CHAPTER – II

THE ENVIRONS OF HUBLI-DHARWAD TWIN CITIES

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2.1 INTRODUCTION:

This chapter is devoted to analyse the environs or geographical personality of the study area. This study is significant from the point of view of understanding the site, situation, location, physical and socio-economic aspects of the region. The knowledge of these aspects is very essential because the growth/development of urban centre is being basically influenced by these factors. Hence, the researcher has made an attempt to analyse these factors with reference to Hubli-Dharwad region.

2.2 LOCATION AND EXTENT:

The study area Hubli-Dharwad Twin city system is located in the northern part of Karnataka State. The Hubli-Dharwar twin cities extends from 15°18' to 15°30' North latitude and 75°00' to 75°11' East longitudes (included in survey of India toposheets 48 M/3 and 48 I/15) (See fig.2.1). The extension of the city is in a typical linear pattern of growth, along the National Highway with two focal points of intense development one at Hubli, another at Dharwar, separated by the zones of undeveloped agricultural and waste land (See fig.2.2). These were separate towns upto 1962 and were developing in opposite directions with all disadvantages and handicaps for town planning activities. In 1962, both the towns were brought under a single city Municipal Corporation. A co-ordinated master plan is being envisaged to prevent the yields of linear cum back to back development. The villages located in between these two units are now included within the corporation.
At present the total area is about 202.28 sq. kms. as against 41.86 sq. kms. (1961) of the earlier combined area. The location of Dharwar unit is at 15°28' North latitude and 75°00' East longitude and Hubli is located at 15°20' North latitude and 75°9' East longitude.

The Poona-Bangalore National Highway No.4 and the Southern Railway Line link these two towns. Twin city system is 384 km. from Bangalore the capital city of Karnataka State and 724 km. from Bombay along National Highway No.4 and 7. The Hubli-Dharwar city Corporation is located in Dharwar district of the Karnataka State and Dharwar unit is the district headquarters, where as Hubli-Unit is the seat of taluka administration.

This town is well served with a network of roads and railways connecting the state capital as well as other important towns of Karnataka and neighbouring states - Maharashtra in the north and Andhra Pradesh in the east. The National Highway No. 4 links this town with Poona and Bombay in the north and Bangalore in the south. The broad guage railway line almost run parallel to National Highway No 4. The railway line from Hubli connects Guntkal and Vijaywada of Andhra Pradesh in the east.

In the location of the cities and towns, we know, site is an important factor and is influenced by the environmental aspects. The
cities generally arise out of the functions, they perform and derive many of their characteristics from those functions. Nevertheless environmental factors of location are persistent and real. Hubli and Dharwad are no exceptions to this. According to Renner "The existence of a city is always to be accounted in terms of group adjustments to the natural environment.

In some instances, this adjustment is manufactural, in others sericultural and in still others agricultural, commercial or of some other type.

2.3 SITE FACTORS:

Topography:

The location of Hubli-Dharwad city, it should be said, exhibits a sense of wide adjustments on the part of the ancestors of the city. For this city presents all the conditions envisaged by Renner as ideal ones for the location of a city. The situation of Hubli-Dharwad city is on a beautiful site with strikingly picturesque surroundings, and excellent hillocks of half hidden rising ground, the valleys, the intervening flat ground along with ponds and tanks - give a natural touch and air to the outlook of the town. Especially, this is more pronounced around Dharwad than Hubli city.

Topography is sloping towards the south and south east. This region ranges from 591 to 752 mtrs (See fig.2.3). Towards north and
Fig. 2.3 HUBLI-DHARWAD TWIN CITIES RELIEF
north-east and south-east, the area presents an open rolling type of
topography with slow ups and downs and is covered with black cotton
soil. Towards the west and the south west, the terrain slowly rises to
meet the spurs of the Sahyadri hills and presents a typical Malnad
topography.

Hubli unit is built on either side of the Unkal halla (stream) which
happens to be the major drainage pattern for this region and merges into
the Gangavali River. Hubli-Dharwad stands on the water shed of the two
drainage systems - one flowing to the east and draining into the Bay of
Bengal; and the other flowing to the west and draining into the Arabian
Sea. Old Hubli is situated on the Western bank and to the Eastern side
new extension of the old core has developed. To the North-West the city
is flanked by the Unkal hillock with a spot-height of about 800 mtrs. And
then gently dips towards east and south. The altitudinal range is from
650 to 700 meters above sea level. The main core of the city is
developed on the flat surface of the landscape.

Dharwad unit, which is in the semi-malnad tracks, has been built
on hillocks which provide excellent scenic features. The city has many
natural water bodies and flat spurs. On account of its beautiful
topography and salubrious weather condition, the Karnataka University
Campus, which is built on hillocks, is called as the ‘Chota
Mahabaleshwar’. Altitudinally it varies from 750 to 825 meters above sea
level.
Comparatively Dharwad is more undulated than Hubli and has a higher elevation of 84 meters from the other. Especially in Dharwar unit we witness different geomorphological features like concave, convex, dowe shape, hogbags, escarpment hill with twin peaks, arete and specific wind gap near Athikolla. All these have developed on this region geologically has been completely peneplained and quite old in age. With all these features, the Dharwar Unit depicts all the natural topographic features of different types. Really this is a boon to the city and is ideal for spiritual and literary activities.

The height above mean sea-level is an important than the relative relief for alignment of the roads. The analysis of slope and its representation is an important factor of relief expression. The roads and railways have generally followed the flat surfaces avoiding the higher slope which is more pronounced at Hubli than at Dharwar. Earlier settlements were constructed mostly on flat surfaces. But the core of the town developed on the plain surfaces, while modern extensions have developed on the hillocks with greater relative relief. This has happened, primarily for want of adequate space on the plains and secondarily because of better appreciation of aesthetic values. The modern transportation facilities, like automobiles have accelerated this trend.
Geology:

Hubli-Dharwar which lies on the Deccan plateau has mainly the Dharwar system as its bed-rock. The location of Hubli-Dharwar is chiefly governed by the underlying geological structure and its impact on the topography and drainage system. It is situated at the band of argillites (shales and country rocks), granite and gneisses. The area is also composed of phyllite and argillites. The eastern parts consist mostly of the granite gneiss. On the western side, the area is underlain by quartzites, phyllites argillites, conglomerate and standstone. This quartzite's is in its massive banded and folded varieties. Phyllite resembles some time slates. Argillites is with different shades of colours; white, yellow and red. These rocks occur in the form of bands having north west-south east strike.

Due to differential erosion of the argillites and phyllites band, there is no definite trends of bands. Because they were originally soft, very susceptible to erode with considerable strength. This differential erosion has resulted in the scarpland topography. This high quartzite ridge depicts the flanks of low basin of the stream and nalas – underlain by low resistant phyllite and argillite.

Around Dharwad, basic intrusions are also found. In the western side hematite band yields under erosion a typical ‘Hogbag’ with the
igneous complex in undulating plain. This is also a zone where reddish soils developed on the Dharwad rocks, change to a deep black regur. The tracts also marks a spring line and topography favours bunding of several streams into tanks and ponds. The oldest site of Dharwad is one of the concrete examples of such tanks. The Halgeri became as a fortified point even as early as the 15th century.

Soils:

Hubli-Dharwad region and surroundings area possesses soils derived from a variety of parent materials such as schists, traps, sandstone, limestone, shales, granite, gneisses and laterite. The laterite and lateritic soils occur mostly in the western high rainfall tracks of Dharwad and Hubli Talukas. They are medium to deep, granular to viscular in structure, bright red to mottled yellow and red. There are extensive areas covered with black soils in the northern and north-eastern parts of the region (See fig.2.4). These black soils are derived from various parental rocks such as schists, traps, granite, and limestones. They are shallow to deep and ash to black in colour. They crack during summer. They usually contain lime nodules and have high base status and water holding capacity. The soils derived chiefly from the trap rocks are rather shallow, 3’ to 4’ deep in the lower elevations, and shallower in the ridges.
Medium red and mixed soils are found in the vicinity of the Dharwad town. On north-eastern side, medium black soils abundant. In the vicinity of Hubli also, medium red and mixed soils occur. Northern and north-eastern side mainly black cotton soil is available. In between Bangalore road and Sholapur road, it is completely medium black cotton soil. While between Sholapur and Poona road, it is a mixture of black and red soils. Where as towards Karwar road, it is medium red soil. Generally, medium black cotton is available to the left side of Poona-Bangalore road and medium red soil to the right of the Poona-Bangalore road.

Soil structure and landscape texture are important factors for construction of buildings. A hard rock base is always preferable for buildings, black soil on the other hand is defective for the construction of buildings as foundations do not stand in a stable condition. This is precisely the reason, why more money is being spent on the plinth in the black cotton soil than in any other soil of the area. Hubli is avoided its growth towards this black cotton soil area, which is to the east and north of the town. Hubli is growing faster towards north-west along the hard rocks, where red soil is the feature. The existence of lateritic rocks in the region has influenced the building materials. A large number of buildings has used lateritic bricks as the principal building material for walls and plinth.
Drainage:

The drainage pattern of this region closely follows the geological foundations of the area. The western part of this region shows the trellis type of drainage. On the other hand, the drainage studied on the east of the Bedthi River, which controls the western drainage, flowing south-west. Bedthi-halla is a stream which is flowing from north-west to south-west for about 22 miles in length. Its course is sinuous with a broad valley formed between almost continuous hill on the west and scattered hillocks on the east. The tributaries of this stream rarely traverse a distance of 1 or 2 miles before conferring with the Bedthi halla. The Shalmala halla and the streams of eastern side of Hubli-Dharwar road are a fine example of olden trellis pattern, developing into a sort of dentric structure (See fig.2.5). The Dodda halla and Bedthi River take their origin in between Hubli-Dharwar towns and flow in opposite directions. Dodda halla flows towards east and Bedthi River towards south-west. Shalmala River merges into Bedthi River at a distance of 12 miles from its origin. Bedthi River divides Hubli into two parts as old and new Hubli.

Broad valleys, meandering course and graded profiles of the stream are the characteristics of the mature landscape.
All the streams are of non-perennial character and the off-monsoon discharge is reduced almost to zero. As result, Hubli-Dharwar with a population of 786195 (2001 census) does not get any water supply from these streams. In the early years, water for Hubli was supplied from the Unkal tank and Dharwar was supplied from the Kelageri tank. Since 1956, they are drawing their water requirement both for domestic as well as industrial purposes, from the Neersagar, which is located at a distance of 16 km. This was done because of the increase in population and industrial activities. Currently, they are drawing water supply at the rate of 130 mld and Neersagar (11 mld) is alone not capable of meeting the entire demand, hence for Dharwad and most of Hubli the demand is fulfilling by (Malaprabha river) Naviluteerth Dam (59 mld) located in Saundatti, 35 kms. away from Dharwad.

In addition to the above, the cities have number of tanks/lakes formed in shallow valley basins. The most prominent among them being the Unkal lake in Hubli and Kelegeri lake in Dharwad. The other tanks such as Lugikere, Hirekere are either encroached or polluted with sewage.

Climate:

Hubli-Dharwar city lies on the semi-malnad tract with excellent scenic features. On account of its beautiful topography and salubrious weather, it is liked by one and all. The region ranges from 591 mts. to 752 mts. in its altitude. The climate is moderate by all means. Moderate
weather condition was one of the main reasons for the selection of Dharwar as a district headquarter by the British rulers. Because of its pleasant climate, the University Campus is called as ‘Chota Mahabaleshwar’ signifying the characteristic of a sanitorium.

The climate of the Hubli-Dharwar is characterised by the tropical monsoon which indicates the seasonal rhythm of weather. All the weather elements like temperature, pressure, wind, precipitation and relative humidity exhibit well marked seasonal variations. The city is covered by the Koppen’s and Thornthwaites classification of AW and CAW respectively. These symbols emphasise the distinct dry season combined with a moderate annual range of temperature. According to recent Indian climatic classification, the city falls in the semi-malnad zone.

Climate of any region or locality is not determined by a single climatic element, but rather by the combination of climatic elements and of weather type prevailing there. An analysis of these individual climatic elements types is necessary. They are explained below.

**Temperature:**

The temperature of this region rises gradually from January to April. During the month of April, the air-temperature will be maximum (See fig. 2.4) and by end of April, thunder-showers break down and occasionally cool the town. These are known as ‘Mango showers’.
Fig. 2.4: Temperature (Maximum and Minimum), Relative Humidity and Rainfall Condition - 2005
The daily mean maximum temperature during the period is found to be \(37.2^\circ C\) and the daily mean minimum temperature is \(28.8^\circ C\). But this type of discomfortable weather is experienced only during March and April. Excepting these two months, in the remaining months the effect is not so adverse. The highest recorded temperature is \(41.8^\circ C\) and that was on 15th May 1939. The normal maximum temperature is \(28.5^\circ C\), that occurs in the month of April and normal minimum temperature \(20.6^\circ C\) that occurs in the month of December. The mean maximum temperature varies from \(27^\circ C\) to \(33^\circ C\) and the mean minimum temperature varies from \(16^\circ C\) to \(23^\circ C\).

**Winds:**

The most prevalent winds are from west, east and north-east. From January to June, winds blow with moderate to high velocity to the extent of \(20.16\) km/hr. and moderate to light velocity upto December. The highest velocity is from West and moderate velocity from north-west, north-east, south-west and east. The winds from south, north and south-east are very low and their velocity is also very low.

**Rainfall and Relative Humidity:**

The average rainfall of the city is 74.49 cms. The maximum rainfall is about 13-99 cms., that occurs in the month of July. The heavy rainfall usually occurs from south-west monsoon. The precipitation
increases with the advance of south-west monsoons, which commence from the 1st week of June. 2/3 of the total rainfall occurs during this season only.

The average relative humidity is 59%. High humidity occurs during the monsoon months (See graph 2.4) with relatively high temperature resulting in the mug type of weather conditions.

Frequency of Sunshine:

Out of the total days in a year, 70 days have between 9-10 hrs. of sunshine. The maximum sunshine in summer occurs during 65 days in a year. The shortest period of sunshine occurs during 30 days in the rainy season.

Seasonal Weather Condition:

Seasons are divided into 4 types

1. Hot season- March to May
2. The Monsoon season- June to September
3. The post Monsoon season- October to November
4. Winter season- December to February

Hot Season:

During this period, the sun is in the northern hemisphere. So, ultimately temperature increases from March to May and specially this is
the period of sun's movement from equator to tropic of cancer. So during April and May, this place experiences the maximum temperature because of its latitude (15°18' – 15°30'). Hence, scorching conditions prevail over the city, as the relative humidity is too low and temperature dominates the weather.

With the result, the weather condition will be slightly uncomfortable for manual work. The scorching hot winds blow from the north-west and they are intensively dry with very low humidity and hence there is no sweating.

According to Hindu calendar, the commencement of 'New' rainfall is on 13th or 14th April.

**The Monsoon Season**:

According to the Indian Meteorological department the general commencement of south west monsoon is from first week of June. Heavy rainfall occurs during this season only, when gusty winds and intermittent rains are experienced. Two-third of the annual rainfall occurs during this season. July and August are the heaviest rainfall months. The temperature during monsoon season ranges from 27° c to 37°c. During monsoon humid condition prevails and is comfortable for daily activities, particularly for the agricultural workers. Hence the movement of goods from the hinterland to some extent is held up because
of unmetalled roads, linking the villages become unsuitable for wheeled traffic as the black cotton soil becomes very sticky. Due to humid conditions, diseases break out and spreads easily.

The post-monsoon period:

This season usually commences from the second week of October. The regular type of humid condition decreases, but some times heavy rainfall occurs and they are accompanied by winds with high velocity. The general speed of the wind is four miles per hour. By the 3rd week of November, day and night will get cooler progressive and weather condition gradually approaches the winter season. The 10-12 cm precipitation occurs during this season. Especially in this season mosquito breeding is higher in stagnant water of low lying areas of the city. Relative humidity still ranges between 60-70%. Sometimes rises up to 80%. On the whole the weather condition will be quite invigoration compared to earlier season.

Winter Season:

Temperature start falling in the month of December and gradually increases during January and February, the temperature is ranges in this season from 12°C to 32°C. Days are warmer but nights are cool. Relative Humidity falls down to the lowest extent, hence this is a dry season with no sweating. Winds are light and they are north-easterly and south-
easterly in their direction. The days are clear and bright, sometime would be cloudy due to eastward winds. This is the most active season for manual work. Stimulating weather occurs between 8 am to 8 pm.

On the whole, the climate of this cities is more salubrious and pleasant. The agricultural production of the area mainly depends on the seasonal variation. Compared to north-east and eastern districts, this is more facilitated by the monsoons. Generally this type of climate is well suited for factory workers and farmers as well.

2.4 SITUATION:

Hubli – Dharwad Urban Field:

Any city is inextricably bound up with its surrounding area to operate as a unified functional region. Even the origin and emergence of urban settlement forms depended on the provision of a food surplus from the surrounding country side. A town or a city cannot exist simply by serving its own population and in order to plerish and expand a proportion of its goods and services must be sold beyond its own limits. Urban geographers have devoted considerable attention to the problems of delimiting urban fields. The words such as umland, hinterland, sphere of influence or zone of influence, catchment area, tributary area, urban field and city region have been used to describe the area linked economically and socially to an urban settlement. The task of delimiting
the urban field is however not easy one. A number of indices are normally selected for this purpose and theories and models have been used to demarcate the urban fields. For example, the central place theory provides some basic ideas and the Reilly's Breaking Point Theory helps to demarcate the urban field. Generally, the urban field helps to understand the urban economic base. In the present study in order to demarcate the urban field of Hubli-Dharwad twin cities the Breaking point formula suggested by Reilly's has been employed. The formula is as follows:

\[ B_2 = \frac{D_2}{1 + \sqrt{P_1 + P_2}} \]

where as \( D \) – is the Distance of breaking point for the smaller town.

\( P_1 & P_2 \) are the Population of the two towns.

The Hubli – Dharwad twin city system has been considered as a single unit since they have single Municipal Corporation. On the basis of population size of the Hubli – Dharwad and the same parameter of neighbouring towns and cities and the distance between Hubli – Dharwad and the neighbouring towns / cities, the urban field has been demarcated (See fig.2.5). It extends in different directions depending on the distance of cities/towns/district place located. The urban filed towards north-eastern direction is more extended compared to other directions. This is because there are no such big developed towns or cities located between Dharwad and Bijapur district places. The area is lying within the boundary is the zone of influence or the city region with which the twin city system interacts.
ZONE OF INFLUENCE UNDER HUBLI-DHARWAD TWIN CITIES

Fig. 2.5
This urban catchment area is basically responsible for the growth and development of Hubli – Dharwad twin city system. All the towns and rural settlements coming under the zone of influence have been served by the Hubli – Dharwad city which acts as a regional capital in the study region. The main economic and social characteristics of this urban field are as follows:

The twin cities also acts as a two distinct taluka places with oppositely spread area, population and different workers.

As per 2001 census the total area of Dharwad taluka is 1032 sq.kms. and Hubli taluka is 631 sq.kms. The total population of Dharwad and Hubli talukas accounts 218961 (112239 males and 106722 females) and 128380 (66000 males and 62380 females) respectively. The total workers of Dharwad taluka are 111240 out of which 67302 are males and 43938 are females. These workers are divided into cultivators, agriculture labours, household workers and workers engaged in other services. The total number of cultivators in Dharwad taluka is 43317 (of which 29416 are males and 13901 females) and in Hubli taluka is 25390 (17700 males and 7690 females). The share of agricultural labours in these talukas is 40863 (17130 males and 23733 females) and 26677 (9859 males and 16818 females) respectively. The number of workers engaged in household in Dharwad taluka is 3287 (1968 males and 1319 females) and
in Hubli taluka is 1272 (841 males and 431 females). The workers engaged in other services in Dharwad taluka are 23773 (18788 males and 4985 females) and in Hubli taluka 13821 persons (11747 males and 2074 females).

The population density of Dharwad taluka is 219 persons (2001 census) and of Hubli taluka is 207 persons. The decadal growth rate of population in Dharwad taluks is 13.46 percentage and it is almost similar is Hubli taluka that is 13.47 percentage. The sex ratio in Dharwad taluka is 951 females per 1000 males and in Hubli it is 945 females.

The number of children in the age group of below 6 years is 31297. (15994 boys and 15303 girls) in Dharwad taluka and in Hubli taluka 17309 (8896 boys & 8413 girls).

The literacy is most important factor in studying composition of population, and the study area provides educational facilities. The number of literates in Dharwad taluka are 111206 (67932 males and 43274 females) and in Hubli taluka 70907 persons (43315 males and females 27592) as per 2001 census.

The total area other than cultivated land is 3490 hectare in Dharwad and Hubli taluka it is 758 hectares. The total fallow land in Dharwad taluka is 8046 hectare and in Hubli taluka 8049 hectare. The net area sown in Dharwad taluka is 114106 hectare and 94987 hectare in Hubli taluka.
The net area irrigated in Dharwad taluka is 5915 hectare (191 hectare by tanks, 5654 hectare by borewells and 70 hectare by other sources) and in Hubli taluka it is 5721 hectare (2934 by Canals, 2630 by borewells and 157 by other sources).

The total number of land holders in Dharwad taluka is 29333 which covers the area of 81117 hectare and in Hubli taluka 21891 land holders cover about 62829 hectares of area.

The total area utilised for cereals in Dharwad taluka is 42845 hectare, 27241 hectare for pulses, 70086 hectare for food grains, 1652 hectare for sugar cane, 868 hectare for spices, 3096 hectare for fruits and 7104 hectare for vegetables. The total area utilised for cereals in Hubli taluka is 22706 hectare, 12842 hectare for pulses, 35548 hectare for food grains 61 hectare for sugar cane, 15129 hectare for spices, 1001 hectare for fruits and 8883 hectare for vegetables cultivation.

The area under oil seeds in Dharwad taluka is 25558 hectare, under cotton crop 5126 hectare and in Hubli taluka 13156 hectare under oil seeds and 20878 hectare under cotton crop.

The study area is also rich in Animal husbandry. According to 2003 census, the total number of cattle in Dharwad taluka is 55811 and in Hubli taluka 30953. The total number of livestock including sheeps, goats, pigs, dogs and other animals is 125980 in Dharwad taluka and
79016 in Hubli taluka. The number of buffalos in Dharwad taluka is 31664 and 18040 in Hubli taluka.

The area under mulberry is 19.5 hectare in Dharwad taluka and 82.8 hectare in Hubli taluka. The cocoon production in Dharwad taluka is 1.90 tonnes and 26.46 tonnes in Hubli taluka. The total poultry centers in Dharwad taluka are 177648 and 80399 in Hubli taluka.

The total number of factories (as on 31-3-2006) in Dharwad taluka are 96 in which 2 textile, 6 chemical, 23 engineering and 65 other factories which are served by 7394 employees and 175 in Hubli taluka in which 1 textile, 1 chemical, 54 engineering and 119 other factories which provides employment to 12263 employees.

There are 45 Commercial and 17 Grameen, 2 Urban Co-Operative Banks in Dharwad taluka and 89 Commercial, 14 Grameen and 11 Urban Co-Operative Banks are giving service in Hubli taluka.

There are number of co-operative Societies are also working in these talukas. 27 agricultural societies, 27 milk producers, 54 housing, 4 marketing, 133 other societies totally 245 in Dharwad taluka and 30 agricultural societies, 10 milk producers, 89 housing, 5 marketing, others 141 total 275 Co-Operative Societies are working in Hubli taluka.

The total number of vehicles including motor cycles, cars, auto rikshaws, goods carriers and others is 55748 in Dharwad taluka and in Hubli the number of vehicles is 76919.
The total length of railway line in Dharwad taluka is 47 kms. and 48 kms. in Hubli taluka and the road length in Dharwad taluka is 186.31 kms state highways and 126.12 kms. district main road and it is 41-48 kms. state highways and 121-15 kms. district main road, in Hubli taluka. The length of pucca roads in Dharwad taluka is 350 kms. and 224 kms. in Hubli taluka.

There are 62 & 63 post offices, 36 & 34 telegraph offices, 5669 & 3868 telephones in Dharwad and Hubli taluka respectively. But very recently thousands of mobile phones are working in communication sector.

2.6 HISTORY AND GROWTH OF HUBLI – DHARWAD TWIN CITIES:

Hubli-Dharwad were until recently two independent towns separated by about 20 kms. The local bodies of the two areas were merged together in 1962 to form Hubli-Dharwad municipal corporation. However, each place has a different history.

Dharwar unit is a distinct head quarter and is popular as an educational, cultural and administrative centre. Hubli is well known for its commercial and industrial establishments.

The climate of the city is pleasant and healthy throughout the year. Dharwar unit, especially is known as a hill station in Bombay Rule region.
History of Hubli City:

Hubli properly Hubbali, itself has two parts known as the 'Old Hubli' and the 'New Hubli'. An eleventh century inscription found near the Bhavanishankar temple in old Hubli and belonging to the reign of Chalukya King Bhuvanaikamalla (1068-1075) indicates the antiquity of the place. This part of the town is also called Rayara Hubli (bearing reference to the kings of the Vijayanagar) and is said to have flourished as a centre of trade during the Vijayanagar period (1336-1565). Under the name Obali, this town has been referred to as a place of trade in saltpeter and iron, in an agreement entered into between Ramaraya, the Vijayanagar King and the Portuguese Viceroy with the object of encouraging trade and resisting the power of Bijapur. By about 1575 this part of the country came under the sway of Bijapur Sultan and during the period of their reign, lasting for about one hundred years, Hubli prospered as a place of much wealth and great trade. In 1673 Annaji Datta one of the Shivaji’s Generals, while ravaging Bijapur territories plundered the rich mercantile town of Hubli. Two years later, Aurangzeb (1656-1707) sent an army under the command of Muhammed Sayed Khan Tarin to conquer the western part of the Bijapur kingdom. Tarin accomplished has task but was killed after taking the fort of Sonda in north kanara. In 1677 Aurangzeb, conferred upon Tarin’s son, Shah Mahammed Khan, an estate
comprising the fort and district of Hubli and the Dever-Hubbai petty
division in Dharwad sub-division. Sambaji overran this part of the
country and held on for a short period until in 1685. SULTAN Muazzin,
Aurangzeb’s son, marched on him and took the forts of Hubli and
Dharwad and placed garrisons in them. The Moghul tenure of the country
was purely military in nature and did not last long. Abdul Rauf Khan, the
Bijapur Governor of Bankapur entered the Emperor’s service and
received a large share of the Bombay Karnataka. He soon became the
Nawab and moved his capital to Savanur. In 1755, when the Nawab
refused to pay the tributes, the Marathas attacked his territories forcing
him to give up large portions of his kingdom. The Nawab was allowed to
retain the fort of Hubli among other place. In 1778 when Haidar Ali
(1761-82) conquered the whole of Bombay Karnataka upto Malaprabha,
one of his officers, Gangaram Risaldar, captured the fort of Old Hubli.
This was soon restored to the Nawab along with a large portion of his
earlier possessions by Haidar Ali as a consequence of the marital
alliances contracted between the families of Haidar Ali and the Nawab. In
1783 Tippu Sultan (1782-1799) retook Hubli and appointed one
Budanbeg as its commandant. In 1790 Parashuram Bhau Patvardhan took
the whole of Bombay-Karnatak from Tippu Sultan and conferred small
portions of the Old Hubli estate upon the different members of the Tarin’s
family. In 1818 General Munro took the fort of Old Hubli.
In about 1727, one Basappa of Old Hubli left the town with a few followers, due to quarrels in the family and settled in the neighbouring village of Bomapour. Majid Khan, Nawab of Savanur, allowed him to build a town which has now come to be called the New Hubli, on the site of Bomapur and the surrounding villages of Aralikatti, Madinaikan, etc. The Nawab laid out one of the main streets at this one expense and called it Majidpur after himself. Basappa built the fort. The fort and town of New Hubli seem to have been included in the military grant of lands in 1764 by the Peshwa to the Patvardhan family. When a partition was afterwards made in the Patvardhan family, New Hubli area seems to have fallen to Sanglikar's share. In 1790 Captain Moor described New Hubli as a most extensive, populous and respectable town in the part of the country. The Kolhapur Chief plundered Hubli in 1796. In 1818, the town became part of the British territories and in 1820 the estate of New Hubli with 47 villages was ceded by Chintamanrao Appa Saheb of Sangli instead of his contingent. Hubli-Dharwad became part of Mysore State in November 1956.

**History of Dharwar City:**

Dharwar too is not an old town. The local belief is that the Dharwar fort was built in about 1403 and named after its builder Dharrav, an officer of the Vijayanagar King. It is said that the fort was originally ment
to be built at Navilur, about 3 kms south-east of Dharwad fort and work was begun. But the founder when hunting in the vicinity started a hare which turned on and killed his dogs at the present site of Dharwar and he consequently gave up his plan to fortify Navilur in preference to the new site. The first reference to Dharwar in historical records is however in 1573 when the Bijapur king Ali Shah (1557-79) is mentioned as marching on Dharwar, one of the strongest forts in the Karnataka. It was then held by an officer of the late Rama Raya of Vijayanagar, who had almost assumed independence. The fort fell after a siege of six months. In 1660 one of the Dharwar fort-gates was rebuilt as could be made out by the Persian inscription over this gateway. Dated in Hijri 1071 (1660 A.D.) it mentions Abdul Gaffar as the commandant of the fort under Bijapur. In 1662 lands were granted to the Kazi of Dharwar by the Bijapur king. Another remnant of Bijapur rule near Dharwar is an inscription dated 1670 found in the temple on the Mailar-ling hill. In 1673 Bankapur sarkar was formed with 16 paraganas and Abdul Karim Khan was appointed as the Governor by the Bijapur King. The chief towns of these sub-divisions were Nasratabed or Dharwar and Gadag. During the Bijapur rule Dharwar seems to have had the Muslim name of Nasratabad though it is not clear as to when and how that name came to be applied to it. In 1674 Shivaji took Dharwar and in 1685 it was taken by Sultan Muazzzin, Aurangzeb's son, who marched in the name of the Emperor to regain the south-western parts of the Bijapur kingdom which Shivaji has
overrun. During the supremacy of Moghul power (1685-1753) Dharwar was held by four commandants sent from Delhi and acting under the orders of the Moghul Governor at Bijapur. Peshwa Balaji Baji Rao (1740-1761) took Dharwar in 1753. In 1764 during Haidar Ali’s conquest of the Savanur kingdom, one of his Generals Fazl Ullah Khan captured Dharwar and overran the country as far north as the Krishna. Madhav Rao Peshwa (1761-72) within a few months (in 1764) laid siege to Dharwar fort and annexed it to Maratha territories. Again, in 1778 Haidar Ali captured the fort after a protracted siege. After the death of Haidar Ali in 1782 the SAvanur Nawab switched his allegiance to the Marathas and thus invited the wrath of Tippu Sultan who drove the Nawab and his family to Poona. Tippu Sultan then compelled the Marathas to cede Dharwar with other forts and districts. The Marathas besieged and took Dharwar in 1788 only to loose it again to Tippu Sultan. In September 1790 during the Third Mysore War, the combined force of the Marathas under Parashuram Bhu Patvardhan and the British under the command of Captain Little laid siege to Dharwar fort. Badral Zaman Khan one of Tippu’s most trusted Generals defended the fort for a couple of months and in March made offers to capitulate as a result of which a treaty was concluded. The fort was handed over in April 1790. the fort as it stood then has been described as an irregular circle, the outer ditch being 20 to 25 deep and 25 to 35 wide with a stone facing in places. The curtain of the outer wall was strong and the rampart, though too narrow, had guns mounted on it.
Behind the rampart was a second ditch. The inner rampart and curtain too were strong and thick. The town which stretched from about 250 yards to the south and east of the fort was enclosed by a weak wall in bad repair and a shallow ditch. After it came to the possession of the Marathas the fort was placed under Bapuji Sindia, a commandant. In 1814 Bapuji Sindia came to pay his respects to Peshwa Baji Rao who was then on his way to the Madras-Karnatak. He was told to give up the fort to Triambkji Denglia but he refused to do so. After he left the Peshwa’s ten he was seized and tortured by Triambkji unit a promise was extorted. Bapuji Sindia gave the keys to one his faithful clerks asking him to accompany Trimobkji and his men. After the party drew near the fort, the clerk sought permission to go in advance and was allowed to do so. Soon after entering the fort he had all the gates closed and directed his people to open fire. Triambkji was forced to retire. The clerk held the fort until an order was obtained from his imprisoned master through the intervention of one Bapu Gokhale. During the Maratha War in 1818 Lt. Col. Newall took Dharwar. Since about 1833 Dharwar is said to have lost its importance as a place of trade due to various causes. The fort was voluntarily breached by the British in 1857 for security reasons with a view to preventing its being of any use to the rebels in case it came into their possession. Now even the traces of the fort have been obliterated.

In recent years Hubli proper has greatly enhanced its importance as a centre of trade and commerce and manufacturing industry while
Dharwar has developed mainly as a residential town and centre of higher education. The headquarters of the Karnataka University and University of Agricultural Sciences are at Dharwad.

Hence, with a long history the twin cities flourished with economical, commercial, locational, cultural and even political aspects.

Municipal governments flourished in cities in ancient India, but not in the same in which it is understood today. It was first introduced in the town of Madras by the East India Company in 1687 and similar institutions were introduced in Bombay and Calcutta in 1726. The provisions of the Government of India Act, XXVI of 1850 were made applicable to Hubli from 15/08/1855. Hubli municipality began functioning from that date with a total income of Rs. 6,854/- and a population of 35,278 with an area of 2.56 Sq km.

It was divided into two parts viz, (I) the Old and (II) New Hubli, separated by the Unkal stream. To the west of the Stream lay Old Hubli and to the East New Hubli.

Stages in the growth of Hubli Town:

The development of the city-complex can be conveniently classified into six phases

The inscriptions which were found in the city denote that the city had developed from the 11th century itself. Before 1727 A.D. only Old
Hubli was existing with an area of 170 acres. Even though smaller in area, it was popular as a place of wealth and an important trading centre in Karnataka.

With the establishment of New Hubli by Basappa Shetter in 1727, the total area went up to nearly 2 Sq kms. In 1855 a municipality was established for old and New Hubli with as area of over 2.56 Sq kms and population of 35,278. In all there were four wards, which constituted the town.

Further, extension of the town took place in the year 1885 A.D. By this time the Poona-Bangalore railway link was already established in 1878 A.D. and subsequently Vijayawada and Guntakal railway links in 1888 A.D.. It necessitated the extension of the municipal area to cover the railway headquarters and added to the development of the city. The establishment of Southern Maratha Spinning and Weaving Mill in 1881 A.D. attracted and people from rural areas as work hands in the mill. This was the 1st being private enterprise of the area. A railway workshop also come into being in 1883, which marked the beginning of the industrial area. The extension was mostly towards the Northern side of the city. These are the main comes for the migration of the people from rural side to settle here for their livelihood. The area was increased to 7.68 Sq. km. with a population of 39,169 and the number of municipal wards stood at five. In all there were about 7,500 houses.
The growth of the city was rapid and further extension took place in 1940. The area was expanded upto 9.68 Sq.km. The extension this time was along the Hubli-Dharwad road. The population was increased to about 95,000 as against 83,894 in 1931. The total no. of houses were 11,228.

In 1945, rapid expansion of the city took place due to the establishment of industries and educational institutions. The extension was towards north and north-east. The total area was 14.40 Sq.km. The newly extended parts are Ashok Nagar, Vijayanagar and Keshwapur. Again 1949, 2 Sq.km. was added and boundary extended towards South-East, which includes Siddarudh Math area. Hence, the total area reached 16.40 Sq.km. The population shot up to more than one lakh.

From the hinterland, the city attracts the people for various purposes like employment in industries for education, trade and commerce. By 1956, in all 30 factories excluding minor were registered. Due to this rapid development in industries and educational institutions the area was extended to North-West along Hubli-Dharwad road and other side in 1960. Industrial area was located on the Western side and was named Udyamanagar. The Mysore Kirloskar Ltd., and MSRTC Workshop were established on the Western side of Hubli-Dharwad road. The total area now is 24.14 Sq.km. The population has gone up to more than 1.5 lakhs. The North-West boundary of the city reached Unkal.
village. Totally 17 wards were constituted for purposes of House tax. Total houses were 30,246.

Due to this rapid development, further extension was beyond the capacity of a Borough Municipality. At Dharwar also extension was irregular and city plans were not observed by the public. They were developing in the reverse direction.

In 1960, the distance between Hubli-Dharwad remained at 11,100 mtrs. as against 17.50 mtrs. in 1855. To avoid this irregular development, both the towns were merged into one Corporation for their proper development.

Like Hubli, Dharwar also got its Municipality in 1856 A.D. This has been a district head quarters since the British took it over and is famous for educational and cultural activities of the Karnataka region. It is noted for its salubrious climate, being situated on 2400’ above sea level and known as Chhota Mahabaleshwar signifying its nature as a sanatorium. This was the main reason why British people selected it as a district head-quarter. Therefore, we get here more Western style settlement in hills.

Stages in the Growth of Dharwad Town:

The growth of Dharwar, likewise, can be classified under 5 stages. In 1820, the buildings of the District Magistrate and Collector were
constructed and subsequently all the District Head offices were started one by one. Then the town had set to its development by providing various public amenities; the population at that time was about 10,000.

In 1856, the municipality was established with an area of about 5.12 Sq. km. But no survey was done by this time. Actually the survey work was commenced by the survey Department in 1871 and completed only in 1882. Due to migration of the people from the hinterland for various reasons like employment opportunities, education and other purposes, the city development took place morphologically and also culturally.

By 1885 A.D. the town area extended to about 7.68 Sq. km. Actually, the first map of Dharwar was prepared in 1882. The population increased to 28,296. The number of houses counted 7,467. But lot of open space was remained without any one. In all four wards were demarcated.

On account of rapid development further extension took place in 1916, to a total area of 12.16 sq km. The population went up to 30,000. The extension was an all sides but chiefly along the Hubli-Dharwar road.

In 1960 the expansion was towards south-west which includes the Karnataka University Campus and Attikolla. The area was 16-64 Sq. km. and population about 76,000 (1961 census - 77235) and town with 10 wards. In 1962, various types of educational institutions and Small Scale industries were established.