2.1 Profile of Kolhapur City and Kolhapur Municipal Transport:

The historicity of Kolhapur city has been reliably traced back to antiquity. In fact, the town is so old that its origin attributed to the creator Brahma himself in Puranas, after Brahmapuri, the old nucleus of settlement that had prospered on the high banks of the river Panchaganga. In Puranas, it is also known as Kar-Veer, after the legend that the goddess Mahalaxmi used her mace (kar) to lift and save her favorite retreat from the waters of the great beluga. According to the folklore the names Kolhapur and Karveer have been derived after two demons. Kolhasura and Karaveera that were slain by the goddess Mahalakshmi. Yet another analogy is that the name Kolhapur has been taken from the city’s one time king, Srigala (Fox in Sanskrit, converted to kolha in Prakrit) According to noted historian R. Rajawade, Kalla was the deity of kols or kolas the aboriginal inhabitants of the settlement and the place of her shrine was known as Kolhapur. The name eventually degenerated in to its Marathi form Kolhapur.

In 1659, Shivaji, the great wrestled the control of Panhala Fort (about 20 kms, North West of city) and of Kolhapur town along with it From Bijapur. Mughals and successfully defended its recapture by the Mughals and English. The period of 100 or so years after Shivaji’s demise is replete with Marathas fratricidal wars to retain the control of the Maratha Empire. After much palace intrigue and repeated realignments of mighty sardars, the grandson of Shivaji who was utterly discomfited by his cousin, Shahu in 1731 accepted the principality of Kolhapur as a district and an independent sovereignty, comprehending with certain restrictions, the tract of country between the Warana and the Krishna rivers on the north and the east and the Tungabhadra on the south, containing about 40,000 sq. miles and yielding a revenue of rupees 2800,000. However, the internecine strife and bloodshed of the Marathas around Kolhapur town could get over only in 1843 when the British appointed their minister to Kolhapur Darbar. It was in 1782 that queen Tarabai shifted to Maratha capital from Panhala Fort to Kolhapur. The garrison transit town of yore thus changed into a seat of Royalty and started to prosper as a religious, trading and military center.
In the sepoy Mutiny of rebels of the 27th native Infantry Battalion killed at least 15 English officers on 31st and liberated the city for two weeks from the foreign yoke. The English returned with reinforcement and ruthlessly suppressed the uprising publicity as a deterrent to others. The effects of the trauma lasted for about half a century and held the populace in submission to the might of the Whiteman’s military machine. No significant historical development took place during the later period and the town continued to flourish under successive rulers. The Princely state of Kolhapur merged into the Indian union on 31st March 1949 and becomes a district in the Bombay Province and Kolhapur city become the district headquarters. On 1st May 1960 the state of Maharashtra came into being and Kolhapur become its southernmost district with its headquarters situate at Kolhapur city. In 1991 the district consisted of 12 talukas (Ajra, Bhudargad, Chandgad, Gadhinglaj, Gaganbavada, Hatkanangale, Kagal, Karveer, Panhala, Radhanagari, Shahuwadi, and shiroli) with 1203 village (including 15 uninhabited villages) and 12 towns.

Kolhapur, the capital city of former princely state of Karveer is situated on the right bank of the Panchaganga River. It is situated in south – west part of Maharashatra east of western ghat, on latitude 16° 42’ North and longitude 74° 42’ east. It covers the area of about 66.82 square kilometer. Kolhapur is surrounded on the west by Ratnagiri district, on north east Sangli district and the south-east Karnataka state.

The city enjoys moderate climate with the temperature rarely dropping below 15° c and occasionally rising above 38° c. Kolhapur receives a fairly good amount of rain totaling 100 m. m. a year. Kolhapur is the 8th biggest city in Maharashatra. This city is divided into 5 wards namely A, B, C, D and E. These wards are further divided for the convenience of administration, development, maintenance, and for up keeping of services and elections into 60 neighborhoods.

It is also an educational center. Rajaram College, an old unit completed its centenary year. Shivaji University was celebrating their Golden Jubilee. There are 22 colleges in the city, including Arts, Commerce, Science, Ploy technical, Engineering, Law, Agricultural etc. their enrollment is near about 12,000. Total number of the primary school during the 1981 -82 was 155. The strength of these primary schools was 41,470 of which 24,474 were girls. In the case of the secondary school there are 40 secondary schools. The total strength accounted 31999.
Apart from this, the total number of bank employees is 12,595; Industrial labour 45,303 as well as government and Zila parished workers accounted 14,000. Besides this the city has 16 branches of various nationalized banks. In the city, there are 84 institutions dealing with professional courses, the strength of each intuition has more than 500 students.

2.2 HISTORY OF KOLHAPUR MUNICIPAL CORPATION:

Kolhapur city remained a capital, throughout the Maratha Period. In 1782, Chhatrapati Shivaji Maharaj shifted his capita from Panhala to Kolhapur. During the Maratha rule, the city was developed, but not on the modern line. Chhatrapati Shahu Maharaj had changed the whole structure of the city he did lot of work viz. construction of Railway Station, Shahupur Path, different educational institutions and engineering industries. When Kolhapur state merged in Indian Union, the whole responsibility was fixed on the municipality itself. Not only that, but also the responsibility of the municipality increase many fold as different laws of the Bombay government were applied to the Kolhapur city after the merging of the state.

The civic affairs of Kolhapur city were managed by the Kolhapur Municipal Borough. In 1850 the government of India decided to established municipalities in various towns and residents of Kolhapur formed in 1854, a municipal committee for Kolhapur. Kolhapur Municipality was established on 12th October 1854. At that time its total expenditure was Rs. 3,000/- and population of the city was 40,000. For the expenditure of the municipality Rs. 3,000/- were given as grant every year by the Kolhapur state. In 1869, instead of state grant, certain items of income were handed over to the municipality with a view to increasing its income i. e. octroi, tobacco tax ect. In 1920, the municipality was reconstituted. In 1925, Kolhapur State Municipal Act, modeled on the lines of Bombay District Municipal Act, 1901, was in acted. In 1944, Kolhapur Municipal Borough Act, 1901, was prepared on the lines of the Bombay Municipal Borough Act, 1925, and it was applied to Kolhapur municipality in the same year.

The Kolhapur municipality celebrated century year in 1954. The municipality has done outstanding work during the last 100 years. On 15th December 1972, Kolhapur municipality was converted into ‘Municipal Corporation’, and started its functioning with the administrators like Dwarkanath Kapoor, Shri N. M. Devasthale and D. T.
Joseph. The corporation rendered best best services and under took many projects such as Shahu Cloth Market, Maharani Tarabai Market, Kotithirth Market, Sagarmal Shopping Center, Mahavir Garden, Hutatma Park, Savitribai Phule Diagnostic Center etc. From the last few years administrative changed over into the hands of elected members. This local body giving full co-operation to speeding - up its activity for the development of the city.

2.3 HISTORICAL DEVELOPMENT OF URBAN TRANSPORT:

The Kolhapur Municipal Corporation Council acquired city bus services from the Maharashatra State Road Transport Corporation (MSRTC) with the effect from April, 1962, and since them it is operating stage carriage services in the city of Kolhapur and extended areas up to some adjoining villages outside the present municipal limits. After the conversion of the municipal council into municipal corporation with effect from 15th February, 1972. The Municipal Transport becomes the undertaking of the Maharashatra State Road Transport Corporation (MSRTC) started city bus services with the small number of fleets. In 1962 MSRTC had fleets of 20 single decker buses. Total routes were 4 and sub-routes were 7. The total run of the fleets per day was 3,000 k.m. with two bus sheds and one bus stop. The average of daily passengers who travelled in this year was 20,000. The average length of routes was 7.23 k.m.

In the year, 1971-72 the undertaking had a fleet of 50 buses and this strength had gone up to 62. At present the Kolhapur Municipal Transport (KMT) had total fleets of 82 buses. The operational area of the public transport is within 16 k. m. radius around the Kolhapur cities.

2.3 Kolhapur Municipal Transport Corporation:

Kolhapur Municipal Corporation established its public transport unit, Kolhapur Municipal Transport on 1st April, 1962. Since then for about four decades now, KMT has been providing valuable city transport services to the citizens of Kolhapur as well as to the people in the adjoining predominantly rural areas within a radius of 15 kilometers. It daily carries thousands of students to and from their schools, hundreds of factory and office workers to and from their workplaces. It also takes small businessmen and traders on their visits around city and the nearby villages, housewife to and from market places. It also enables small farmers in the surrounding villages to
bring their produce to the city’s wholesale and retail markets and then again takes them back to their villages. In fact, within Kolhapur city, KMT is a life line for thousands of people engaged in different pursuit’s. On the rare occasions like Bandhs or the river Panchaganga’s floods that the KMT is forced to curtail its operations. The plight of the Bus –users is has to be seen to be believed.

2.4 Genesis and Growth of KMTU:

Since, 1952, Kolhapur Municipality was representing to the state Government to transfer the MSRT Corporations city Bus operations in Kolhapur to it. In 1961, The Municipality formed an ad-hoc committee under the chairmanship of Shri Shreepatrao Bondre, then president of the Municipality, to present it’s case to the Government. The committee succeeded in it’s efforts and the Government issued orders to handover the city Bus operations to the Kolhapur Municipality with effect from 1st April 1962. The Municipality thereupon formed the KMT Undertakings to take over the city bus transport operations from the MSRTC. Kolhapur Municipality thus became the first Municipality to start a city bus service through a Municipal transport undertaking under the provisions of the State Road Transport Corporation Act.1948 According to the provisions of the Municipal Boroughs Act of 1925, applicable to the Kolhapur Municipality a committee of seven elected Municipal members under the chairmanship of the Municipal President was formed to supervise the day to day administration of the KMTU. The Municipality also extended a loan of Rs.11, 45,947 to the KMTU for purchasing new buses and meeting preliminary expenses. The KMTU purchased 16 new Bus chassis (8 Bedford make and 8 Mercedes make) and built bus bodies on them. The brand new fleet of 16 buses began operating on the same old 22 routes earlier serviced by the MSRTC. The MSRTC, While handling over the city bus operations to the KMTU, had also loaned to it an initial staff of 173 employees for running the departments of administration, works and traffic. Being local people none of these employees went back to the MSRTC and were confirmed in the Kolhapur Municipal Transport Units Employment. The operations and the business of the Kolhapur Municipal Transport Unit have grown progressively over the last three decades.

2.5 Kolhapur Municipal Corporation Transport Activity:

According to provisions under Maharashtra Provincial Corporation Act 1949 Section 20, KMC Transport Department was established on 1st April 1962. The bus service was started under this department to provide economical, timely and reliable travel facility to citizens of Kolhapur. The transport department provides city bus
service in Kolhapur city, nearby suburban area and rural area within 15 km from city limits. There are 133 buses with transport department as on October 2006 and 127 buses are on the road for daily service. These buses traveling of different routes are controlled by 5 transport control centers in the city. The central transport control center is at Chh. Shivaji square. There are pass issuing centers at Maharana Pratap Chowk, Gangavesh and Shri Shahu Maidan and open on all week days from 8.00 Morning to 8.00 at night.

The main office of transport department is at Shri. Shahu cloth market, North wing, First Floor, 'C' ward, Somwar peth, Kolhapur- 416002. The telephone numbers are (0231) 2644566 to 2644571 and Fax number is (0231) 2644608. Maintenance and repairs of the KMC transport buses are done in Main Workshop at Shastrinagar.

Transport department of KMC provides bus services on following routes.

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<tr>
<th>ROUTE NO.</th>
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<tr>
<td>1</td>
<td>Gandhinagar, Valivade, Koyana Colony, Chinchwad</td>
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<td>2</td>
<td>Rajopadhyenagar, Krantisinha Nana Patil nagar, Jivaba Nana</td>
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<td>Jadhav park,</td>
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<td>Aptenagar, Sane Guruji Vasahat</td>
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<td>8</td>
<td>Jatharwadi, Bhye, Bhuyewadi, Vadanage</td>
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<td>Sugar Mill, Kasba Bavada</td>
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<td>Shivaji Universities</td>
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<td>21</td>
<td>Fulewadi, Bondrenagar</td>
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22 Vakare, Kuditre town
23 Lakshateerth vasahat
24 Market Yard, sant Gora Kumbhar Vasahat
25 Pachgaon
26 Morewadi, Kandalgaon
27 Lonar vasahat
28 Koge, Bahireshwar
29 Kaneri Math, Kagal
30 Khupire, Shindewadi, Yavaluj
31 Varanage Padali
32 Vashi
33 Mouje Vadagaon

2.6 Profile of Solapur City:

Solapur is the home of handloom and power loom weaving industry, which provides employment to a large number of workers. Solapur becomes a Collectorate in 1838. Solapur City received its municipality in 1862 and the boundaries of the city were first announced in 1866. The municipality was converted into a Municipal Corporation on 1st May 1964. Solapur is a famous city with an equally famous history. In has been found that the name “Solapur” has its roots in the name - Sonnlagi. Sonnlagi (Solapur) city was looked after by Patil Mordi Modheshwar (also known as Siddarameshwar) was born in 1140 A.D. he stayed in a house at Sakhar peth, behind the now Padma Talkies. Ancient Solapur is based in this area. Shri Nanappa was the Jaghirdar during this time. After his death his wife Smt. Chamaladevi looked after the Jahagir. Shri Siddarameshwar had a strong desire to build a beautiful temple and lake in Solapur. To honor his feelings, Smt. Chamladevi gave him land near the fort to build this lake temple. Shri Siddharameshwar went to Shrishail and brought a Shiv line from these. Finally the temple was built in the middle of the lake and the pranpratishthapan of the Shivling was done. This lake temple of shri Siddarameshwar has always been a major attraction in Solapur city.

2.7 Socio-Economic Progression:-

Agro climatically entire district and Solapur city comes under rain shadow area. Rainfall is uncertain and scanty. The monsoon period is from second fortnight of June to end of September, bringing rains from South-West Monsoon. The average rainfall for the district is of 620.57 mm as per the available information. Due to scanty and non-
uniform rains, scarcity condition prevailing in the area adversely affects the socio-economic condition of people. Solapur city receives water from Ujani dam and the famous sanctuary for the Great Indian Bustard (Maldhok) is located at Nannaj, close to Solapur city. This is a unique bird species on the verge of extinction and is therefore highly protected. The sanctuary is located at Nannaj. There are about 4783 industries in Solapur are Textile, Oil mills, Bidi Industry and Sugar Factories.

Since 1818, when it passed under the British, Solapur has grown steadily in importance as a trade center. When, after some year of British management, it become free from the risk of robbers from the Nizam’s territory, Solapur become a resort of traders and the opening of a railway station in 1818 raised it to be one of the chief marts in the Deccan. Raw cotton first came to Solapur in 1840 and in later years, it became the staple trade, though since 1870s, the nearby town of Barshi took much of the cotton trade away from Solapur.

The cotton mills followed the railway. The first cotton mill of Solapur- Solapur spinning and weaving mills- were started by Seth Morarji Goduldas in March, 1877. The other mills that came up in the latter years, (therefore, are in the proximity of the railway station.) On the other hand, the decentralized power loom cotton textile industry is located in the Eastern part of the city.

2.8 Demographic Features:-

In 1991 Census, the population of Solapur City was recorded as 6, 04,215. In 2001 Census, the population of Solapur City was recorded as 8, 73,009. In 2011 Census, the total population of Solapur city was recorded as 9, 51,118. Out of them, females were 4, 68,933 and males were 4, 82,185 population in the city area.

Sex Ratio:-

‘Sex ratio’ is defined as the number of female per one thousand male in the population. According to 2011 Census, there are 916 female for every thousand males.

Literacy:-

The literacy rate of Solapur city, per 2011 Census, is 77.72% (80.64% male and 66.55%Female).

Education:-

Of late, particularly in the post- independence period, Solapur has evolved as an education center in the region. It boasts of 226 primary schools and 92 secondary schools. The city also has 24 collages, imparting mainstream and profession education and 3 polytechnic institutions and one Solapur University, Solapur.
2.9 Various Dimensions of Industrialization:

In little paradox to say that Solapur which stands fourth in the state in concern to the development of industries is a predominantly agricultural. Agriculture provides a means of livelihood to about 70% of the total district population. Solapur is an important center of cotton textile industry ever since the third quarter in the nineteenth century and the district rank fourth in industrial development in the state. The Jacquard Chaddars manufactured at Solapur are very famous all over India. Solapur is a congenial home of the handloom weaving industry which provides employment to a considerable number of workers. Besides sugar industry is also found at a congenial home in some parts of the district. In fact, sugar industry occupies a very important position in the industrial landscape vis-à-vis general economy of the district.

The growth of modern industry in the Solapur stated as far back as in nineteenth century. However, Solapur achieved the fame as a business center before the nineteenth century. The extension of the great Indian Peninsula Railway to Solapur in 1860 and to Raichur in 1870 and the completion of the work of a big reservoir known as ‘Ekruk Tank’ in 1872 were the three important factors which had contributed to the industrial development in Solapur. In the subsequent 20 to 25 years number of cotton mills has been established in Solapur. It is noteworthy that all the industrial lists who have established the factories in the district have come from outside.

Cotton industry occupies an important place in the economy of the district since times immemorial. They provided a source of livelihood to numerous artisans and craftsmen who were well known for their skill and workmanship. The village craftsmen catered to the needs of the community in respect of various agricultural implements, domestic articles, furniture, clothing, footwear and a variety of articles of daily use and luxury goods. The chief crafts in Solapur since past were dying a yearn handloom weaving of cotton, cloth and working in gold and silver copper and brass, iron stone earth, wood and leather etc. the handloom Western at Solapur hand earned a, great reputation in Western India. Indigo dying and printing was an important industry which attracted buyers from the large part of the then Bombay presidency. However, with the advent of machine made goods the demand for the handicrafts and village industries declined to such an extent that hundreds of craftsmen had to face unemployment or underemployment. This had an adverse impact on the economic conditions of the craftsmen who were forced to take resort to agricultural labour. The decay and slow growth of cottage and village industries could be attributed generally to six handicaps.
which are inherent in them vis. raw materials, techniques of production, finance, marketing and other socio-economic factories etc.

The problem of under employment of the village craftsman and artisans received the attention of government during post-independence period; Government has undertaken considerable efforts to ameliorate economic conditions of these people co-operative societies of artisans and craftsmen were strengthen to provide financial assistance for encouraging them to adopt improved tools and methods of production. The co-operatives also help the artisans by undertaking sale of the produce which by itself is very beneficial to the artisans. Most of the cottage industries are ancestral in character followed by family member belonging to certain group of the people. Mobility of labour in these industries is not conspectus.

With a view to improve the lot of artisans and expanding production of consumer goods considerable emphasis is laid by the Government for creating a sound structure of industrial co-operatives. The cottage industries are generally faced with many difficulties in connection with raw material, finance and marketing. These industries often required materials produced by large scale industries. The artisans have often to pay unduly high price for their raw materials become of middlemen. The Bombay industrial and Economic Enquiry Committee Report recommended the organization of workers into association. The work of encouraging the co-operatives of craftsmen and providing financial as well as other assistance to them is entrusted by the Government to the Zilla Parishad authorities. The Government has undertaken several schemes for training the workers engaged in the wool and cotton weaving cair, tanning and leather work, carpentry and gold smithy. These training schools help to enrich the technical knowledge of craftsmen. The Maharashtra State Village Industries Board in collaboration with the All India Khadi and Village Industries Commission had undertaken the development of Khadi industries, handmade paper industry, and village industry committee had under taken various schemes in the erstwhile Bombay state for the development of village industries.

**Cotton Textiles:-**

The first organized industry feasible to start in the district was cotton textile (mill) and was established in 1877. The subsequent period of 20 to 25 years was marked by establishment of a large number of cotton textile mills in Solapur and Barshi, adjacent district place, which were the most important textile centers in the district even today. The year, 1860 marked the establishment cotton textile mill at
Solapur while the new railway line provide a convenient means of transport, the Ekрак Tank be made available sufficient water supply to cotton crop. It resulted in an increase in the area under cotton cultivation. Solapur Spinning and Weaving Co. Ltd. Solapur was the first textile mill established in 1877. This mill was supposed to be the number one mill in entire Asia. Unfortunately this mill is not in functioning today. At present there are 8 spinning mills functioning in the city, out of which 6 spinning mills belong to private sector and 2 spinning mills to co-operative sector.

Sugar Industry:--

The Solapur district posse’s considerable potentialities of the production of sugarcane due to availability of the production. The sugar industry through established 60 years ago, its development and expansion is only of recent in origin. The co-operative sector is playing the most important role in development. In Solapur Shri Siddehshwar Sahakari Sakhar Karkhana Ltd. is situated at Kumathe.

Cottage Industries:--

Cottage industries occupy an important place in the economy of the district since time immemorial. They provided a source of livelihood to numerous artisans and workman shop. The village craftsmen catered to the needs of the community in respect of various agricultural implements, domestic articles, furniture, clothing footwear and a variety of articles of daily use and luxury goods. The chief crafts in Solapur in the past were dying of yarn, handloom weaving of cotton, cloth and woolen blankets. Spinning, oil pressing and working in gold and silver, copper and brass, iron, stone, earth, wood handloom and leather. The handloom weaving at Solapur had earned a great reputation in Western India. Indigo dying and printing was an important industry which attracted buyers from the large part of the then Bombay Presidency.

However, with the advent of machine made goods, the demand for the handicrafts and village industries decline to the handicrafts and village industries decline to such an extent that hundreds of craftsmen had an adverse impact on the economic condition of the craftsmen who were forced to take resort to agricultural labour.

The Government has undertaken several schemes for training the workers engaged in wool and cotton weaving, coir, tanning and leather work, carpentry and smith. These training schools help to enrich the technical knowledge of craftsmen. The Maharashtra State Village Industries Board in collaboration with the All India Khadi and Village Industries Commission has undertaken the development of Khadi
industries, handmade paper industry, village industries, workshops, leather industry, etc. the village industries committee had undertaken various schemes in the erstwhile Bombay state for the development of village industries.

**Handloom Weaving Industry:-**

The development of handloom weaving industry in Solapur seems to have commenced in the region of the Peshwas. The settlement of the Madhavrao Peth (the Present Mangalwar Peth) in Solapur sometime in the last quarter of the eighteenth century proved an attraction to may trade and artisan families of weaving communities such as khetri, Momin etc. Pandmashlis maintain that they come to Solapur at the invitation of the Peshwas they were followed by some Togati families. But the industry was not then concentrated in Solapur to any significant extent owing to the unsettled political and civil condition. The handloom industry began to strive, owing to the improvement and extension of roads and the increasing availability of better and cheaper means of communication, the extension of the railway line up to Solapur in 1860 accelerated the expansion of the industry.

With the passage of time, small imperceptible change was coming over the organization of industry. A family demanded the unit of work but the factory system began to be increasingly adopted. Similarly, the system of contract work on a large scale basis by the out workers came into prominence. In the technical branch, the fly shuttle began steadily to displace the old throw shuttle and a gradual specialization of the preliminary processes of sizing and warping by a different group of workers also developed. The later change was favored by the factory system. The export dealer, which was also a stockiest, became a permanent and indispensable feature of the industry, the handicraftsmen remain absolutely ignorant about the markets or their exploitation. The lack of finance creates increasing dependencies of the weavers on the yarn dealer- cum-cloth dealer.

The proportion of weavers belonging to different castes to the total number of weavers in the industry has also been changing slowly since the time of Peshwas. Solapur being in the hands of Mahomedian rulers for the greater parts of its history, a large number of Momin weavers were seen in Solapur. Among Hindus, there were Niralis and Lingayat and non-Lingayat Koshtis. During the time of Peshwas, many more Momin families came to Solapur from Sagar, Aland, Dharshiv, Avase and other places from the Nixame territory. Similarly a number of Khetri families migrated to Solapur during this period. Many families of these Hindu and Muslim immigrants made
their name in the local industry. Then came Padmashali and Togati weaver from the Nizams territories. But from 1800 onwards the number of Hindu weaver began to rise rapidly due to the steady influx of the Padmashali Karhandars, now are prominent in the local industry which were settled at Solapur in the fifties and sixties of the last century. After 1870 when the peninsular railway line was extended up to Raichur, Kurhinshetty and Jayandra, weavers from the Raichur and the surrounding district began to migrate to Solapur. The population of Padmashalis, Jayandra and Kurhinsetty castes went on increasing. The industry is now mostly in the lands of the Padmashali weavers. At the same time, some non-weaving community seems to have made their appearance in the industry mostly in the preparatory processes.

Agro-Economy:-

The major crop of the district is Jower, Wheat, and Sugarcane. Solapur district especially Manghwedha taluka is known for Jowar. Maldandi Jawar is famous in all over Maharashtra.

Government:-

District Collector is mainly responsible for the district Administration. The District Collector is assisted by Resident Deputy Collector and the Sub-Divisional Officers to maintain the law and order of the district.

Transport:-

By railway Solapur is a distance of 456-km from the Mumbai on the main broad gauge rail line of Central Railway connection Mumbai and Chennai. By roadways, it is also well connected by road. State transport connects buses from major cities of the state like Mumbai, Aurangabad and Pune to Solapur.

Division:-

The Solapur district comprises of three revenue Sub-division, eleven revenue Talukas and 1144 revenue villages.

2.10 Three Tank in Solapur City:-

Motibag Tank:-

Motibag history of thousands of years is also called Kambher Talav or Kamal Tank because white and pink lilies in the lake. The lake is declared as bird sanctuary, since thousands of birds visit this tank in the month of December to February. Allan Hume in his books stray fithters has kept record of the flora and fauna
of the tank and vegetation of and birds found in this lake. The Tank is the major attraction of the town.

**Shri Siddehshwar Temple Tank:**

Shri Siddeshwar Temple Lake finds mention way back to 400 yrs. His holiness Shri Siddehswar ducks this lake for the benefit of the people of this town. He took live Samadhi at same place. Now the temple along with four sides of water is one of the most beautiful lake temple in India.

**Hipparaga Tank:**

Hipparaga Lake or Ekruk tank is which duck for the water requirement of the Solapur. It is for useful irrigation purpose. Now-a-days water of the Hipparaga Lake is used for water supply to the Jai Bhavani Pani Girani. Thousands of migrated birds like flamingo, demoiselle cranes and other migrated birds from Europe, Siberian, and other country visit tank in winter.

**2.11 Responsibility of the Solapur Municipal Corporation**

The Solapur Municipal Corporation is within the limits of its territorial area, responsible for the implementation of the provision of these rules and for any infrastructure development for collection, sorting, storage, segregation, transportation, processing and disposal of biodegradable and non-biodegradable waste.

Towards this, the Solapur Municipal Corporation

1. Has set up the Solid Waste Collection and Handling cooperative of waste-collectors SWACH - Waste Collectors' Cooperative for undertaking door to door collection of biodegradable and non-biodegradable solid waste from households, shops, offices and other commercial premises.

2. Is setting up of Non-Biodegradable Waste Collection Centers in each Municipal kothi for the sorting and storage of non-biodegradable solid waste into recyclable and non-recyclable waste and processing of recyclable waste. These centers are to be managed by SWACH.

3. Is expected to make arrangements for covered receptacles at public places into which the biodegradable waste may be deposited.

4. Is expected to directly or through its agency, undertake according to a predetermined schedule the collection of biodegradable waste brought to common collection points/ deposited in the receptacles by the collectors of the cooperative.
5. Is expected to directly or through its agency, undertake the collection of non-biodegradable, non-recyclable waste from the Non-Biodegradable Waste Collection centers according to a predetermined schedule.

6. Is expected to directly or through its agency, undertake the collection of biodegradable solid waste from bulk generators such as hotels and restaurants, mangal karyalayas, hospitals, educational institutions, refectories, hostels etc.

7. Is expected to directly or through its agency, undertake the collection of garden waste and cuttings, as per a specified weekly schedule to be made public.

8. Is expected to directly or through its agency, undertake on payment the collection of individual construction and demolition waste/debris, as per a specified monthly schedule to be made public.

9. Is expected to use and provide proper vehicles for transportation of biodegradable and non-biodegradable non-recyclable waste so as to avoid mixing the two during transportation.

10. Transportation vehicles shall also be covered appropriately to avoid the spillage of garbage on the roads during transportation.

11. Is expected to provide a list of sites for depositing debris and other construction and demolition waste by generators from time to time. The list should be displayed in each Municipal ward office, in the building permissions department and on the website of the Solapur Municipal Corporation.

12. May directly levy penalties for contravention of arrangements as reported by the agent/ agencies at the next level of waste collection/ transport/ management.

13. In consultation with the State Pollution Control Board, may set up directly or through its agency composting, bio-meth nation or other biological processing facilities for biodegradable waste.

14. In consultation with the State Pollution Control Board may provide specially designed landfill site restricted to non-biodegradable inert waste and other wastes that are not suitable for recycling or for any processing and that land filling should be carried out in a proper and scientific manner.

15. Should through reputed institutes or organizations scientifically analysis each year, waste and debris excavated/removed from sewers, gutters, nallahs and total solid waste collected in the Solapur Municipal Corporation area with respect to non-biodegradable waste. Item wise categorization/ classification of such non-biodegradable waste should also be carried out.

2.12 Transport and Communication:

This district is connected to Mumbai, Hyderabad and Madras by Railway line (Broad gauge). Another line connected this district with Bijapur (Karnataka). The third line (narrow gauge) connected through Latur, Miraj (Sangli district). At present the narrow gauge is converted into broad gauge. The total length of Railway line is 447.98 Km. in the district. Important railway stations on the above 3 lines are Kurduwadi, Solapur, Hotgi, Latur, Pandharpur and Sangola.

Road:

The district places as well as all Taluka places are well connected by National state and major district roads. The important National Highway passing through the districts are:

(a) Mumbai – Hyderabad
(b) Nagar – Bijapur
(c) Solapur – Bangalore

The total length of roads is 94.1 kms. in the district. Transport and Communication is one of the important factors in the infrastructure of the economy. A planned network of roads and other means of communication help in bring out economic development quickly. In Solapur district there has been no changes in the rail length since long.

2.13 Conclusion:

The city bus services offered by the Kolhapur Municipal Transport are cheaper compared to other modes of intra city private passenger transport like auto rickshaws. KMT not only renders efficient services to the traveling public but also offers concessional fares to students and physically handicapped. It also offers free travel on city Buses to freedom –fighter’s and press –Reporters, which are unique only to the KMT in the whole of Maharashtra.

Solapur is the sixth largest manufacturing city in the Maharashtra state, first 5 being Greater Mumbai, Pune, Thane, Nagpur and Nashik. The above geographical, economic and social history makes to develop the industrial sector in Solapur city. The city is located near the boundary of Karnataka and Andhra state. The state Karnataka and Andhra are famous in the field of dry-land agriculture particularly for oilseeds production such as groundnut, sunflower, safflower etc. This is why the city Solapur is
developing through the oil and cotton industry. In these present days due to the above circumstances, the Solapur city edible oil market is also developing. Solapur city is the head quarter of Solapur district and is one of the largest industrial cities in Maharashtra.

References:

1. Annual Reports of the Kolhapur Municipal Corporation.
7. Maharashtra State Gazetteer, Kolhapur District.