
CHAPTER-III: PROFILE OF STUDY AREA

3.1 Introduction

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3.3 Profile of Sangli City

3.1 INTRODUCTION

In this chapter it is proposed to discuss the socio-economic features of the study area. The whole discussion is divided into two sections. The first section describes the geographical and other features of the entire Sangli district, while the second section brings out the essential features of Sangli city in particular. However, it should be noted that the geographical features of the Sangli district would not differ significantly if considered only with reference to Sangli city.

The main purpose of presenting the profile of the area is to give the reader, the general idea about the district and city economy.

SECTION-I

3.2 PROFILE OF SANGLI DISTRICT

1) Rainfall: The average rainfall received by the district is about 692 m.m. (27") extending to about 40 rainy days. Sixtyeight per cent of the annual rainfall is recorded generally during June-September and the rest in the months of October and November. In a nutshell, it can be observed that the rainfall in Sangli district is highly uncertain.

2) Rivers: 'Krishna' is the main river for Sangli district, flowing west-east. The Sangli city, the district place, is situated at the east side of Krishna river, with the famous 'Irwin' bridge over it connecting the city with the western part of the Maharashtra State viz., Pune, Bombay, Konkan, Satara, Karad, etc. The other rivers, namely, Verla, Warna, Agrani, Manganga, Morna also flow through the Sangli district. During summer almost all these rivers go dry except Krishna which has some water due to the discharge from Koyna dam at Koynanagar.

3) Soils: Sangli district presents a mixed picture of soils with high quality. On an average the district has got high quality black soil. Soluble salt, calcium carbonate and nitrogen are found low in proportion whereas phosphate and potash are hardly found in the soils of the district as a whole.

4) Transport and Communication: The district has got a well knit structure of roads and railway tracks. All the rail tracks, narrow gauge, metre-gauge and broad gauge, run through the district. These tracks start from the Miraj Junction and lead to Pune, Kolhapur, Bangalore and Latur/Barsi.

The State Highways also pass through the district, while linking it with Bijapur, Belgaum, Kolhapur, Ratnagiri, Karad, Pune, Vita, Pandharpur, Solapur etc. On these roads buses of the State Transport Corporation ply with a high frequency. Eighty per cent of the roads in the district are tar roads and

94 per cent of the total roads are motorable throughout the year. Almost all types of transport means like cycles, tonga, autorickshaw, scooter, motorcycles, cars, trucks, buses, tractors, etc. appear running on the roads.

In Sangli city, the district place, the Post and Telegraphs Department has opened a fully developed automatic telephone exchange and Post office with a number of branches spread over the district. Recently the telephone owners are endowed with S.T.D. (Subscribers Trunk Dialling) facility connecting the city with important cities/metropolis like, Bombay, Delhi, Calcutta, Bangalore, Madras, Nagpur etc.

The All India Radio has set up a Radio Station at village Tung in the district. In the last two years the Government has opened a Television Centre in Sangli with a low power telecasting machinery which entertains the population coming within a radius of 20 Km.

5) Minerals: No important mineral deposits are received from the district except hard black stone and red soil from the banks of river Krishna. The huge deposits of red soil provided by the river have been responsible for the mammoth growth of brick making industry. Earlier, the soil was also used for making conventional tiles (old fashion tiles) but since the Mangalore tiles have replaced such conventional tiles, the soil

is mainly used for brick making and building construction and horticulture purposes.

6) Forests: Due to low degree ^{of} hilly parts and partly due to fertile soil, the district is lagging behind in the development of forests. However, the district claims 47,200 acres of forest land. Teak and other species of timber, Bidi leaves, Bamboo and Khair (for making Kath) are some important produces received from the forests in the district.

7) Agriculture: Seventy-three per cent of the total geographical area of the district is being cultivated by 2,35,400 agriculturists in the district. The average holding is about 8 acres. Sixtyone per cent of the total agriculturists own less than 5 acres, while only 21 per cent of the total agriculturists own more than 10 acres.

8) Cropping Pattern: The cropping pattern of the district seems to have been dictated by the availability of irrigation facilities. Sugarcane, Jawar, Bajra, paddy, pulses, groundnut, wheat, cotton, turmeric, grapes, etc. are the important crops taken by the agriculturists in the district. Cultivation of grapes and sugarcane seems to have attracted the cultivators of the district on a large scale. The improved agricultural technology has been responsible for the increasing rate of productivity of different crops.

9) Animal Husbandry and Dairy: The district with 27 per cent of its forest area under forest grazing land and pastures, has a good scope for dairy development. In the district, there are approximately 2 lakhs buffaloes and 1.50 lakh cows. There are 6 'Doodh Sangh' and 340 dairy co-operatives collecting milk from the whole district. The Government Milk Scheme at Miraj is expanding its capacity year after year. This dairy project supplies milk in tanks carried by Railways and its own trucks to big cities like Pune and Bombay.

Sheep and goat rearing is being practised on a large scale, especially in drought-prone areas of Jath, Atpadi and Kavathe Mahankal.

Though the poultry business in the district is undertaken on a large scale, it is inhibited by poor marketing network.

10) Irrigation: In the district 46 per cent of the high quality soil, 50 per cent of the medium quality soil and only 3 per cent of the low quality soil is irrigated. Most of the irrigated land is irrigated through lift irrigation schemes, owned wells and canals. The Takari Scheme when completed, will lessen the severity of the water problem.

The borewells taken by the grape cultivators have solved the water problem of farmers in Tasgaon/Khanapur area to a great extent.

11) Industry: As compared to Kolhapur, Satara and Solapur districts, the industrial progress of the district is rather slow. Sugar, Textile, Brick-making, Iron industries, Spares manufacturing industries, pump-sets, oil engines, electric motors, steel containers, shoe making industries, plastic/polythene bags, paper bags, paper industry etc. are some of the important industries found in the district. By the end of 1975-76 there were 169 factories and 14,127 workers registered under the Factories Act.

12) Small Scale Industries: The industrial picture of the district cannot be regarded as healthy. Few industries have been started by small entrepreneurs in Sangli, Miraj, Vita, Madhavnagar area only. The Maharashtra Industrial Development Corporation has established industrial estates in Sangli and Miraj area in which a good number of small industrialists are setting up their industrial units. But while comparing the rate of industrial development with industrial cities like Ichalkaranji, Kolhapur, etc. it can be discerned that the industrial activity in the Sangli district is not in full swing.

13) Banking: The whole district is being served by almost every nationalised and commercial as well as Co-operative Bank. The Banking business in the district can be regarded to be in full swing. Because, though the industrial activity is slow, the trade and aids to trade are developed like anything.

There are about 250 branches, each branch serving about 15,000 population.

14) Trade: The district and especially the Sangli city is famous for turmeric business in the nation. Other important trade commodities include grains, oils, sugar, jaggery, chillies, groundnuts, clothes, medicines, hardware, timber, paper, chemicals, stationery, automobiles, spare parts, building materials, cement etc.

SECTION-II

3.3 PROFILE OF SANGLI CITY

The discussion hitherto mainly confined itself to the outline of Sangli district in general. The following paragraphs will bring about somewhat detailed discussion about the Sangli city, the study area in particular.

1) Geographical Data: Sangli, the headquarters of the Sangli district is situated at a latitude of $16^{\circ}-15''$ North and a longitude of $74^{\circ}-36''$ East. The city lies on the left bank of the river Krishna and is about 4 Kilometres to the North-East of the confluence of the rivers Warna and Krishna. The city is situated at 545 metres above M.S.L. The city covers 20.90 square kilometres of the geographical area. The city is the district place and it has got deep black soil towards West,

North-West and South-West.

2) Communications: The city is connected to Bijapur-Ratnagiri State Highway, which passes through Miraj and Kolhapur, at Ankali by a short link of about 6 Km. which is recently upgraded and classified as a State Highway. The city is connected with Pune-Bangalore National Highway No. 4 at Peth by a State Highway which is 42.8 Km. in length.

The broad gauge railway track runs through the city from its East side. The city is connected with Pune, Bombay, Kolhapur, Miraj, Bangalore, Latur/Kurduwadi by rail lines.

Other main routes of external communications are -

a) Peth-Sangli Road: This State Highway enters the city from the Western direction which is a tar road fully bridged.

b) Sangli-Miraj Road: This road enters the city from Eastern direction which is further linked with Pandharpur, Ugar routes. This road is a tar road fully bridged.

c) Sangli-Nandre Road: The village Nandre is connected to Sangli city with a 11.2 Kilometre long road entering the city from Northern direction.

The roads discussed above are motorable throughout the year. State Transport buses ply every day on the above roads leading to different village/town places.

The city does not have any place of tourist interest nor there is any noteworthy hill station in its surroundings except 'Sagareswar'. But the Tourism Development Corporation has neglected the hill station. However, the Stately appearance of the city, its neatness, healthy climate, reasonably good transport facilities add to the importance of the city.

3) Climatology: The climate is on the whole agreeable and is characterised by general dryness in the major part of the year. The cold season lasts from December to February which is followed by hot season lasting till the end of May. June to September is the main monsoon season while October and November constitute the post-monsoon season. The average annual rainfall received by the city is about 600 mm and rains are mainly due to South-West monsoon.

No abrupt changes in temperature are found. In May, the hottest month of all, the mean daily maximum temperature is 37.5°C (99.5°F) and the mean daily minimum temperature is 22.7°C (72.9°F). December is the coldest month of all recording the mean daily maximum temperature of 29.50°C (85.1°F) while the mean daily minimum temperature of 14.3°C (57.7°F).

Humidity is less as compared to coastal regions. The air is generally dry throughout the year. Winds are light to moderate during all seasons except in the South-West monsoon

season when they are stronger.

4) Occupational Structure: In 1971, the total number of workers was 32,005. The participation rate of working force to total population is 27.80 per cent. The participation rates for males and females are 24.85 per cent and 2.95 per cent in 1971 respectively. The low participation rate in respect of females is due to illiteracy, prejudice and lack of employment opportunities.

The functional category of the city is industry, trade / commerce and service. The major occupation of the inhabitants of Sangli is commerce. Next would come the class which earns from other services and miscellaneous occupations.

A small section of the community is dependent on industries while a very small percentage is also engaged in agricultural pursuits.

5) Industry: Though the industrial growth rate is low in the whole district, the industrial activity in the Sangli city and in its vicinity is growing day by day. The industries in Sangli city include - handicrafts in brass and copper, manufacture of Bidies, handicrafts in leather, miscellaneous small industries with or without power such as handlooms or powerlooms, toilet, medicinal and herbal preparations, manufacture of ropes and tapes, iron and steel processing industries, ginning and spinning

mills, oil mills and large industries such as sugar and textiles.

The biggest sugar mill in Asia is situated at the North location of the Sangli City. To its southern side an industrial estate is established which provides infrastructural facilities to various small industries like re-rolling mills, foundaries, light engineering, textile, cement pipes, optical industries, furniture, packaging, cots, alluminium vessels, hand-made paper, pen/ball pens, dry cells, forging, industrial chemicals, agricultural implements/equipments, etc. To the Western side of the city near Kupwad village, the Maharashtra Industrial Development Corporation has established an industrial estate in recent years. It is envisaged that the step taken by the Corporation will give impetus for the industrial growth in days to come.

The District Industries Centre is functioning efficiently in the city by introducing and helping the prospective educated unemployed entrepreneurs with various schemes of finances conducted by the Government. The Maharashtra State Financial Corporation has been playing an important role in the industrial development of the city.

6) Educational Facilities: The Sangli city is an important educational centre consisting of a number of schools, colleges, and educational institutions. The city has 2 Engineering and one

medical college as also one Government Industrial Training Institute. Six colleges in the city provide higher education for students coming from different streams like Arts, Science and Commerce. Post-graduate teaching is also conducted by Chintamanrao College of Commerce, Willingdon College and Ganapatrao Arwade College of Commerce. Post-graduate Diploma/Degree courses like MBA, DBM are also conducted by Chintamanrao College of Commerce and Ganapatrao Arwade College of Commerce as also by the branch of Chh. Shahu Central Institute of Business Education and Research, Kolhapur. This Institution has opened its branch at Sangli two years ago only. It intends to conduct a full time Computer Programming course in the near future.

There are two colleges of Education providing teaching facilities to B.Ed., M.Ed. and D.Ed. students. In the city 28 primary schools are run by the Sangli City Municipality. A good number of highschools provide secondary school education to about 8,400 students. The number of students taking higher education in different colleges is about 4,500.

7) Population Study: The population according to the 1971 Census is 1,15,138 souls. The growth of population during 1961-71 is 55.94 per cent. This increase is due to the influx of rural population to the city in search of employment opportunities and the reduction in mortality rate owing to improved medical

facilities and public health facilities.

The population of 1,15,138 including 61,485 males and 53,653 females is distributed in about 19,571 households giving an average family size of 5.88 persons. The sex ratio for Sangli city works out to 873 females for 1,000 males.

The percentage of literacy works out to 65.63 per cent for males and 29.59 per cent for females and 55.34 per cent of the total population.

The overall density of population is 22.29 souls per acre while in the old city area like Gaonbhag, Khanbhag etc. it stands at 105 souls per acre.

REFERENCES

1
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2
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