 17. Almost half a century ago it took exactly one and half days to reach Kundapur from Mangaluru. One had to cross several rivers and lakes, travel by boats and then on roads to reach the coastal town. Mallya who very well aware of this problem, took the advantage of the Kashmir To Kanyakumari National Direct Link Project initiated under the Second Five Year Plan and exerted his influence to see to it that the National Highway 17 which started from Mumbai passed through Karwar, Kumta, Honnavar, Kundapur, Udupi, Mangaluru and Kerala State.

Those were the days when Mangaluru-Bantawala Cross Road (B.C.Road) was one of the busiest roads in the nation next only to the Delhi-Agra Road. The ever increasing vehicular traffic on the Mangaluru-Puttur-Madikeri-Mysuru Road, Hassan-Bangaluru Road and the several vehicles heading towards Chikamagaluru-Kaduru via Mangaluru and Charmady Ghat were the reason for the same. When the Mangaluru-Hassan Nh 42 works were taken up, Mallya saw to it that development of Mani-Ullal Road Parallel to the Mangaluru-Bantawal Cross Road was included in the master plan. The idea was to develop the stretch from Melkar in Panemangaluru, Deralakatte upto Kotekar by widening the road. But the project could not materialise due to the neglect of officials after the demise of Srinivas Mallya. Had the project been implemented then, the density of vehicles on the Mangaluru-BC Road would have reduced to a great extent long ago much to the convenience of motorist as well as tourists.

Similarly , Mallya was also instrumental in kick-starting the Mangaluru- Hassan – Bangaluru National Highway Project by laying foundation for the same. If the present leaders create much hype about infrastructure, Srinivas Mallya gave a boost to major infrastructure development projects silently.

A popular legend has it that at a particular juncture. Ullal Srinivas Mallya was taken into confidence regarding some upcoming projects. He was offered two projects on the menu- he would have to choose one for the hometown and the other would go to Mysore. One project, was an elite Regional Engineering College, the other , a modern sea port. This was clearly a brainer for Mallya who promptly chose the REC (KREC now NITK). He knew that the other would automatically come to Mangaluru. As Mysore as no sea to build a port Of course, this could only be no more than just a silly myth used for illustrating his cunning personality.

When Lal Bahaddur Shastri was the Union Education Minister he had proposed setting up of Regional Engineering College in four locations in the nation with the objective of offering higher technical education to the students. Srinivas Mallya Who came to know about this , immediately approached Shastri with a request to sanction a regional engineering college to his home town of mangaluru. It seems Shastri who was convinced with the arguments placed forth by Mallya in support of his home town. Agreed to the demand. That was enough for Mallya, he immediately telephoned then PWD engineer in Mangaluru Sri . M. R. Shreshta and direct him to inspect a vacant land at Suratkal which was ideal for setting up of a Regional Engineering College and also to seek the assistance of CPC Managing Director Sri. S.V. Kudva to erect a temporary

structure there. He also said that he would ensure that it was inaugurated by Lal Bahaddur Shastri himself 15 days later. Mallya even informed Sri Kudva himself to provide all assistance sought by Shreshta. The swift action by Sri Kudva and Sri Shreshta saw the first temporary structure of the Regional Engineering College come up at Suratkal. It was inaugurated by Sri. Lal Bahaddur Shastri himself thus providing access to technical education to thousands of aspiring youngsters from the district. The clereness of Mallya coupled with the efficiency of Sri Shreshta helped in realising the vision of having a Regional Engineering College at Suratkal. If not for Mallya , this Engineering College The National Institute of Technology Karnataka (NITK) formerly known as Karnataka Regional Engineering College (KREC) , is a public engineering university at Surathkal, about 17 kilometres north of Mangalore city. It was founded in 1960 as KREC while today, it is one of the 31 National Institute of Technology in India and is recognised as an Institute of National importance. This is one of the greatest contributions of Ullal Srinivas Mallya to the field of higher education. The foundation stone for Karnataka Regional Engineering College was laid on 6<sup>th</sup> August 1960.at Surathkal. It was possible through the efforts of U.S.Mallya and V.S. Kudva and the area is now called "Srinivas Nagar" in his honour. A popular legend has it that at a particular juncture. U. S. Mallya was taken into confidence regarding some upcoming projects. During those days U. S. Mallya was offered two projects on the menu.- he would have to choose one for his hometown and the other would go to Mysore. One project was an elite Regional Engineering College, other a modern sea port. This was clearly a no brainer for Mallya., who promptly chose the REC ( KREC now NITK) .

New Mangalore Port today is the biggest and most fastest growing business community in the world. Better know as Mangaluru, a beautiful city dotted with beaches and temples, is the pride

of the South Indian State of Karnataka. Known for its tropical climate, friendly people and mouth watering delicacies, Mangaluru is the hub of sea trade of the State, as well as the Nation. Situated at Panambur, the New Mangaluru Port ,as it is called, is a major contributor to the growth of the nation having the distinction of an all weather harbour that is busy throughout the year.

Mangalore today is very easily identifiable by people across the world as one of the largest port cities of India and as the land of banking and higher education. Mangalore Port is a modern all-weather port situated at Panambur, Mangalore ( Karnataka State in South India), on the west coast of India. But the main person behind the mangalore harbour project is none other than Ullal Srinivas Mallya. It was the dream of Mallya to make Mangalore a centre of Industrialisation. His long awaited dream came true in which the Mangalore Harbour Project started in 1962, the inauguration of this project was made by Mallya himself. The project was completed in May 1974. We can see the statue of U.S Mallya in front of the New Mangalore Port. The New Mangalore Port was declared as the 9<sup>th</sup> major Port on 4<sup>th</sup> May 1974 and was formally inaugurated by the former Prime Minister of India, Smt. Indira Gandhi on the 11<sup>th</sup> January 1975. Till 31<sup>st</sup> March 1980, the Government of India centrally administered both project and the port. On 1<sup>st</sup> April 1980, the Port Trust Board was set up under the Major Port Trust Act 1963, and was inaugurated by the then Minister for Shipping and Transport, A. P. Sharma on 31<sup>st</sup> March, 1980. Since then NMPT Port has been functioning as the 10<sup>th</sup> major Port Trust and has fallen in line with other Major Port Trusts functioning in the country

In 1962, while on an official visit to the coastal region, Lal Bahaddur Shastri, the then Transport Minister along with Raj Bahaddur, then Tourism Minister were taken by Srinivas Mallya on a road trip from Mangaluru to the pilgrim town of Kollur. The tiresome travel took exactly ten hours for them as they had to cross five rivers on route in the absence of bridges. When they

finally reached Kollur it was 10 pm and the temple had closed its doors. The leaders offered prayer to the Goddess the next morning and returned by the Karkala route to Mangaluru, which took just two hours. Shastri was taken aback and he questioned Mallya as to why he took him on the long route when the shorter one was available. Mallya's reply was sarcastic, " Sir, you might have faced this hardship just once, but the people here have to endure this everyday. It was just my humble effort to make you understand their plight in the absence of bridges". That was it. All the five bridges were immediately sanctioned. If three of the bridges were constructed when Mallya was alive, the rest of two were completed later. Those were the times when monsoon in Dakshina Kannada (right from Kundapur to Kasaragod) would mean overflowing rivers and submerged roads bringing untold hardship to the people. SRI. Mallya experienced this right from his childhood days. So being aware of this problem, Mallya took steps to raise the heights of all bridges across rivers in the district during the First and Second Five Year Plan period. Mallya's dedication to the core was evident with him monitoring every project that he initiated right from implementation to execution, keeping officials and ministers on their toes in the process.

In the year 1962 Ullal Srinivas Mallya decided to construct a Town Hall Mangaluru to facilitate holding of various programmes. It was Mallya's dream to have an aesthetically beautiful and longlasting structure for Town Hall. The task of constructing this model Town Hall was assigned to Gannon Dunkerli, a company of international vision bringing him immense satisfaction. Town Hall of Mangaluru, inaugurated on December 29, 1964. Town Hall of Mangaluru is situated in Hampanakatta, is a prominent platform for all major social, political and cultural event in the city.

It was during almost the same time that the Karnataka Government had prepared a blue print for the construction of Circuit House at Kadri Hills. Srinivas Mallya who had once secured the blue print of the Circuit House and was Observing it carefully. It suddenly flashed to him that the blue prin showed ample arrangements for the dignitaries and ministers but there was no seating facilities to the common man who comes to the Circuit House to meet the ministers. He immediately summoned the engineer's in-charge of the construction and questioned them about this. He even directed the engineers to revise the blue print so that enough seating space could be provided in the verandah. Officials however were reluctant and said it would be lengthy procedure as it would require fresh sanction and approval for the revised blue print apart from a fresh budget estimate. But, an undeterred Mallya asked the officials to do as he said and that all necessary approvals would be obtained . Mallya kept his words leaving the officials stunned . Such was the inimitable style of

The new bridge across the River Nethravathi at Ullal was under construction then. There was a absolute shortage of cement , here too as elsewhere in the nation. The contractors had suspended the bridge works and were all set to shift the crushing machinery and other equipment from the spot. Mallya who had come to the district fron Delhi around the same time. On coming to know about this , summoned the engineers who informed him about the cement shortage which was hampering the works. No sooner Mallya returned to Delhi , the first thing he did was to summon the Finance Secretary and narrate the problem to him. He got adequate fund , released and immediately sent two wagon loads of cement on priority. He then directed the officials here to resume the works. The swift move of Mallya, something very remarkable during those times , thus ensured the completion of the Ullal bridge works on time.

Late Srinivas Mallya's public and political life was most transparent. Had the leaders who were at the helm of affairs in the later years followed the footsteps of Mallya, probably India would have realised Gandhiji's vision of Ramarajya by now. Such was the person of this greatest politician of all times, a visionary leader and the Architect of Dakshina Kannada district. Ullal Srinivas Mallya was a leader who was a legend during his life time. His indomitable spirit, his zealousness and will power, his simplicity, his determination to selflessly contribute towards the development of his home land will always serve as a role model for the society for generations to come. Srinivas Mallya who was instrument in gifting us a flourishing Dakshina Kannad District and had firmly placed our district on the national Map, is undoubtedly the best politician and leader of all time. Ullal Srinivas Mallya disliked grandeur and never even bothered to convene press meets. Neither did he issue press statements boasting his achievements. He was a great saint who considered development as his sole Tapasya. He undertook the Netravathi Bridge and New Mangaluru Port Projects with the same dedication which one would show while building a temple.

Indeed none can match the stature of late Ullal Srinivas Mallya who undoubtedly is the Best MP and the true harbinger of development of the district. His life and works are a standing testimony to the farsightedness of this one man who was an institution in himself. His was the indomitable spirit that had successfully placed Dakshina Kannada firmly on the global map nearly six decades ago. He is truly our "No 1 MP" of all times.

Today we can see a statue of Srinivas Mallya, the architect of Dakshina Kannada in front of the New Mangaluru Port, even the main entrance of NITK is named after him.

There is also the U.S.Mallya Indoor Sports Complex. The need of the hour is to name the Mangaluru International Airport at Bajpe after US Mallya in order to immortalise the leader. It is true that Mallya had never boasted about his achievements during his lifetime, but we can at least proudly say “ All these are your contributions.” If we have to do so, then the Bajpe Airport should be named after Mallya. Sri . Srinivas Mallya was a rare person who had wonderful virtues. Being a man of such a stature his simplicity would amaze any one. His intelligence, integrity, principled outlook earned him the respect of one and all. He treated everyone with the same kind of respect and affection. Though he was a politician, religion, caste, etc, would not come his way, when it came to helping people. In fact he had remarkable way of taking people together irrespective of their social background and political affiliations.

In short, Late Sri Ullal Srinivas Mallya was a great personality who lived for the society and sacrificed all comforts that came to him for the benefit of the common man. His life of sacrifice and concern for others did not leave behind enough finances for his dear wife who led a frugal life till the end. The present case-study is an attempt which furnishes ample details about his life and his achievements as a politician and Member of Parliament with the objective of immortalising the memory of late. Ullal Srinivas Mallya and to enlighten the present as well as the future generation about this great personality who laid strong foundation towards the social, educational and Industrial and economic development of the coastal districts.

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