
**CHAPTER TWO
PROFILE OF KOLHAPUR CITY AND
SET-UP OF ENGINEERING INDUSTRY**

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2.1 PROFILE OF KOLHAPUR CITY:

Kolhapur is wellknown as 'Dakshin Kashi' and as a major centre of the Maratha Empire right from the days of Shri Chhatrapati Shivaji Maharaj. Through the ages, Kolhapur has been wellknown as one of the important regions in southern India for its both religious and cultural history. Kolhapur became a district place with an independent principality, in the 18th century. Since then, it has been connected with a series of crucial social and political changes in Maharashtra.

Kolhapur City is known as the city of art for its contribution to India's art, music, cinema and drama during the 20th century. The dramas are famous for highest qualities. The Maharashtra Government is starting new studio for production of films, known as 'Chitranagari'. Kolhapur has given wellknown artists to India.

Kolhapur district was formed in March 1959. It includes 12 talukas. It is spread over major parts of the Krishna-Panchaganga basins and is located between 15°43' to 17°10' North latitude and 73°40' to 74°42' East longitude. It is surrounded by Sangli district on the North and Belgaum district (Karnataka) on the south. The total area of Kolhapur district is 8,059 sq.kms., of which 7,867.2 sq.kms. is rural area and

191.8 sq.kms. is the urban area. The Kolhapur district forms 2.62% area of the total geographical area of the Maharashtra State. The district has a very fertile soil, which can be divided into three broad soil zones, according to its colour and fertility. The fertile soil or red clay of the western part, which has facilitated the cultivation of paddy crop. The brownish well-drained soil is found in the central part of the district which has enabled the farmers to cultivate various crops like rice, jowar and groundnuts in Kharif season and sugarcane and vegetables throughout the year where irrigation facilities are available. The deep black soil of varying depth forms the dry eastern zones of Kolhapur district. Such soil has been found suitable for growing paddy, sugarcane and vegetables.

The natural water resource is provided by the rivers in the district, which is beneficial to lift irrigation and development of agriculture. There are about 14 rivers flowing through the district. The major rivers are Krishna, Panchaganga, Warna, Dudhganga and Vedganga. Kolhapur district receives rains from south-west as well as north-east monsoons. However, the main rainy season is from June to October. The pre-monsoon rains are occasionally accompanied by thunderstorms. The rainfall is not uniform in all parts of the district. A portion of the district lies in the Sahyadri ranges. The average rainfall of the district varies according to the area, from about 500 mm in Kurundwad in the north-east to about 6000mm in

Gagan Bavda, near Sahyadri in the west. Kurundwad has the lowest annual average of 475 mm of rainfall, whereas Gagan Bavda gets 6100 mm of rainfall. About three-fourth geographical area of the district receives more than 1000 mm of rainfall annually.

It is wellknown that Kolhapur district has achieved tremendous success in lift irrigation. The major irrigation projects of the district are Warana Project, Tulsi Project, Dudhaganga Project, Hiranyakesh Project and Radhanagari Project. The good quality of soil increasing irrigation facilities, favourable weather and sufficient rainfall have all contributed to the agricultural prosperity in the district. The food crops such as rice, jowar, bajari, wheat, etc., are the predominant crops in the district. Among the cash crops, groundnut, tobacco and sugarcane have large shares in the gross cropped area of the district. Sugarcane occupies a place of pride in the district. The area under sugarcane has been steadily increasing during last few decades. Area under sugarcane has increased from 16,320 hectares in 1950-51 to 31,504 hectares in 1960-61. Its area in 1973-74 was 34,034 hectares and near about 40,000 hectares in 1981. Increasing area under irrigation stimulated sugarcane production and increasing area was brought under sugarcane cultivation. Consequently, a number of sugar factories came into existence. At present, there are eight sugar factories operating in the district.

An outstanding feature of the local agriculture is that the average yields per hectare for most of the crops are higher than that of the State as a whole average. In case of the jowar, the district yield is twice that of the State average. The district yield for groundnut has been observed to 25 per cent higher than the State average. The district has the highest grossvalue of output per hectare in Maharashtra. The techno-economic survey of Maharashtra estimated grossvalue of the output per hectare of cropped area 1965-66 at Rs.490 for the district against Rs.190 for the State and Rs.315 for India.

Table 2.1

Sr. No	Details	1951	1961	1970	1978	1982
1.	Plough Wooden	88,434	94,846	94,375	102,608	96,249
2.	Plough Iron	6,222	7,741	9,581	11,984	17,289
3.	Carts	30,237	39,469	49,013	51,793	50,679
4.	Sugarcane Crushers (Power)	1,052	1,618	1,873	1,595	1,322
5.	Sugarcane Crushers (Bullock)	674	319	41	8	15
6.	Oil Engines (Irrigation)	2,632	7,560	12,398	17,418	13,225
7.	Elec.Pumps (Irrigation)	44	203	6,412	18,062	14,989
8.	Tractors	28	103	954	1,372	2,384

Sources: 1) District Census Handbook, Kolhapur, 1961.
2) Socio-economic Review and District Statistical Abstract of Kolhapur, 1971-72; 1972-73; 1981-82 and 1986-87.

The above Table explains the increasing use of agricultural implements in Kolhapur district, the use of ploughs, both wooden and iron is increasing, but the use of iron ploughs is faster than that of the wooden ploughs.

The use of bullock carts is increasing for the transportation of agricultural goods. In 1951, the carts were 30,237 and their number has increased upto 50,679 in 1982.

The use of sugarcane crushers (power) in 1951, 1,052 and in 1982, it has gone upto 1,322 and the bullock-driven sugarcane crushers has decreased. In 1951, there were 674 crushers but in 1982, only 15 bullock-driven crushers in the district.

From the above table, it is seen that the use of oil engines in irrigation is increasing. In 1951, there were 2,632 engines but their number has gone up to 17,418 in 1978. It, however, started decreasing from 1978 onwards and in 1982, there were only 13,225 engines.

In the case of electric irrigation pumpsets, their number is increasing faster than the number of oil engines. In 1951, there were only 44 irrigation pumpsets in the district; but in 1982, their number has increased to 14,989.

The tractor is used for cultivation of the agricultural lands and transportation of the agricultural goods to the processing factories or to the consumer markets. The use of tractors is showing an increasing trend and their number

has increased from 28 to 2,384 between the period 1951 to 1982.

Thus, the rapid progress of mechanization in the field of agriculture has generated an increase in demand for agricultural tools and equipments, such as oil engines, tractors, electric pumps, etc., along with their spareparts, which provide fertile ground for rapid development of engineering units in Kolhapur district.

The important feature of agriculture in Kolhapur is that the demand for chemical fertilisers, which is steadily increasing, which ultimately helps in increasing the productivity of agriculture. The agriculture sector is predominant sector in the district economy. The increase in the productivity of agriculture results into the increase in income in the hands of the farmers and this increased income induces the demand for agricultural tools and equipments.

2.2 HISTORY OF ENGINEERING INDUSTRY IN INDIA:

The foundation of the modern engineering industry in India was laid in the second half of the Nineteenth century and upto the time of the First World War, the two major industries of cotton and jute textiles for which the country had exceptional natural advantages, had developed substantially. The policy of discriminating protection adopted in 1922 gave an impetus to the development of a wide range of industries including steel, paper, sugar, cement and matches. Between

1920-1939, the production of matches, glass, Vanaspati, soap and several engineering goods also recorded large increases towards the close of the inter-War period. The manufacture of electrical equipments and goods were also initiated. The Second World War created conditions for maximum utilization of the existing capacity in the Indian industries. This was the major factor responsible for increased record in industrial production. Conditions, were, however, not favourable for setting up of the large-scale industries for producing equipments and plants for new industries. Several industries such as aluminium, diesel engine pumps, bicycles and certain types of machinetools were started on a modest scale during this period, but the major impetus of the War was felt in the sector of medium and small scale industries such as light engineering, medicine and drugs, cutlery, etc.

The engineering industry was started in India hundred years ago and they are also old as cotton and jute textile industries of the country. With the development of railways, engineering workshops owned and operated by the railways themselves began to establish. Private firms were established for the construction of bridges and fabrication of general steel structures, wagaon building, repairs and replacement of parts like buffers, axle boxes, vacuum brakes, fittings, etc., was also undertaken by private firms. Upto the beginning of the First World War, railway workshops represented the most predominant section of the engineering.

With the development of consumer goods, industries like cotton, jute textile and sugar, the ancillary repairing workshops of varied nature began to arise. Mechanical engineering industry began to expand. Machinery like hydraulic presses began to be manufactured in India. Formally not only machines but also raw material requirements in the form of iron and steel goods were also imported. But after the establishment of Tata Iron and Steel Company, structurals, tinplates, galvanized sheets, wirenails, etc., required by the engineering industry came to be produced in India in sufficiently large quantities. The British entrepreneurs had started important engineering firms, such as Braithwaite and Company, Burn and Company, Jessop and Company, etc., in the vicinity of Calcutta.

With reference to the Industrial Census-1911, there were 7,118 engineering factories in India. In the year 1924, nearly 40 firms were on the list of the Indian Engineering Association. Due to the general depression between 1929 to 1934, the Indian engineering industry suffered a great setback as the capital works programmes of the Central Government and the provincial Governments and the Railways were cut down. After the general depression period, the engineering industry began to expand and in 1939, the membership of the Indian engineering association has gone upto 58.

Now-a-days, the engineering industry began to produce a large variety of items from pins to aircrafts. The range of products covered diesel engines, automobiles and

ancillaries to automobiles, bicycles, machinery, machinetools, electric instruments and electric motors, heavy electrical equipment, transmission towers and a host of light mechanical engineering goods. During the Sixth Five Year Plan, the Indian engineering industry had set a record for themselves. With such a dynamic progress at home, Indian engineering industry has gone into export market to earn valuable foreign currency for the country, thereby creating a new international image of the industrial India.

2.3 SET UP OF ENGINEERING INDUSTRY IN KOLHAPUR:

Kolhapur is wellknown for small scale engineering units, manufacturing oil engines, spareparts of oil engines, components of various machines and other allied agricultural implements. A special feature of these small engineering units is that most of them are owned and run by small entrepreneurs. Most of these units are started by skilled workers.

Chhatrapati Shree Shahu Maharaj of Kolhapur had set up repair workshop for the maintenance of his imported vehicles, which laid to the origin of the engineering industry in Kolhapur. He also established one technical school to train some local persons. He could provide employment to a few of the trainees of this technical school. Some of them secured employment outside the district and rest of them started small workshops of their own within the district, mainly in Kolhapur.

With the introduction of the lift irrigation schemes in the district, the demand for oil (diesel) engines went up. The diesel engines had to be imported then, the spareparts had also to be imported. During the Second World War, the imports were hampered due to the War conditions. Gradually, the local workshops took up the job of repairs of oil engines and moved slowly into the manufacture of spareparts and components of oil engines and ultimately, manufactured the oil engines themselves.

Soon after Independence, "Grow More Food" campaign was undertaken by the Government. Loans were granted to the farmers for the purchase of oil engines. This situation boosted the demand for the oil engines and products were encouraged. Consequently, some new manufacturing units were started to meet the demand. In 1957-58, there was a slump in the industry due to a change in the policy of the Government with regard to the grant of loans to the farmers for the purchase of oil engines. This situation affected all oil engine producers very badly. Consequently, some of them specialized in manufacturing oil engines and at the same time, developed themselves as ancillary units to the large units such as Kirloskar Oil Engines Limited, Ruston and Hornsby, Poona, Cooper Engineering Limited, Satara and Poona.

Upto 1969-70, the production of diesel engines and their spares was the main line of production in the engineering industry. Recently, these industries have diversified their production activities and are producing various types of

machinery, agriculture implements, sugarcane crushers, trailer spares, trolleys, etc.

Kolhapur city is located on Poona-Bangalore Highway and connected to Bombay and Bangalore by road transport. By rail, it is on broad-gauge and directly connected with Bombay. Kolhapur broad-gauge line is connected to Miraj Junction, from where it goes to Belgaum and Bangalore and Madras.

The Third Five Year Plan stressed the need of establishing new industries away from the large congested cities, certain concessions and facilities were given to the industries shifting away from the congested localities. This facilitated the growth of Kolhapur city as an important industrial centre in Maharashtra.

Establishment of Maharashtra Industrial Development Corporation:

The Maharashtra Industrial Development Corporation has developed 10 kilometres away from Kolhapur city at Shirol, an industrial estate of substantial size. The total area covered by this industrial estate is 319 hectares. The MIDC decided to set up a new industrial estate at Gokul Shirgaon, 6 kms. away, to meet the growing demand for industrial space in the region.

The local technicians of Kolhapur City play a dominant role in the development of engineering industries in

the city. A good example of this case is that Shri.Mahadaba Mistry (Shri.Shelke). It is said that he was one of the founder member of the Shivaji Udyamnagar. Initially, he was a worker in an engineering unit, but after some period, he himself started a diesel-engines manufacturing unit and set up his organization in the name of 'Kolhapur Auto Works'.

Shri.Karanjkar and Shri.Y.P.Powar are some of the important personalities in the history of engineering and industrial development of the city. Family craftsmen of the starting period developed technical skill, beginning from the mechanical repairing workshops to the manufacture of oil engines as the final products.

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