



## A study of Status and Growth of Urban Centres from 1901-2011 in Khandesh

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### **Abstract:**

*In the present work, an attempt is made to examine the city-size distribution through time by “city-approach”. Here, the place of each city in the distribution as well as the constancy of its effigies, are examined. The relative effigies of individual cities of Khandesh region at different points of time, and the “net variation” during the period beginning from 1901 to 2011 has been studied. An analysis of the status and growth of the urban centers during the last twelve decennial census years has disclosed some interesting characteristics. Among the cities of population of more than one lakh, Dhule and Jalgaon, Bhusawaleye witnessed spectacular rise in the urban hierarchy of the region. The present study required to provide a key of general report of the city-size allocation as well as the sample of sequential features.*

**Key Words-** Status, Growth, Hierarchy, urban centers, urban area, Khandesh.

### **Introduction**

For the purpose of maintenance comparability and for administrative convenience, the definition of urban unit, which was adopted for 1981 Census, has been continued in 1991, 2001 and 2011 Census also. An urban area is defined as follows: -

- (A) Entire places with a municipality, corporation, cantonment board or notified town area committee, etc.
- (B) All other places, which satisfy the following criteria: -
  - (I) A minimum population of 5,000.
  - (II) The density of population of at least 400 persons per sq. km. (1,000 per sq. mile).
  - (III) At least 75 percent of male working population engaged in non-agricultural activities.

The progress of urban centers is reliant on different factors.

Jain (1964) immense work on “The Emergence of Urban Centers in The Eastern Districts of Vidarbha”, Maharashtra enthused the current work to study the present situation with esteem to urban centers in Khandesh of Maharashtra. The status and growth of urban centers of the region thoroughly exposed that customary urban hierarchy was out of order and a new-fangled hierarchy has been in the development of growth.

### **Study Area:-**

Khandesh Region is located north western edge of Maharashtra state. It lies among 20°8' to 22°7' north latitudes and 73°42' to 76°28' east longitudes. It is bounded in the north by Madhya Pradesh State, in the east by Buldhana District, in the south by Jalana, Aurangabad and Nashik districts and in the west by Gujarat State. Khandesh Region lies in the valley of Tapi, which flows westwards before draining into the Arabian Sea. Khandesh region includes Jalgaon, Dhule and Nandurbar districts. It is divided into two parts. East Khandesh, which is Jalgaon district, and West Khandesh turned into Dhule district. After words 1998, it was divided into Dhule and Nandurbar districts. (District Census, 2011)

### **Objectives:-**

1. To identify the rank and development of the urban centers.
2. To identify the persuade features in the study area.

### **Database and Methodology:-**

This study is completely based on secondary data. Based on line graph an effort has been made to analyze the status and growth of the urban centers during the last twelve decennial census years of Khandesh.

### **Status and Growth of the Urban Centers:-**

In the (Table No.1), Status and Growth of the Urban Centers has been shown from 1901 to 2011. In the Khandesh in 1901, there were 19 urban centers. And in 1911 and in 1921 it was constant 19 in number of urban centers. In 1931 one new urban center arose and it was Nawapur and its rank was 20<sup>th</sup>. It is well connected on the Surat-Bhusaval line. It is the main market place in the whole taluka. Its status was fluctuated between 16<sup>th</sup> to 21<sup>st</sup>. Nawapur surrounds huge bamboo bans and grasslands. But in 1941, one more urban center was arose, which was Dondaicha, and its rank was 20<sup>th</sup> and Nawapur's rank was decreased by 21<sup>st</sup>. Dondaicha urban center's rank was fluctuated between 20<sup>th</sup> to 11<sup>th</sup> from 1941 to 2011. Dondaicha is a municipal town of 33,641 inhabitants in 2011 in Sindkheda taluka, imposing a central location in the district of Dhulia. The town is of huge commercial significance. Next only to Dhulia, it is the most imperative market for groundnut, cotton, lentils, chillis and Jaggery in the district. From this place groundnut-oil and cotton are sent to Mumbai and Ahmadabad. There are moderately a small number of oil and dal mills and ginning and pressing factories. Dondaicha is well connected with transport and communications.

It is already observed that the size of population in Dhulia city is greater than anywhere else in the Khandesh till 1991. Dhulia is the only urban center that remained No.1 in statues throughout from 1901 to 1991. Dhulia is the chief town of the district as also the headquarters. It is located on the southern bank of the Panjhara. The district is famous for milk and milk goods, and known as Milk district. The district Dhule was formerly known as the West Khandesh district. Dhulia, in general had been famous for its pure milk. Consumers in Delhi formerly used to wait for the delivery of milk from Dhulia. Owing to the profitable importance of the district headquarter of the West Khandesh, the population has naturally inclined to focus around it and the growth has been rapid.

Jalgaon urban center was 4<sup>th</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in 1901, 1911 and 1921 respectively. But from 1931 to 1991 it was remained in 2<sup>nd</sup> rank. From 2001 to 2011 it has taken the place of Dhulia, which was 1<sup>st</sup> rank. On the Bombay-Itarsi railway line, is a centre of cotton trade and cotton yard goods fabricate. Though from its circumstances it appears almost certainly getting on settlement. Under the British its position on the high road from Asirgad to Bombay, and its central location among the neighborhood sales of Neri, Jamthi, Savada, Faizpur, Dharangaon and Erandol paying attention traders and weavers, and before 1860, it could brag of more than 400 handlooms. In 1860, when the railway was unlocked, it remained for some time the station and quickly improved in importance. During 1862-1865, Jalgaon became the prodigious cotton mart of Khandesh. Ginning mills and full and half presses were in progress. Since then the town slowly but progressively recovered, and is now the center of operations of the district of the same name.

Bhusaval, is the chief focal point of road, railway. Bhusaval, was third in the statues of growth from 1931 to 2011. But in 1901 to 1931 it fluctuated between second to fourth position.. In the same way it situates a mile from the Tapi river and two miles west of the junction of the Nagpur line of the Central Railway. Bhusaval is a central headquarters of the Central Railway. Besides the Bhusaval railway station, there is a large engine workshop.

Takali Pr. Chalisgaon, Pachora (Rural) (CT), Bhadgaon, Jamner, Akkalkuwa, Nijampur, Sakri, Walwadi, Mahindale, Awadhan, Khandbara, Khapar, Makranifali, Vadfalya, had arisen as an urban center in 2011. And its statues had been in 2011, 28<sup>th</sup>, 37<sup>th</sup>, 14<sup>th</sup>, 12<sup>th</sup>, 26<sup>th</sup>, 30<sup>th</sup>, 24<sup>th</sup>, 20<sup>th</sup>, 29<sup>th</sup>, 36<sup>th</sup>, 33<sup>rd</sup>, 32<sup>th</sup>, 35<sup>th</sup> and 34<sup>th</sup> respectively. Before arising as an urban center, it was a big village with a flourishing grain trade and was a central market place in the heart of thickly populated rural area. The number of non-agriculturists had been slightly higher than that of the agriculturists. Nijampur, in the

beginning of the 17th century (1610) it was described as the first great town between Surat and Agra and was populated by many a wealthy money-lenders. To-day Nijampur is shorn of all its glory and prosperity and is no more than a tiny usual village, which arise as a urban center in 2011 with 30<sup>th</sup> rank. Sakri, the headquarters of the taluka of the similar name. The land, though of medium variety grows groundnut and sugarcane well. Being the headquarters of a taluka arose as an urban center first time in 2011 with 24<sup>th</sup> rank. Akkalkuwa was first time arose as an urban center in 1991 with 24<sup>th</sup> rank but in the next census it was declassified and in 2011 emerged again with 26<sup>th</sup> rank.

Bhadgaon, is a small village in Sakri taluka. It was formerly known as Bhojpur after the king Bhoj who is supposed to have ruled this region. It is known for several old and in some cases dilapidated temples mostly situated on the banks of the Utavali nala flowing past the village. It was arose in 2011 census on 14<sup>th</sup> rank.

Whereas, Chopda was second in the statues of rank in 1901. But it is continually started declining till 1941. Its rank was 3<sup>rd</sup>, 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> from 111 to 1941 respectively. From 1941 to 1991 its rank was stable in 7<sup>th</sup>, but in 2001 its rank was again declined and it was 8<sup>th</sup> till next 2011 census. It is the headquarters of Chopda taluka, lies 51 miles north-east of Dhulia, 19 miles north of Erandol Road railway station (Surat-Bhusaval line) and six miles from the meeting of the Girna and the Tapi. Chopda has a huge trade in cotton and linseed. Dharangaon was also renowned previously for its hand-made paper and cloth. Dharangaon had been the third largest town since 1901 but it declined from 1921 to 2011 on 6<sup>th</sup> statues and then, it had been settled on 17<sup>th</sup> statues. Dharangaon is famous as a place where early cotton experiments were made and saw-gins and pressing machines were first brought into practice. There is substantial cotton and oilseed trade with Jalgaon, which is 20 miles to the east where numerous of the Dharangaon merchants have mediators.

According to the statues, Parola was 6<sup>th</sup> in 1901-1911. But from 1921 it has been declined and in 2011 its statues was thirteenth. Parola, the headquarters of Parola taluka, is eleven miles south of Amalner railway station (Surat-Bhusaval line) It is a centre of hand-loom weaving and is noted for its saris, lugdis, and supplementary female vestments for which Parola weavers have a high local name. From November to June there is a considerable trade in cattle, cotton and grain.

According to the statues Erandol, Yawal, Faizpur, Savada, Raver, Talode, Kandri are another important urban centers which witnessed a great fall in the hierarchy. Nandurbar was newly created district after 1991 census. According to the table No. 1, it is observed that Nandurbar, Amalner, Chalisgaon, Shirpur, Pachora, Shahade, had continually increased from their statues. Nandurbar, Amalner and Chalisgaon were in 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> position in 1901 census, but 2011 their rank was 4<sup>th</sup>, 6<sup>th</sup> and 5<sup>th</sup> respectively. Chili powder, Groundnut oil, food grains, oilseeds, pulses, groundnut etc. are the important items of exports from the Nandurbar districts. Tourism is the sunrise industry in the district. The State transport development for which the work has already started should help in changing the face of the entire district. Amalner, is situated on the Bori river 21 miles north of Dhulia and about a mile east of the Bombay-Agra National Highway. Amalner is located on a railway station on the Surat-Bhusaval line. The spinning and weaving mill at Amalner is recognized as the Pratap Spinning, Weaving and Manufacturing mill. Chalisgaon is on the Bombay-Itarsi and the Dhulia-Chalisgaon sections of the Central Railway, stands 35 miles south of Dhulia railway station. It has risen into a pretty big town since the railway lines were constructed. Few suggestions of the old town walls remain. Shirpur, lying 48.28 km. (30 miles) north of Dhulia. It is positioned on the banks of the Arunavati river, the land everywhere is very fertile and yields rich crops. The Bombay-Agra national highway crosses the river close here. Shirpur, agonized from heavy floods in 1875 when much impairment to life and property was caused. The catastrophe occurrence itself in 1947 when heavy damage mostly to property was caused. In 1820 Hamilton, described it as a outsized and populous town. Today Shirpur, is one of the principal market yards of the district. Pachora, is situated on the Bombay-Itarsi railway line. Though Pachora is the adjacent railway station, about 25 miles from the Ajanta Caves, Jalgaon, about 35 miles away, is the adjoining railway station from which conveyance is obtainable to go to the Ajanta Caves. Shahada, is in the north-west of Dhulia with which it is connected

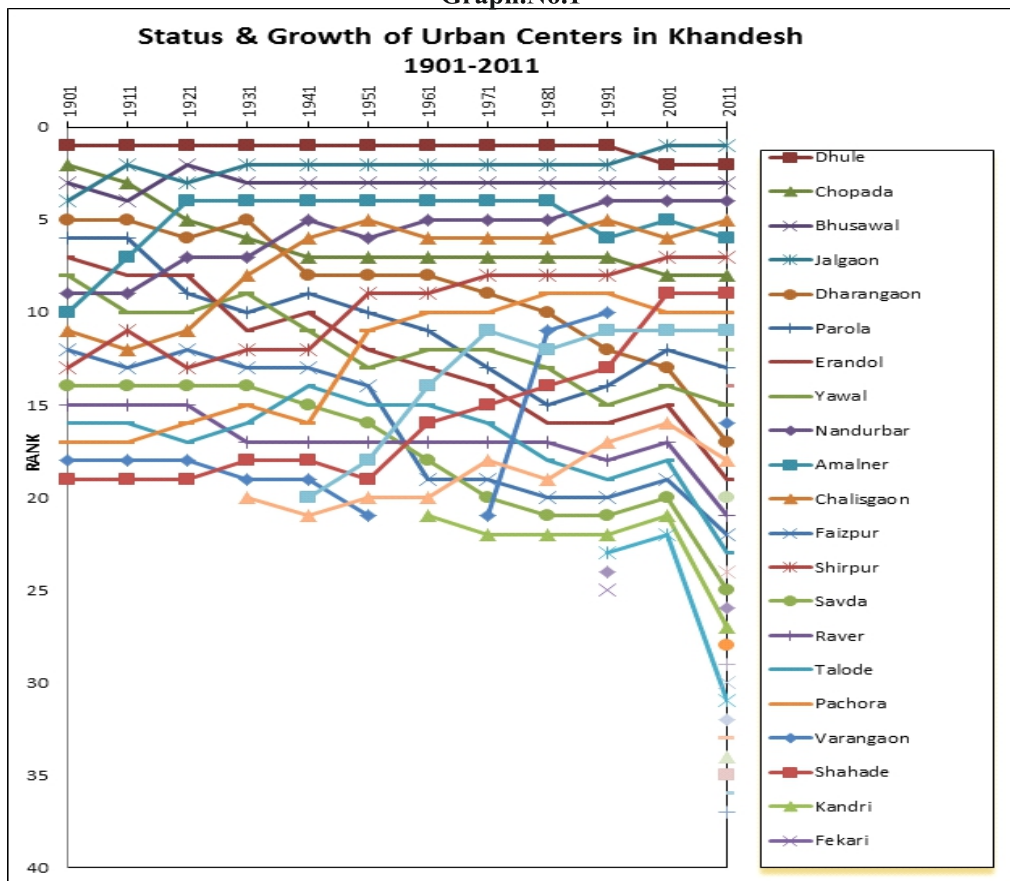
by a good tar road. It is similarly crossed by Burhanpur-Raver-Shirpur-Shahada-Taloda state highway and Dondaicha-Khetia road. This has given a substantial stimulus to its trade and commerce. Shahada has a sub-market trading primarily in cotton, grains and groundnut. Varangaon was 18th position in 1901 to 1921, but in the next census period in 1931 its status has been declined to 19th till 1941 census. And after that from 1951 and 1971 its position was 21st and again in 1981 to 1991 its fluctuation of status was respectively 11th and 10th and then in 2011 it remains on 16th position. This is the only urban center which is declassified twice in 1961 and 2001 census. Varangaon, It was also a municipal town. Its significance has deteriorated since the formation of Bhusaval and the removal to it of the Mamlatdar's office. The railway location of Varangaon is eight miles from Bhusaval on the Bhusaval-Nagpur line. Fekari, Nimbhore, Akkalkuwawere arose as an urban center in 1991 census. Fekari was on 25th rank but in the next census it was declassified. Whereas Nimbore was on 23rd, 22nd, and 31st rank from 1991 to 2011. Akkalkuwa, was on 24th rank in 1991 census, but in the next census it was declined and again arose as an urban center in 2011 with 26th position.

**Table No. - 1**

Status & Growth of Urban Centers in Khandesh 1901-2011												
Tahsils	1901	1911	1921	1931	1941	1951	1961	1971	1981	1991	2001	2011
Dhule	1	1	1	1	1	1	1	1	1	1	2	2
Chopada	2	3	5	6	7	7	7	7	7	7	8	8
Bhusawal	3	4	2	3	3	3	3	3	3	3	3	3
Jalgaon	4	2	3	2	2	2	2	2	2	2	1	1
Dharangaon	5	5	6	5	8	8	8	9	10	12	13	17
Parola	6	6	9	10	9	10	11	13	15	14	12	13
Erandol	7	8	8	11	10	12	13	14	16	16	15	19
Yawal	8	10	10	9	11	13	12	12	13	15	14	15
Nandurbar	9	9	7	7	5	6	5	5	5	4	4	4
Amalner	10	7	4	4	4	4	4	4	4	6	5	6
Chalisingaon	11	12	11	8	6	5	6	6	6	5	6	5
Faizpur	12	13	12	13	13	14	19	19	20	20	19	22
Shirpur	13	11	13	12	12	9	9	8	8	8	7	7
Savda	14	14	14	14	15	16	18	20	21	21	20	25
Raver	15	15	15	17	17	17	17	17	17	18	17	21
Talode	16	16	17	16	14	15	15	16	18	19	18	23
Pachora	17	17	16	15	16	11	10	10	9	9	10	10
Varangaon	18	18	18	19	19	21		21	11	10		16
Shahade	19	19	19	18	18	19	16	15	14	13	9	9
Kandri							21	22	22	22	21	27
Fekari										25		
Nimbhore										23	22	31
Takali Pr. Chalisingaon												28
Pachora (Rural)												37

Bhadgaon												14	
Jamner												12	
Akkalkuwa									24			26	
Dondaicha					20	18	14	11	12	11	11	11	
Nawapur					20	21	20	20	18	19	17	16	18
Nijampur													30
Sakri													24
Walwadi													20
Mahindale													29
Awadhan													36
Khandbara													33
Khapar													32
Makranifali													35
Vadfalya													34

Graph.No.1



**Conclusions:-**

Dhulia is the only urban center that remained No.1 in statues throughout from 1901 to 1991. Owing to the commercial importance, the population has naturally tended to distillate around it and the growth has been rapid. Dhulia is the chief focal point of roads, and irrigation systems. Jalgaon urban center was 4th, 2nd and 3rd in 1901, 1911 and 1921 respectively. But from 1931 to 1991 it was remained in 2nd rank. From 2001 to 2011 it has taken the place of Dhulia, which was 1st rank. In the Khandesh region, in 1901, there were 19 urban centers but in the census of 2011, there are 37 urban centers, which is almost double from 1901 census. It is observed that after 110 years the growth of urban centers is very slow. There is no sustainability to remain same rank in any urban centres. It is continuously changing its statues. This regions urban centers were emerged like growth centers. The factors that were responsible for the significant variation of the statues of the urban centers of the regions are the emergence of agricultural market centers, and the construction of the major roads and railway lines introduced new location and economic elements rearranging the relative importance of the urban settlements of the region.

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