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URBAN LOCAL GOVERNMENT AND PUBLIC TRANSPORTATION

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C H A P T E R - I I

URBAN LOCAL GOVERNMENT AND PUBLIC TRANSPORTATION

2.1 HISTORY AND ORIGIN OF URBAN LOCAL GOVERNMENT

Discussions of the local government are often made in terms of the high ideals of our civilisation, liberty, equality fraternity, pluralism, social justice and the democratic participation. In Anglo-American practice, the Municipal Corporation is a primary unit of local government. Local Government was municipal cized in the 19th century. Before 1935, municipal boroughs in England were only element in a complex system of local government and probably not very important. However, they were corporations and established by and for businessmen and such become the model of the local¹ government in the bourgeaise age. The reforms made between 1835 to 1929 standardized arrangement for local government. Under regime every local government would be corporations, owned by the people in the area concerned or at least by every one who had property there and organised to provide a range of necessary services, as efficiently as possible, in accordance with parlimentary statutes.

In 1835, the 'Municipal Revolution' occured in England.² That revolution was connected to the defeat of protectionism. A policy of free trade depended on elimination of the restrictions imposed by borough corporation in the interest of their

members. On the otherhand, an elaborate infrastructure of services and facilities and a appropriate set of police regulation were needed to make the free enterprise economy work. The boroughs had to be transformed into public corporations to perform these functions.

"The Muncipal Corporation Act, (1835) began the necessary sequence of changes. A similar transformation occurred in the United States, where the pre-revolutionary boroughs had been established on much the same basis as in England".³ These changes were essential for the vast expansion of municipal activities in the 19th century.

The municipal authorities were largely responsible for creating modern cities. They laid the roads and the streets, brought in clean water, drained the land, disposed of sawage and waste, created new system of public transport, cleaned and it the street, installed parks and pavements, made a room for railway and provide electricity and telecommunications.⁴

Most of these functions were new and all of them were essential to the development of industrial economy. Thus there was common interest in putting them under the control of public authority, so that these services were provided as cheaply as possible and that cost were fairly opportioned.

In the 20th century, local government was in advance as compared to 19th century, in the sense that, not only economic development was necessary, but also there was a stress on the functions, which were necessary for the social welfare. The doctrine of laissez-faire soon passed and state intervention became essential for the welfare of the community, which was done through the municipalities. Which provided the people public health, culture, recreation and education etc. A business corporation neglected its social responsibilities, and as local enterprises, they lacked in resources. Therefore, municipal corporation had to be nationalized and made to work as an agencies of state.

2.1-A THEORY OF URBAN LOCAL GOVERNMENT

The term local government deals with monetary resources of the public at all the levels Central, State and the Regional or Local Government. Local Government is related with the public finance. Public finance is a compound word, comprising of 'Public' and 'Finance'. In the public finance however the word 'Public' is used in the sense of government. Any government viz, Central, State, Local is a political organisation of the people which can impose its will on the people. Supreme power lies with government. The word 'Finance' is necessarily connected with money. It is used in the widest sense. The finance of the government include raising and disbursement of

the public funds the money collected from the citizens. The economics of the public finance, thus studies systematically and scientifically the operation of the public revenues and the public expenditures. In short, public finance deals with the financial operations of the government conducted for attaining socio-economic objectives, are fixed by the government.

Musgrave, Keynes, Lerner, Galbraith and others writing envolved the modern definition of the public finance.

Sources of the revenue to government are taxation, borrowing, fees, and fines levied by them.

Private people are profit seeking concern, if these resources are owned by them, whole community is adversely affected. For the maximisation of social and economic welfare of the community the government managing body is essential.

The history and origin of the State, shows that the functions of the state or government were very limited and narrow. The classical view of the state functions related to their activities and were not allowed to intervene the provate business. According to classical economist, it had to maintain internal law and order, and protect the community from the external aggression. It was probably a 'Police State', but gradually there were changes in the functions of the state and those were extended to the field of education, medical aid, social security scheme etc.

The objective of such a state is to maximise the welfare of the community as a whole. State has taken up certain public activities to increase the welfare of community.

Keynesian 'General Theory' demonstrated that it was possible through the fiscal policy of the state to increase employment and to maintain it at high level. The government is actively engaged in a programme that increases national income and enable the economy to maintain continuous growth.

The authority of the state should be used to reduce the income in equality. In advanced and developing countries, we find that the fiscal instruments are used to effect the transfers from well to do group of the community to the less to do group of the community.

All over the world, local government is an integral part of the fourtier system of the government of which fourth or the bottom tier is the local government, which is created by the national and state enactments and within limited jurisdiction as provided by various statues. Local government is that part of the government of a country which deals with of the people living in a particular locality. It includes those things which the parliament consider and to be of national importance but which have to be decided and should be administered by local bodies under the control of the central government. The local government jurisdiction is limited to a specific area, and its functions relate to the provision of

civil amenities to the population living within its jurisdiction. It has no legislative power.

In India, local government is widely known as local self-government. The term local self government and the local government are synonymous. In general, local self government may be said to involve the conception of territorial, non-sovereign community possessing the legal right and the necessary organisation to regulate its affairs. This term originated when the country was under the British rule. In fact in the Indian Constitution,⁵ local government, that is to say, that the constitution and powers of the Municipal Corporation, Improvements Trusts, District Boards, and other local authorities for the purpose of local government or village administration, the term used is local government.

Local government is to day much more important in day-to-day life of the citizen than the state or the central government.

William A. Robins rightly remarks "Local authorities have greater opportunities today than ever before. If the powers of central government are increasing, so are the power of the local council", W. A. Robins writes - "Local Government may be said to involve the conception of a territorial, non-sovereign community possessing the legal right and necessary organisation to regulate its own affairs. This in term

pre-supposes the existence of a social authority with the power to act independently of external control as well as participation of the local community in the administration of its own affairs".⁶

In India, local authorities have many powers and can exercise many functions, but in the practice the local government can not develop the well being of the people due to lack of funds. An authority requires more finance to make its objectives fruitful. Even though local government has not right to impose such taxes, which are not included in the constitution it is empowered to impose only such taxes, that have been approved by the state government.

2.1-B STRUCTURE OF URBAN LOCAL GOVERNMENT

In France, a unitary or uniform local government system prevails. India has evolved different structure (As similar to England) of local government for rural and urban areas. There are the six types of the local authorities in India. These six types are divided into two categories on the basis of separating urban from rural areas. Big cities are generally called Municipal Corporations. Middle and Small size towns have municipalities and at the bottom are notified area, they are not towns, generally they possesses a characteristics of a village. In rural area there is 'Panchayat Raj'. The sequence of the rural government is (1) at the top level

Zilla Parishad, (2) next to this Panchayat Samitee, and
 (3) at the bottom of the rural section is village or Gram
 Panchayat (Please refer to table no. 1).

The Municipal Government in India was modelled on the
 British Pattern. The corporation form was ushered in by
 the Bombay Municipal Corporation Act, 1885. Under the Indian
 Constitution Local Government is the State subject and consti-
 tutionally, the states are free to interfere with the structure
 of their local government units.

There are five types of urban local bodies in India
 e.g. Municipal Corporation, Municipal Council, Cantonment
 Boards, Notified Area Committee, and town committees. Among
 these five categories, the first two i.e. Municipal Corporation
 and Municipal Council can be considered as full fledged
 representative of urban local government (Please refer to
 table no. 2.2).

2.1-C ROLE OF URBAN LOCAL GOVERNMENT

When people become more civilized and began to live
 together in a locality, certain problems arose from their
 living together. These problems related to the provision of
 urban facilities like water supply, removal of rubbish,
 drainage, lighting, prevention of epidemic, provision of parks,
 disposing of waste, public transport, construction of roads,
 regulation of trade and commerce due to rapid growth of commerce

TABLE NO. 2.1EXISTING STRUCTURE

URBAN

Municipal Corporation
(For the large cities
with population over
3 lakhs).

Municipalities
(For Population over 5,000)

Notified Area Committees
(For developing towns)

RURAL

Zilla Parishad

Panchayat Samittee

Gram Panchayat

TABLE NO. 2.2

U R B A N

Municipal Corporation		Municipalities		
<u>Special Grade</u>	<u>Selection Grade</u>	<u>First Grade</u>	<u>Second Grade</u>	<u>Third Grade</u>
1. Population	1. 1,00,000	1. 50,000	1. 35,000	1. 20,000
2. Income	2. 2,50,000	2. 1,00,000	2. 50,000	2. 35,000
3. Minimum P.C.I.	3. Rs. 20/-	3. Rs. 15/-	3. Rs. 10/-	3. Rs. 5/-

(Recommendation of the Rural-Urban Relationship Committee 1966, Ministry of Health and Family Planning, Government of India)

for social welfare, social securities, bonus, provident fund, medical aids, education etc. Thus functions to be performed by the local government continued to increase.

Local problem and needs stand on different footing and require a different kind of treatment. Local Government functioning is consequent of the power delegated by the central and the state government. They owe their existence to the statutory orders of state government and exercise authority within the specified areas with a population to serve. In short it may be termed as a 'Mini Government'.

Thus, the units of local government serve twin objectives.

1. An agent of the state government in tackling the problem of local areas.
2. Act as individual unit with statutory power to fulfil the needs of the local community.

A local unit represents a small, compact area for administration. This gives scope for the people of the area, and their problem to be solved by an authority concerned. In a democracy, Municipal Governments play another vital role. They serve as a training ground for the state and national leaders.

2.1-D FINANCE OF URBAN LOCAL GOVERNMENT

Discussion of the urban local government will remain incomplete without highlighting its financial condition. The sources of income of the municipal authorities are revenue from specific taxes, grant-in-aid from the State Government and non-tax revenue, from fees, fines and municipal enterprises such as city transport, market etc. A recent inquiry shows that "the urban local bodies derive about 66 per cent of their ordinary income from tax revenues, about 21 per cent from non-tax revenues and 13 per cent from grant-in-aid."⁷

Most of the urban local bodies levied major taxes, these are - property tax, service tax, octroi on the entry of goods in local area for consumption or sale there in, taxes on the animals, vehicles, taxes on the trade and calling. Although revenue from taxation constitutes the main source of the urban local finance, municipal administration regarding the tax collection is not satisfactory.

Recently, state government is considering abolishment of the octroi, but it will definitely hamper the financial position of the urban government. Replacement of octroi will be possible only when it is replaced by other elastic taxes.

Today urban local government is suffering from the financial inadequacy because of rapid increase in population.

Local Government has to finance numerous basic services at subsidised rprices to the poor community. Thus, financial strain becomes heavy until external resources increase proportionately urban government will fall to keep pace with growing requirements.

In addition to these problems urban governments have no financial sphere, as they are established on 'non-sovereign' basis. And due to their inability to impose new taxes and more over state and central government are reluctant to share with them on the rational basis". But it should be noted that, provision of the funds alone is not going to help to solve the problems of urban government. They must utilise these funds properly and for that trained and competent staff is necessary, but what is equally important is sound budgeting. Similarly, a good system of continuous internal and regular external audit, must be immediately introduced".⁸

2.1-E NEED FOR CONTROL OF PUBLIC TRANSPORT BY PUBLIC BODY

Laisser-faire as 'free enterprise', in the sense of 'hands off' business is long dead. Laski in his grammer of politics, published in 1925, delcared that, laisser-faire as a systematic principle ended with the outbreak of War in 1914. The world-wide depression in 1930, has proved that a control of state is necessary because conditions for its success had disappeared. The supporters of free economy assumed that, man is a rational being, he behaves in such a way that gets more

satisfaction and he will bring, greater satisfaction to society.⁹

A man enterprising in business is concerned consciously and directly only ; with profit maximisation and only indirectly and incidently with the public good. Enterprenure who under takes business with the profit motive is not able to think of public good, in business like transport where private entrepreneure is likely to do much harm than good. Therefore, government (participation) is always desired.

Government interference in the 'transport' is invited for the benefit of the people at large. Transport is one of such business in which the government either directly or indirectly has to keep watchful eye on the functions. The government supervision in business was advocated by the British Labour Party in 1950 on the basis of the following logic.¹⁰

"Public ownership is a means of ensuring that monopolies do not exploit the public".

"Public ownership is a means for controlling the basic industries and services on which the economic life and welfare of the community depend. Control can not be safely left in the hands of group of private owners got answers able to the community."

"Public ownership is a way of dealing with industry in which inefficiency persists and where the private owner lacks either the will or capacity to make improvement."

Ownership of the public body in transport if viewed in the light of forgoing logic has to be accepted as legitimate for the obvious reason that private enterprise would not carry the business by minding the welfare of the community where the interest of the general public demand that services in question should be available at all times in ample measure, at reasonable rates, the government participation seems necessary.

It has been often argued that, the public body either municipal or government is unable to undertake the function of urban transport effectively. However, the participation of the private body in the administration of mass transport has not so far been proved satisfactory.

In India prior to 1950 private enterprises engaged in the passenger transport business have enjoyed an uninterrupted innings for a very long time. However, government has to end the game with a view to relieving the public from the clutches of exploitation. The emergence of public ownership in shape of the transport in most countries of the world has come after the failure of private ownership. For example, the Canadian National Railway emerged as a Government owned system of a number of railway. Which had failed under private ownership.

Air Transport in INDIA was nationalised for the similar season. Also, the philosophy behind government control of public utilities viz.... the need for safeguarding public welfare seems to have borne fruit in the form of nationalisation of even profitable undertakings." 11

2.1-F JUSTIFICATION OF MUNICIPAL CONTROL OVER
URBAN MASS TRANSPORTATION BUSINESS

In view of the crucial importance of Bus-transport in the socio-economic affairs of the city, it is thought desirable to have a control of a public body like municipal authorities over the bus transport. A good system of municipal transport ensures effective utilization of inaccessible places, where ordinarily private vehicle operators will not operate due to non-profitability K. G. Fenelon puts the arguments in favour of municipal transport as -

" Since city transport is of considerable social and economic significance it is felt that such public utility services should be provided by the municipality or corporation. SECONDLY, the work is of a nature suited to municipal corporation. Again, the monopolistic organisation of city transport has certain advantage, and it is felt that, the municipal authorities are those in whom such powers should be vested. A single authority could co-ordinate and control the whole transport work of their area, undertake development services and adjust, facilities to the need of various districts. Poor

traffic routes could be supported by better paying services, and this is, it is argued, could not be secured under competitive private enterprise while private monopoly is held, on the other hand, to be undesirable".¹²

A method employed in India and other countries for management of public utilities is that of control by municipal committees, corporations or other local bodies. Theoretically municipal management of public utilities may appear to be justified because, it provides elected representative of the local citizens to exercise direct control over their management on behalf of their electorate. The local problem arising from the supply of services can thus be readily taken up and dealt with. The special committee deals with solution of various transport problems.

2.2 CHANGING STRUCTURE OF INDIAN CITY

After 1951, population explosion took place, and it led to rise in the growth of urbanisation. Under the plan period, a few developed cities became a "growth centre". Naturally these cities have become vastly populated. In 1951, One out of every seven was a town dweller. After one decade i.e. 1961 one Indian out of every five lived in urban area. By 1981, 1/4 (One fourth) Indians were living in towns. (please refer to table No. 2.3)

TABLE NO. 2.3

DECADEWISE PERCENTAGE SHARE OF URBAN POPULATION
IN INDIA

Year	Total Population (Crores)	Urban Population (Crores)
1951	36.1	17.30
1961	43.1	17.98
1971	54.7	19.87
1981	68.4	23.73

SOURCE : Census Report.

2.2-A PROFILE OF THE KOLHAPUR CITY

Kolhapur, the capital city of former princely state of Karveer, is situated on the right bank of the Banchaganga river. It is situated in South-West part of Maharashtra east of western ghat, on latitude 16° 42' North and longitude 74° 42' East. It covers the area of about 66.82 Sq.Km. Kolhapur is surrounded on the west by Ratnagiri district, on north east Sangli district and on the South-East Karnatak 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 totalling 100 M.M. a year. Kolhapur is the 8th biggest city in Maharashtra. 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 neighbourhoods.

It is also an educational centre. Rajaram College, a old unit completed its centenary year. Next year Shivaji University is going to celebrate its Silver Jubilee. There are 22 colleges in the city, (including Arts, Commerce, Science, Polytechnical, Engineering, Law, Agricultural etc.) their enrollment is near about 12,000. Total number of the PrimaryS 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 schools there are 40 secondary schools. The total strength accounted 31,999.

Apart from this, the total number of bank employees is 12,595, Industrial labour 45,203 as well as Government and Zilla Parishad worker's accounted 14,000. Besides this, the city has 16 branches of various nationalised banks. In the city, there are 84 institutions dealing with professional courses, the strength of each institution has more than 500 students.

2.2-B GROWTH OF POPULATION IN KOLHAPUR

Population growth - Table No. 2.4, shows the growth of population of the city since 1901. The first census of the city was taken in 1871, which recorded a population of 37,662. The rate of increase was very slow because over the period of 30 years between 1871 to 1901 addition of population was 16,711, the average increase per decade being 5,570. Probably this may be due largely to the high birth rate which was virtually matched by the high death rate resulting in a slower rate of growth.

TABLE NO. 2.4

POPULATION GROWTH IN KOLHAPUR

Year	Population	Variation	Percentage
1901	54,373	-	-
1911	42,018	- 12,355	- 22.72
1921	52,299	+ 10,281	+ 24.47
1931	66,728	+ 14,429	+ 27.59
1941	93,032	+ 26,304	+ 39.42
1951	1,36,835	+ 43,808	+ 47.08
1961	1,87,442	+ 50,608	+ 36.98
1971	2,59,05	+ 71,608	+ 38.20
1981	3,40,625	+ 81,575	+ 31.49
1985	3,81,415	+ 40,790	+ 11.96

SOURCE : Municipal Records.

Between 1901 to 1911, there was actually a decline in the city population, and total population growth rate did not fully recover upto 1921. Plague, cholera, small pox and influenza epidemic were spread all over Maharashtra during these twenty years and more. After 1921, there has been continuous increase in the city population. Effective steps against the out break of epidemics, improvement in public health and sanitation and advances in medical science permitted a higher rate of natural increase. To these factors must also be added the more recent and important factor of immigration. Growth of trade and commerce, expansion of educational facilities in city led to a steady in flux of peoples from neighbouring rural areas in Kolhapur. The process of immigration has been further accelerated since 1961, in the wake of the development of Small-Scale and medium scale industries, particularly light engineering industry. In 1971, the percentage rise was 38.20 where as in 1981 percentage rise workout to 31.49. The rise in population is mainly due to housing facilities and introduction of industries, which started the process of industrialization. Both engineering and small-scale industries have sprung up in Kolhapur during the last two decades. There has also been migration of population into Kolhapur city mainly due job opportunities available in the city.

2.2-C OCCUPATIONAL DISTRIBUTION OF THE CITY POPULATION

In the year 1985, the total population of the city was 3,81,415. Out of these, 2,80,946 was non-working population and remaining was working population. In other words 1,00,469 was working population. We can say that 73.66 per cent population was non working and 26.44 per cent was the working population in the above mentioned particular year.

The following table shows the distribution of working population in total number, as well as in percentage among the different sectors of the economy.

TABLE NO. 2.5

OCCUPATIONAL DISTRIBUTION OF THE CITY POPULATION

Sr. No.	Occupation	Total Population	Percentage
1.	Agricultural labour	4,173	1.09
2.	Minimng & Querying	945	0.25
3.	Animal Husbundary	990	0.28
4.	Farmers	4,680	1.23
5.	Household industry	5,268	1.38
6.	Construction	4,934	1.29
7.	Transport and Communication	9,881	2.59
8.	Trade & Commerce	20,318	5.33
9.	Manufacturing	24,335	6.38
10.	Other Services	24,947	6.54
TOTAL		1,00,469	26.44

SOURCE : Kolhapur Municipal Transport Report, 1985.

Besides this in Kolhapur city the local artisans locked their production units in the heart of the city. In due course of time, they were shifted to other parts of the city, and across the periphery of the city. But the units were no longer small.

In subsequent period i.e. from 1945 onward Ghatage-Patil Industries Group along with Kirloskar Company expanded their activities in foundry, transportation, production of two wheelers which provided employment opportunities in Kolhapur area. It is set up in Uchagaon near Kolhapur.

Apart from the big units i.e. textiles, sugar mills, many small engineering units established in Shivaji Udyamnagar in 1945-46. These units have sprung up their production during the last three decades. But now it could not expand to the west or north, the engineering units have been established at the MIDC, Shirol (317.29 hect.). MIDC has acquired the land at Gokul Shirgaon (202.43 hect.) on Pune-Bangalore highway.

Apart from the MIDC a new industrial complex is being developed at Hupari-Halasawade near Kolhapur, which will stimulate industrial activities in this region. A special feature of these units is that most of them are owned and run by small entrepreneurs, rather than industrialists big majority of whom were skilled workers once in their life.

2.2-D INDUSTRIAL DEVELOPMENT OF KOLHAPUR CITY

The city has some traditional rural industries like smithy, leather, handloom etc. in the past. Industries on the modern line came to be set up in the district mainly through the initiation of great kings Chh. Shahu Maharaj. Agro-based industries like sugar mills, textiles and engineering industries came up in the different parts of the city. mostly co-operative and private enterprise. However, up to the end of the 19th century, Kolhapur was industrially under developed.

According to 1895 report, most of the working population was engaged in primary sector and few industries of small importance were in existence. These industries could not export. "There was a time, when the Iron and Paper industries flourished at Kolhapur. There were more than 100 paper factories at work in Kolhapur. Iron industries suffered from the competition of superior and cheap European manufacture". It was only the leadership and foresight of late Chh. Shahu Maharaj e.g. 1906 Chh. Shahu Maharaj laid foundation of a spinning and weaving mill, and in 1933, Rajaram Maharaj founded a sugar mill at Kolhapur. Both these kings supplied necessary facilities for the better development of these two units, such as capital, water, site to these mills. There are about 65 oil engine manufacture and 300 spare part manufacturing units.

According to Kolhapur-Ichalkaranji regional planning board (1970) "Under the Factories Act 1948, in Kolhapur there were 145 factories employing 11,147 workers. According to 'Directorate of Industry' in 1981, there were 545 factories registered under the Factory Act, employing 33,022 workers. Thus, there has been growth in number of factories and workers employed in the period 1970-80. In 1981, there were 39 large scale factories and 1,719 small scale industry units and the number of small engineering units was 765.

The principle of co-operation entrepreneurshship and skill of small men and state incentives in the modern times resulted in expansion of industrial activities across the periphery of Kolhapur city.

2.2-E The HISTORY OF KOLHAPUR MUNICIPAL CORPORATION

Kolhapur city remained a capital, through out the Maratha period. In 1782, Chhatrapati Shīvajī Maharaj shifted his capital from Panhala to Kolhapur. During the maratha rule, the city was developed, but not on the modern line. Chh. Shahu Maharaj had changed the whole structure of the city. He did lot of work viz. construction of railway station, Shahupuri 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 increased 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 establish 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 etc. In 1920, the municipality was reconstituted. In 1925, Kolhapur State Municipal Act modelled on the lines of Bombay District Municipal Act, 1901, was enacted. 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 centenary year in 1954. The Municipality has done outstanding work during the last 100 years. On 15th December, 1972, Kolhapur

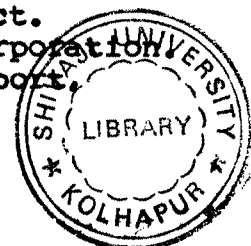
Municipality was converted into 'Municipal Corporation', and started its functioning with the administrators like Shri. Dwarkanath Kapoor, Shri. N. M. Devasthale and D. T. Joseph. The corporation rendered best services and under took many projects such as Shahu Cloth Market, Maharani Tarabai Market, Kotithirth Market, Sagarmal Shopping Centre, Mahavir Garden, Hutatma Park, Savitribai Phule Diagnostic Centre etc. from the last 8 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.*

2.2-F HISTORICAL DEVELOPMENT OF URBAN TRANSPORT (K.M.T.)

The Kolhapur Municipal Council acquired city bus service from the Maharashtra State Road Transport Corporation (MSRTC) with the effect from April, 1962, and since then 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 Feb., 1972. The Municipal Transport became the undertaking of the Kolhapur Municipal Corporation.

Maharashtra State Road Transport Corporation (MSRTC) started city bus services with the small number of fleets. In 1962, MSRTC had a fleets of 20 single decker buses.

* Maharashtra State Gazettee, Kolhapur District. Annual Reports of the Kolhapur Municipal Corporation. Kolhapur Municipal Centurery Celebration Report. Vol., 1954.



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 had total fleets of 82 buses. The operational area of the public transport is within 16 KMS. radius around the Kolhapur city.

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