

Functional Characteristics of Medium and Small Size Urban Agglomerations

Functional Character of English Bazar Urban Agglomeration

English Bazar urban agglomeration of Malda district consists of the following urban centres : a) English Bazar municipal town, b) Old Malda non-municipal town, c) Jhaljhalia non-municipal town (newly formed urban centre in 1981 census) and one urban outgrowth - Sherpur Makimpur of the former town (Fig.23). It is a class II urban agglomeration taking the first position among all the class II urban agglomerations in West Bengal and ranking 10th in the State in order the size of the population. Its total population amounts to 93,244 heads which comprise all the urban population of the district. It has an area of 10.26 sq. km, with an average density of 9,033 persons per sq km.

Historical growth of English Bazar and Malda towns

English Bazar, the headquarters town of Malda district, is situated on the right bank of the River Mahananda. This site was first chosen by the East Indian Company as one of the company's silk factories. In 1770, Mr. Henschman built the commercial residency and a factory of the company at English Bazar and gradually the town grew up round it to carry on the trade mainly in silk and cotton textiles⁽¹⁾. The town which sprang up around the factory came to be known as Englezavad and was known as English Bazar in course of time⁽²⁾. The French and Dutch had also settled here. It was constituted a municipality in 1869.

Old Malda, another town of this urban agglomeration is situated on the left bank of the Mahananda at its confluence with the Kalindri river. During the eighteenth century it was a centre of cotton and silk manufacturers and the Dutch and French had factories there as well as the English. The English factory was, however, transferred to English Bazar in 1770 and the town began to lose its prosperity with the rise of English Bazar⁽³⁾. Throughout the nineteenth century this declining trend is noticeable. It has, however, regained its position to some extent as a trading centre and does a large export trade in Mango, bamboo and vegetables. The town was constituted a Municipality in 1869.

Population growth

Both English Bazar and Malda show a steady increase in population from 1931 and 1941 respectively, before which the growth was far from that (Table-60) except during 1911-21. Between 1901 and 1931, English Bazar has increased its population by nearly 6 times and during the same period the population of old Malda has increased by more than 2 times (Fig.23). The main cause of decrease during 1911 to 1921 was malaria which broke out in epidemic form, causing large number of deaths in both towns. Further, between 1921 and 1931, the silk industry declined and with it the rate of population growth also declined in old Malda.

Location of English Bazar Urban Agglomeration

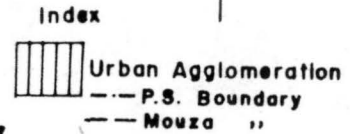
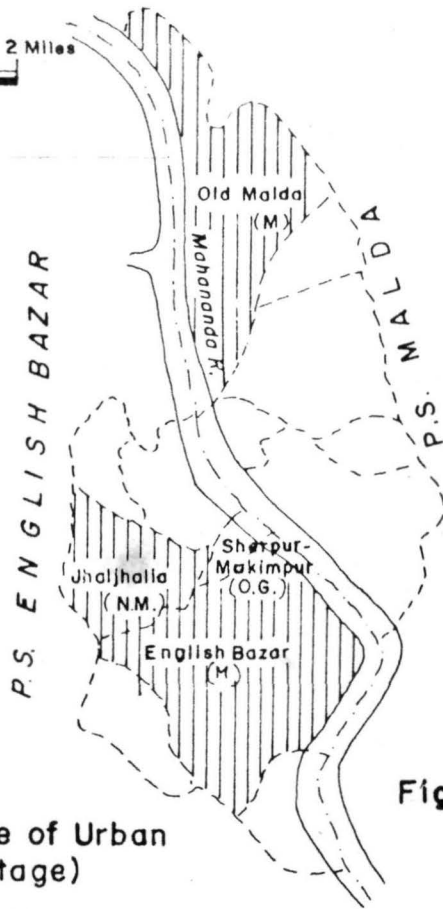


Fig-23

Decadal Growth Rate of Urban Population (in Percentage)

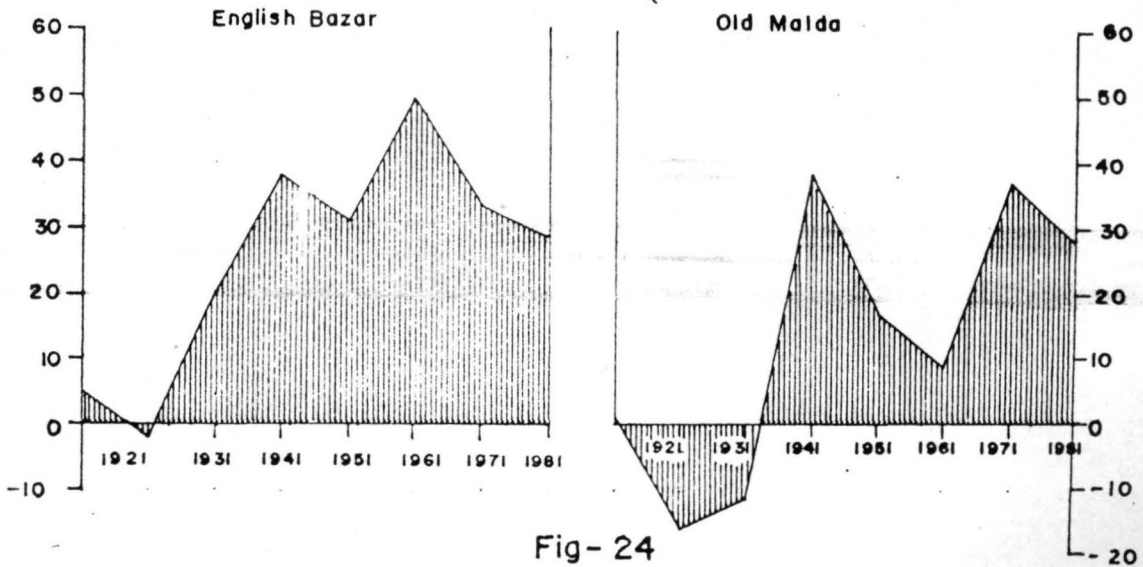


Table - 60

Growth of population in English Bazar and Old Malda

Name of town	Status of town	Decade	Persons	Decadal growth rate in (%)	Name of town	Decade	Person	% decade variation
English Bazar	M	1901	13,697	..	Old Malda (M)	1901	3,743	..
		1911	14,322	+ 4.56		1911	3,750	+ 0.19
		1921	14,057	- 1.85		1921	3,145	- 16.13
		1931	16,907	+ 20.27		1931	2,779	- 11.64
		1941	23,334	+ 38.01		1941	3,845	+ 38.36
		1951	30,663	+ 31.40		1951	4,493	+ 16.98
		1961	45,900	+ 49.69		1961	4,885	+ 8.60
		1971	61,335	+ 33.62		1971	6,691	+ 36.97
		1981	79,010	+ 28.82	1981	8,579	+ 23.22	

Sources : 1) General Population Tables, Series-22, West Bengal, Part II-A
 ii) Final Population Totals, Series-23, West Bengal, Paper-I of 1982

However, taking all facts into consideration, it can be said that these towns do not show any phenomenal growth during the period of past eight decades, 1901-1981. The slow progress in urbanization appears to be entirely due to the absence of organised modern industries in the towns.

Occupational Structure

The economic strength of any urban centre lies in its activities which as means of employment draws in more and more people into the town. An analysis of the occupational structure will shed light on the nature of functions it performs as well as the dominant character of any of them. The analysis is confined to 1961 and 1971 for which alone data are available.

It is very interesting to note that the rate of growth of the working population during the decade 1961-71 has been 21.30 per cent and 24.29 per cent in English Bazar and old Malda when the percentage of working to the total population has decreased from 27.35 per cent in 1961 to 24.82 per cent in 1971 in English Bazar and from 27.47 per cent in 1961 to 27.93 per cent in 1971 in Old Malda. Absence of large scale industrial development presumably accounts for this relatively small growth of working population.

A look at the table-51 will clearly show that in both the decades 1951-1961 and 1961-1971, the tertiary activities have taken the most dominant role in both the towns -

Table - 61

Occupational structure of the towns (1961 and 1971)

		Total work- ers	Primary	Secondary			Tertiary		
				House- hold in- dustry	Other than house- hold in- dustry	Const- ruction	Trade & commerce	Trans- port & communi- cation	Other services
English Bazar	1961	12,552	315 (2.15%)	530 (4.22%)	1,745 (13.90%)	1,047 (8.34%)	2,625 (20.91%)	1,227 (9.78%)	5,063 (40.34%)
	1971	15,225	846 (5.55%)	562 (3.69%)	1,439 (9.44%)	919 (6.05%)	3,816 (25.06%)	1,722 (11.31%)	5,922 (38.90%)
Old Malda	1961	1,322	22 (1.64%)	68 (5.06%)	185 (13.79%)	45 (3.35%)	363 (27.05%)	101 (7.53%)	559 (41.58%)
	1971	1,668	393 (25.56%)	147 (8.81%)	161 (9.65%)	49 (2.94%)	388 (23.26%)	171 (10.26%)	359 (21.52%)
Jhal- jhalia	1961	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
	1971	1,400	12 (0.86%)	Nil	22 (1.57%)	7 (0.50%)	87 (6.21%)	947 (67.64%)	325 (23.22%)
Sherpur Makimpur	1961	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
	1971	300	75 (25.00%)	Nil	33 (10.00%)	3 (1.00%)	86 (28.67%)	57 (19.00%)	49 (16.33%)

Sources : i) Census of India, 1961, West Bengal & Sikkim, Series-22, Vol.15 Part II-A

ii) Census of India, 1971, West Bengal, District Census Handbook, Malda district

English Bazar and Old Malda. In comparison, the secondary activities have played a comparatively minor role.

An examination of the table would reveal significant shifts in the occupational structure of English Bazar and Old Malda towns between 1951-1961 and 1961-1971. For instance, there has been a sharp increase in 1971 in the proportion of workers under 'trade & commerce' 'transport & storage' and 'other services' and coupled with an equally marked decline in the 'house-hold industry', 'other than house-hold industry' and 'construction' would reveal the emerging functional emphasis on tertiary activities of English Bazar. In comparison, altogether different characteristics in respect of employment structure have been observed in Old Malda where all secondary and tertiary activities except 'household industry' and 'transport and storage' recorded decrease in percentage of workers. It may further be noted that Old Malda has about one-fourths of its workers pursuing primary activities in 1971 whereas the percentage of workers engaged in this sector was only 1.64 per cent in 1961. An increase in employment in the primary sector reflects the economic weakness of an urban centre.

On the other hand, Jhaljhalia, a newly formed urban centre in 1931, has shown the importance of tertiary activities, engaging 97 per cent of the total workers. The dominance of tertiary activities in Jhaljhalia may largely be due to the location of the railway station. About 63 per cent of the total

workers of this town is engaged in transport & communication services.

Similarly, Sherpur Makimpur - an urban outgrowth of Jhaljharia town, is noted for its tertiary activities, engaging 64 per cent of the total workers in 1971. Its tertiary component of the working population is mainly composed of persons having trade & commerce as their main occupation.

It is, therefore, not difficult to conclude that tertiary activities have taken the leading role and have been acting as the driving forces for the growth of English Bazar urban agglomeration.

Functional Institutes

As the seat of district administration, English Bazar has a large number of public and private office establishments, with a working force of 5,922 heads. All the district head offices - Central as well as State Government - are situated in this town. Further, as a district town it has employment potential in the professional services as well. For instance, professional services including both higher as well as lower services make a sizeable portion, drawing more and more people in English Bazar.

Old Malda shows a peculiar characteristic where the absolute number as well as the percentage of workers engaged in 'other services' has declined about half from 41.53 per cent in 1961 to 21.52 per cent in 1971. It has largely

been due to the shifting of office establishments from Old Malda town to English Bazar.

Trade & commerce

As in the case of a district headquarters, the administrative importance of English Bazar has attracted many other activities and among them 'trade & commerce' take the second position, pursued by 25 per cent of the workers in terms of total employment. In English Bazar, 3,816 persons are engaged in these activities in 1971. As has been noted earlier, the importance of these activities may be traced back to the period of its emergence as an urban centre which, since the middle of the eighteenth century, has developed the trading activities connected mainly with silk. The present export business is concerned with mango, animal hides and skins and raw as well as spun silk.

On the other hand, Old Malda has 388 persons engaged in 'trade & commerce' which take the first position among all the activities. During the eighteenth century, it was an important centre of cotton and silk manufactures but with the shifting of the silk factory, the fame of this town declined. Still, it is a considerably important trading centre and does a large export trade in mango, bamboo and vegetables.

Transport & communication

A town needs a good transportation system for its

growing activities in the fields of administration as well as trade & commerce. Malda was a breaking point for transport till the early seventies where river Ganga, flowing south of the district, had to be crossed by ferry services. The construction of Farakka Barrage with road and railway tracks laid on it has solved the problem, which connects today North-Bengal and the north-eastern States of India with south-Bengal.

Malda is well served by the Eastern railways. A railway station situated at Jhaljhalia, 2 km from English Bazar, connects three lines to Katihar Barharwa and Sealdah. Table-62 reveals the two-way passenger traffic to and from Old Malda court and Jhaljhalia stations for different years.

Road traffic is an important indicator of the busy life of an urban centre. Bus services provide the most important links between the city and its region when the railways provide linkages of a limited nature. The importance of road services at English Bazar is clearly indicated by the development of almost 114 services operating daily, and making 137 trips on different routes. The buses include both express and ordinary buses where the express services generally serve inter-regionally. The present analysis is based on the frequency

Table - 62

Volume of Passengers from and to the towns, Malda and
Jhaljhalia

		Daily outward passenger	Daily inward passenger
Malda Court Station	1974-75	74	132
	1975-76	115	154
	1976-77	105	133
	1977-78	102	116
	1978-79	76	93
	1979-80	95	119
	1980-81	98	120
Jhaljhalia	1981-82	1,269	892

Sources : i) Railway Station, Old Malda
ii) Railway Station, Jhaljhalia

of bus services from English bazar town.

One salient feature emerges from the table-53 is that the frequency of bus services is not uniform on all the routes radiating from the town. The highest frequency of bus-services is observed along English Bazar-Farakka, English Bazar-Manikchak, English Bazar-Lalgola, English Bazar-Salurgat and English Bazar-Raiganj routes. It is logical to conclude that the area located within the high frequency

distance of bus services is under a great pull of the urban agglomeration.

Table - 63
Frequency of bus services from English Bazar
town

Private bus-service route	No. of trips
1. English Bazar - Lalgola	3
2. English Bazar - Bamongola	2
3. English Bazar - Harischandrapur	2
4. English Bazar - Bamongola via Gajol	6
5. English Bazar - Colepgunj	2
6. English Bazar - Baishnabnagar	2
7. English Bazar - Kaliachak	2
8. English Bazar - Manikchakghat	2
9. English Bazar - Harischandrapur via Madiaghat	1
10. English Bazar - Tulshinata	1
11. English Bazar - Chanchal	2
12. English Bazar - Ratua	1
13. English Bazar - Khidirpur	1
14. English Bazar - Baluka Road Station	1

Table-63 contd.Mini bus service route

1. English Bazar - Lalgola	2
2. English Bazar - Bemongola	2
3. English Bazar - Deotola	3
4. English Bazar - Golapgunj	4
5. English Bazar - Baishnabnagar	4
6. English Bazar - Mahadipur	5
7. English Bazar - Ratua	3
8. English Bazar - Chanchal	2

State bus service routes

1. English Bazar - Baharampur	2
2. English Bazar - Calcutta	1
3. English Bazar - Farakka	12
4. English Bazar - Manikchak	10
5. English Bazar - Siliguri	1
6. English Bazar - Balurghat	9
7. English Bazar - Nababgunj	2
8. English Bazar - Lalgola	5
9. English Bazar - Mahadipur	5
10. English Bazar - Pagla	2
11. English Bazar - Kagmari	2

Table-63 contd.

12. English Bazar - Raiganj	8
13. English Bazar - Chanchal	
via Harischandrapur	2

Source : Bus Terminal, English Bazar

English Bazar is situated almost on the midway between north and south Bengal. As a result, a large number of buses, originating from different places, go via this town, making it generally a compulsory halt for refuelling or services.

Apart from a large number of buses, a fleet of private taxis ply regularly on the following routes carrying daily commuters.

1. English Bazar - Kalischak	- 42 no.
2. English Bazar - Gajol	- 30 no.
3. English Bazar - Manikchak	- 30 no.
4. English Bazar - Bulbulchandi	- 40 no.

It is not possible to calculate the actual volume of the daily movement of passenger on different routes from and to a town as correct data are not maintained by the organisations. Besides, most of the buses carry double or about tripple of their actual seating capacity. Anyway, taking the seating capacity of each bus, it is estimated that more than 5,000 passengers travel daily on one-way.

Secondary activities

In contrast to tertiary activities, secondary activities have taken much more subdued roles, employing less than 20 per cent of the total workers of this town in 1971. Industry has not taken any important role in English Bazar town though urbanization made its beginning on the basis of silk industry initiated by the East Indian Company.

Like many other district towns, English Bazar has the same type of industrial establishments which gradually grow up to cater to the general needs of the local people, such as small engineering works, repairing shops, bakery, press, furniture, etc.

Malda is famous for its mango gardens which give the large size "Malda" mango. At present, English Bazar and Old Malda towns manufacture mango products processed from excess mango collected from the surrounding region. Besides, a few units manufacture utensils of brass and bell metal which are somewhat exceptional in view of the traditional skill and craftsmanship maintained through centuries by the two towns.

Facilities leading to urban growth

English Bazar and Old Malda, the principal urban centres of English Bazar urban agglomeration, have developed certain basic urban amenities and facilities. They are as follows :

Roads : English Bazar has got 55.9 km pucca and

16.7 kutchra road and in Old Malda the length of metalled road is 4.8 km and those unmetalled run for 5.9 km.

Water supply : Regarding water supply these two towns have already made provisions for the supply of piped water. English Bazar provides 1,500 house connections whereas in Old Malda 200 houses are connected by water pipes.

Electricity : Since 1937, English Bazar has been electrified. Electricity had been supplied by a private concern known as Behani Brothers but from 1960 West Bengal State Electricity Board has taken up the charge of supplying power to the town. The following table gives an idea about the use of power in different sectors for a period of about three decades in English Bazar.

Table - 64

Power consumers in English Bazar (in number)

Year	Domestic	Industrial	Commercial	Agri-cultural
1940	272	2
1946	332	2
1950	597	10
1969	1,660	170	301	31
1979	6,330	209	2,113	163

Source : Electric supply office, English Bazar

Above table reveals that most part of the power available is consumed for domestic purposes, amounting to about 72 per cent of the total consumers. The demand for power is so great that within a period of ten years (1969-79) domestic connection has been increased by 281.33 per cent followed by commercial users (164.42%). The use of power in the industrial and the agricultural sector is somewhat significant. Old Malda has got electricity but details regarding this is not available.

Medical facilities : Inhabitants of English Bazar and its surroundings have got their medical facilities through the Government Hospital and a few private medical practitioners.

Education : Being a district headquarters town, English Bazar has got well developed educational facilities. Besides a large number of secondary schools, 3 colleges and one polytechnic are situated at this town.

Recreational Facilities : The scope of recreation is limited to a few cinema halls, drama houses, parks and a stadium.

Urban amenities and facilities are very much limited in Old Malda town.

In conclusion it can be said that the determining factor in the emergence of this urban agglomeration is again its role in tertiary activities, the latter taking a dominant position among the urban activities of both the towns of English Bazar and Old Malda engaging as much as 75.27 per cent and 55.04 per cent of the total workers. Among the tertiary

activities the 'services' occupy the most important position, employing nearly 39 per cent of the total workers in English Bazar and in Old Malda it is nearly 22 per cent. The most important feature about the tertiary activities of these two centres is that, 'trade and commerce' employing nearly one-fourth of the total workers seems to have contributed largely to the growth of this particular urban agglomeration which ranks first in size of population among the class II urban agglomerations of the state.

Functional character of Cooch Behar Urban Agglomeration

Cooch Behar urban agglomeration, situated in Cooch Behar district, is constituted by the following urban centres and one urban outgrowth : (a) Cooch Behar (M) (b) Guriahati (NM) and (c) Kharimala Khagrabari (OG) (Fig.25). It has a population of 80,101 in 1981, representing 65.52 per cent of the total urban population of the district. The only urban agglomeration of the district of Cooch Behar, it is a class II urban agglomeration and ranks 12th in West Bengal, having developed over an area of 17.19 sq km with an average density of 4,660 persons per sq km.

History of the town

Cooch Behar is the north-eastern district of the Jalpaiguri Division. In shape it is an irregular triangle. The name Cooch Behar is a compound of two words : Cooch or Koch, the name of an ethnic group of people inhabiting largely the vast tracts of land to the north-east of Bengal. Behar or more properly Vihara denotes abode. Cooch Behar means, therefore, the abode or land of the Koches (4).

The district of Cooch Behar, which once formed a part of the ancient kingdom of Kamrupa, has a very old history. Mention of this tract of Land has been made in the great Indian epics of the Mahabharata and the Ramayana. On account of the long distance from the capital of the ruling power of India, political control over this far north-eastern part of the

country was never very firm or significant in the early Hindu period, mediaeval Muslim period or even during the subsequent British rule. There were continuous fights between the ruling power in India and the local ruler of Koch country. In the eighteenth century, Bhutan and the East India Company also came into the picture of the struggle. Finally, a treaty was made between the East India Company and the Raja of Cooch Behar on the 5th April, 1773 and another between the East India Company and the Raja of Bhutan on the 25th April, 1774, by virtue of which, Cooch Behar became a Feudatory State to the East India Company and Maharaja Dharendra Narayan was made the ruler of the State⁽⁵⁾.

On the 28th August, 1949, an agreement was made between the Governor General of India and His Highness the Maharaja of Cooch Behar, which came to be known as the Cooch Behar Merger Agreement, according to which His Highness the Maharaja of Cooch Behar ceded his dominion to the Government of India which became effective on the 12th day of September 1949. After the merger of Cooch Behar with the State of West Bengal, it was included within the formerly Presidency Division. The district is at present under the newly created Jalpaiguri Division forming another district of North Bengal.

The town of Cooch Behar, formerly the capital of the State, stands on the left bank of the River Torsa, the eastern channel of the main river, on the west lies the deserted loop of the river called Mora Torsa. On the east is the bed of the Bura or old Torsa which flows from north-east to

south-east. The irregular shaped tract enclosed within these beds contains the town, which is the headquarters of the Sadar Sub-division as well as the district. It is a station on the Alipurduar-Gitaldaha section of the North Frontier Railway. The National Highway 31 passes through the town.

Growth of Population

The growth of population during the last eighty years, 1901-81, has not been phenomenal except in the decade 1941-51 when influx of displaced persons took place, recording a high growth rate of 107.76 per cent (Table-54). Besides, no exceptional change in population has occurred in this town except the fact that whenever Bangladesh and Assam face any problematic situation, Bengali refugees rushing into it create a pressure on this town. Cooch Behar town lacks any big industry so population explosion in the field of industry has not yet taken place.

Guriahati, a non-municipal town of Cooch Behar urban agglomeration, has recorded a high growth rate during 1951-61. It is remarkable to note that during this period the population increased by 210.29 per cent and the tertiary activities drew 30 per cent of total workers into their folds but Guriahati was then a rural tract. In 1931, population increased by more than 42 per cent which is higher than the mother town of Cooch Behar (Fig. 26).

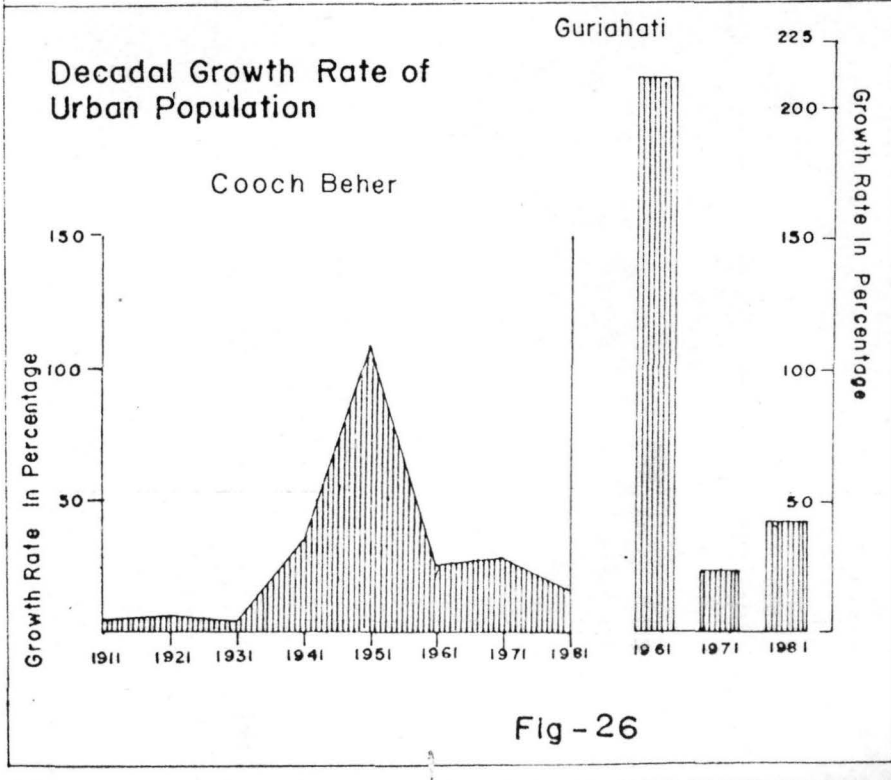
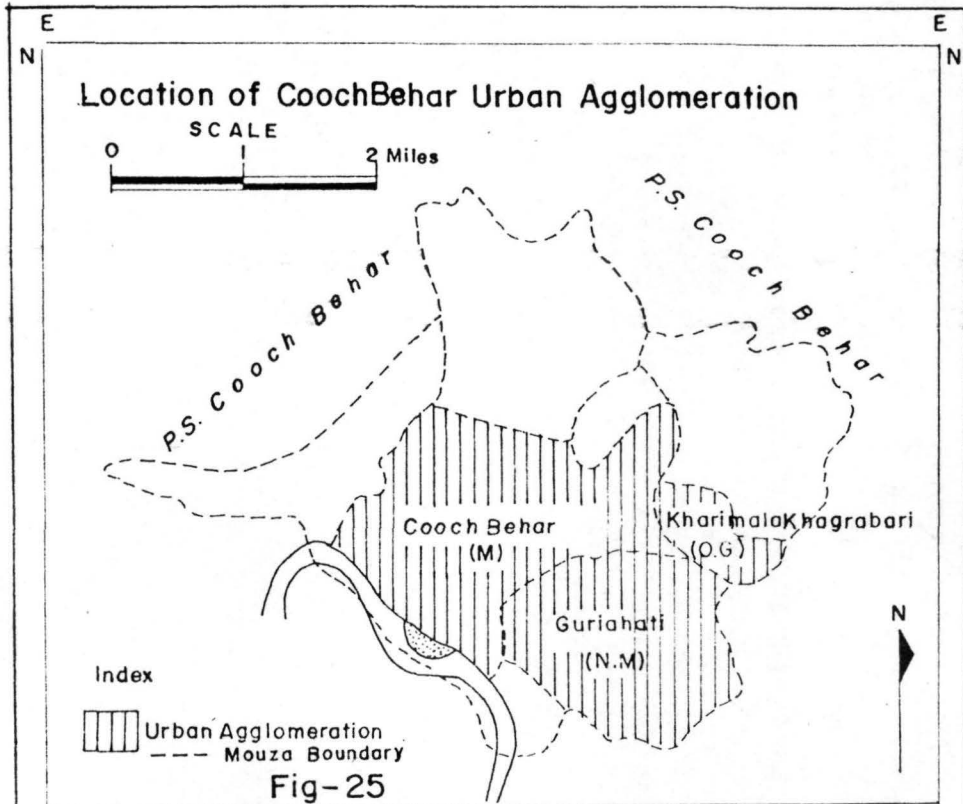


Table - 64(i)

Decadal growth rate of population of Cooch Behar and
Guriahati towns

Name of town	Status of town	Year	Persons	Rate of growth (in %)	
Cooch Behar		1901	10,458	..	
		1911	10,841	+ 3.66	
		1921	11,461	+ 5.72	
		1931	11,837	+ 3.23	
		Municipality	1941	16,000	+ 35.17
		1951	33,242	+ 107.76	
		1961	41,922	+ 26.11	
		1971	53,634	+ 28.06	
		1981	62,127	+ 15.73	
Guriahati	Village	1951	2,332	..	
		1961	7,250	+ 210.89	
	Non-Municipality	1971	8,980	+ 23.86	
		1981	12,774	+ 42.25	

Sources : i) Census of India 1971, West Bengal, Series - 22, Part II-A

ii) Census of India 1981, West Bengal, Series - 23, Paper I of 1982

Occupational Structure

In fact, a study of occupational structure incidentally reveals, in general, the economic facet of the

settlement. Urban centres are the foci of various functional activities - social, cultural and economic. Here, table-65 reveals the occupational structure of the urban settlement of Cooch Behar and Guriahati. The analysis is based on the census data of 1961 and 1971. As it appears, the tertiary activities have taken the most dominant role in Cooch Behar, employing 30.05 per cent of the total workers between 1961 and 1971. In comparison, the secondary activities have a minor role with 13.62 per cent to 15.43 per cent during the same period. A further scrutiny of the table-65 will reveal more important facts about the functional character of this town. For instance, among the tertiary activities, services - including professional as well as office jobs - are the largest employers in this town, engaging about 44 per cent and 41 per cent of the total workers in this respect, although the percentage has decreased between 1961 and 1971. The next position goes to 'trade and commerce', having nearly 26 and 25 per cent between 1961 and 1971 followed by 'transport and communication' which has shown increase in the number of workers from 10 to 15 per cent during the same period.

On the other hand, the percentage of workers engaged in different types of industrial activities has decreased from 15 per cent in 1961 to 12 per cent in 1971. The decrease in number of workers can be explained by the fact that the scope of employment and the actual number of workers are gradually decreasing in this field though the percentage of

Table - 65

Occupation structure of Cooch Behar and Guriahati between 1961 and 1971

(in number and percentage)

Name of town	Year	Total workers	Primary	Secondary			Tertiary		
				Household industry	Other than H.H. industry	Construction	Trade & commerce	Transport & communication	Other services
Cooch Behar	1961	12,187	162 (1.33%)	208 (1.71%)	1,635 (13.42%)	425 (3.49%)	3,153 (25.87%)	1,255 (10.29%)	5,349 (43.89%)
	1971	14,642	662 (4.52%)	338 (2.31%)	1,450 (9.90%)	471 (3.22%)	3,594 (24.55%)	2,210 (15.09%)	5,917 (40.41%)
Guriahati	1961	1,983	301 (15.99%)	258 (13.70%)	6 (0.31%)	..	279 (14.82%)	67 (3.56%)	972 (51.62%)
	1971	2,211	311 (14.07%)	444 (20.08%)	350 (15.83%)	96 (4.34%)	332 (15.02%)	178 (8.05%)	500 (22.61%)

Sources : 1) Census of India, 1961 West Bengal & Sikkim, Series - 22, Vol.16, Part II-A

11) Census of India, 1971 West Bengal, Series - 22, Part II-A

workers to total population in Cooch Behar has increased by 20 per cent. Household industry or cottage industry has, however, increased its number of workers during 1961-71.

From the analysis made above it is found that Cooch Behar town is defined by its tertiary activities which have taken an active role in the growth of this town in the later decades.

Guriahati, a dependent of Cooch Behar town, shows almost similar characteristic features like Cooch Behar as regards its functional character. The predominance of tertiary activities has been observed in Guriahati during 1951-61 and 1961-71. It is highly interesting to note that, having 70 per cent of the working population engaged in tertiary activities, Guriahati was a rural tract in 1961 census. But, with the declaration of Guriahati as an urban centre in 1971, the picture has totally changed. The percentage of tertiary working force has decreased from 70 per cent in 1961 to 45.68 per cent in 1971 and simultaneously the secondary activities have an increase in employment rising from only 14 per cent to 40.25 per cent between 1961 and 1971.

As a result, Guriahati has a mixed functional character with industry-cum-service cum trade and commerce being the driving forces for the growth of this town.

Functional Institutes

As because of being the district headquarters, Cooch Behar plays an important administrative role. Naturally

it is the seat of a large number of public and private office establishments as is common between all the district headquarters in the location of such offices. In all, there are altogether more than 60 types of administrative units, set up by the Central Government as well as the State Government and include among them a few important ones like the Head Office of the North Bengal State Transport Corporation, Tobacco Research Station, Divisional Forest Office, Handloom Development Office, etc.

Trade and Commerce

The administrative importance of this town has naturally attracted many other activities and among them 'trade and commerce' have taken the second position in terms of total employment. The fact that 24.55 per cent (3594) of total the working population of Cooch Behar is engaged in 'trade and commerce', highlights its importance as a trading and commercial centre. The origin and evolution of commercial areas in the town are directly related with the history and growth of the town itself. In Cooch Behar, during the reign of the Maharaja, the commercial areas established were known as Calica-bazar and Taha bazar. Later, Taha bazar came to be known as Bara bazar or Bhawaniganj bazar. These two bazars act as the centres of wholesale plus retail business. Besides, there are a few unauthorised markets selling vegetables and fish for the local people. A detailed list of registered shops engaging a large portion of the working population is given below :

Table - 66

Category-wise registered shops and their numbers in
Cooch Behar town

Sl. No.	Types of shops	Nos.	Sl. No.	Types of shops	Nos.
1.	Grocery	495	20.	Cycle and Cycle	
2.	Cloth and Tailoring	286		parts	14
3.	Pan, biri, cigarette	142	21.	Bakery products	12
4.	Stationery	112	22.	Muri, chira, batasa	12
5.	Medical	96	23.	Studio	11
6.	Repairing	91	24.	Jute	11
7.	Jewellery	58	25.	Electrical	11
8.	Grinding	45	26.	Loose tea	13
9.	Hardware	42	27.	Soap factory	9
10.	Watch, radio sale		28.	Chemical products	
	and repair	40		(ink, powder)	9
11.	Saloon	40	29.	Fire wood	8
12.	Books and Paper	39	30.	Blacksmith	8
13.	Shoe	37	31.	Petrol Pump	8
14.	Utensil	24	32.	Trunk	8
15.	Automobile	21	33.	Dasakarma	8
16.	Laundry	21	34.	Binding and press	12
17.	Timber	19	35.	Tobacco	11
18.	Wooden Furniture	17	36.	Sewing machine	5
19.	Bakery	18	37.	Sports goods	5

Table - 66 contd.

38. Coal	6	46. Painting	3
39. Muli bamboo	6	47. Tobacco Warehouse	3
40. Fish stall	6	48. Umbrella	2
41. Fruit sale	4	49. Steel furniture	2
42. Metal stall	4	50. Sweetmeat	123
43. Musical instrument	4	51. Tea stall	90
44. Rubber Stamp	4	52. Hotel	33
45. Engineering	3	53. Miscellaneous	206
Total			2,307

Source : Shops and establishment Department, Cooch Behar.

Cooch Behar has a total of 2,307 registered shops. The shopping establishments may broadly be classified into 53 categories and among them the most preponderant are the groceries, cloth and tailoring, pan-biri-cigarette and stationery (table-66), constituting respectively 21.50 per cent 12.40 per cent, 6.15 per cent 4.35 per cent of the total. It may further be noted that tea shops, sweetmeat shops, restuarants and hotels together account for 10.66 per cent of the total shops (296), coming next to grocery and cloth. The presence of so many eating houses in a town means that it receives a large number of visitors, daily coming on various business. The

intensity in business activities is reflected by the presence of a large variety of business establishments which, apparently, are required not only to serve the local people but also the surrounding areas. The town is the major point for handling some of its important local products for export, like jute, tobacco, bidi, etc. As a matter of fact, the rich agricultural products of the district funnelled through the markets of this town, offer greater possibilities for expansion of its commercial activities and adding further a greater variety to its activities, open scope for larger employment.

Table-67 shows the progress in the growth of shopping establishments during the last eight decades. It gives the actual number of establishments added during the respective period to the number of existing ones.

Table - 67

Growth of shops during different decades

Decade	No. of shops
1901 - 1920	9
1921 - 1940	29
1941 - 1950	97
1951 - 1960	520
1961 - 1970	873
1971 - 1980	774
Total -	<u>2,307</u>

Source : Shops and Establishment Department, Cooch Behar.

It is interesting to note that during the earlier period, between 1901 to 1950, the addition of new establishments was taking place at a very slow rate. In the later period, from 1950, onwards, the situation improved and the number of new establishments became more numerous. The period since Independence has witnessed a great expansion of commercial activities absorbing more and more people and thus playing a very important role in the growth of this town.

Transport and communication

The growing activity of this town in the field of administration as well as trade and commerce has depended largely on the development of both internal and external transport. Cooch Behar is well-served by the railways and roads.

Road traffic

Road traffic is an important indicator of the busy life of an urban centre. The surrounding regions of any urban centre are not always connected by the railways because of the constructional and maintenance costs involved. In order to meet the demands of the people of the surrounding areas and to make the town accessible as the principal market for the produce of the district, roads are essential as the only means for keeping the circulation of people and commodities. Fortunately, Cooch Behar is well-served by roads radiating out in almost all directions and the most significant fact is that the National

Highway 31 passes through this town. The Head office of the North Bengal State Transport Corporation is situated here. The office was started in 1945 under Raja J.D.Narayan. In 1950, it was merged with the State Government and since April 1960, it has come to be known as the North Bengal State Transport Corporation.

N.B.S.T.C. provides buses to ply on 23 routes, making 117 trips daily, thus providing direct communication between the town and different parts of its surrounding region. The number of buses put on individual routes and trips made on them vary widely from 1 to 21, but there are at least 9 routes on which the number of daily trips is more than 5. Besides, Cooch Behar is also served by private buses. A few mini buses also ply daily, making 43 or more trips on different routes. Table-63 gives a detailed picture of bus services from Cooch Behar town with its surroundings and distant places.

Table - 63

Frequency of bus services from Cooch Behar town

State Bus Service area

Sl.No.	From	To	No.of trips
1	Cooch Behar	Balurghat	2
2	"	Siliguri	10
3	"	Haldibari	2
4	"	Mekliganj	1

Table - 63 contd.

5.	Cooch Behar	Alipurduar	16
6.	"	Samuktala	2
7.	"	Natabari	4
8.	"	Balabhut	3
9.	"	New Cooch Behar	9
10.	"	Bhattibari	3
11.	"	Jorai	1
12.	"	Saldanga	4
13.	"	Baxirhat	12
14.	"	Tufanganj	9
15.	"	Saheberhat	1
16.	"	Balarampur	7
17.	"	Mathura	2
18.	"	Sinapur	10
19.	"	Premerdanga	1
20.	"	Newhapurdhan	1
21.	"	Cehagsterdaga	4
22.	"	Mathabhanga	9
23.	"	Jaygaon	4

Table - 68 contd.Public mini bus service areas

Sl.No.	From	To	No.of trips
1	Cooch Behar	Siliguri	6
2	"	Phuntsholing	2
3	"	Jorai	2
4	"	Mekliganj	8
5	"	Sitalkuchi	3
6	"	Dinhata	10
7	"	Baxirhat	10
8	"	Falakata	2

Sources i) North Bengal State Transport Corporation Office,
Cooch Behar

ii) Mini Bus Stand, Cooch Behar

The normal capacity of these buses vary between 45 to 55 in the case of State buses and 20 to 22 in mini buses. In general, the frequency of bus service is not adequate on all the routes. The growing needs of the people for urban services make the buses overcrowded. In fact, each bus carries more than double or even at times the number is triple of its normal capacity. If we take 50 passenger for State bus and 20 for mini bus on an average trip, the total number of passengers will be 6,310 daily and if presuming that each bus carries double the number of passengers on each trip, the total number of passengers

comes to 13,620, who commute daily between Cooch Behar and other places on one way alone, excluding the trips on the reverse direction.

Railways

Cooch Behar is served by the Eastern and the North-East Frontier Railways. There are two stations in the town to serve it as well as the regional population of which Cooch Behar town station is on a branch line of the North East Frontier Railway line, the latter running from Alipurduar via Cooch Behar town and then proceeding on to Gitaldaha on the Bangladesh border. The new broad gauge railway enters Cooch Behar district from New Jalpaiguri and reaches New Cooch Behar railway station, 3 km. away from Cooch Behar town goes via

Table - 69

Volume of passenger from and to Cooch Behar
(Cooch Behar Railway Station (Metre gauge))

Year	Daily average outward passenger	Daily average inward passenger	Year	Daily outward passenger	Daily inward passenger
1959-60	N.A.	1489	1970-71	493	533
1961-62	N.A.	1391	1971-72	312	360
1962-63	N.A.	N.A.	1972-73	463	555
1963-64	N.A.	N.A.	1973-74	224	277

Table-69 contd.

1964-65	N.A.	N.A.	1974-75	107	134
1966-67	N.A.	N.A.	1975-76	411	412
1967-68	825	818	1976-77	498	417
1968-69	759	734	1977-78	347	366
1969-70	677	651	1978-79	297	313
			1979-80	301	303

Source : Railway Station, Cooch Behar

Table - 70

New Cooch Behar Railway Station (Broad gauge line)

Year	Daily average out-ward passenger	Daily average Inward Passenger	Year	Daily out-ward passenger	Daily inward passenger
1966-67	424	475	1973-74	200	234
1967-68	491	520	1974-75	163	160
1968-69	333	390	1975-76	324	408
1969-70	484	490	1976-77	356	460
1970-71	432	441	1977-78	379	463
1971-72	N.A.	308	1978-79	366	455
1972-73	310	391	1979-80	345	354

Table - 71

New Cooch Behar Railway Station (Metre gauge)

Year	Daily outward passenger	Daily inward passenger
1972-73	87	
1973-74	43	
1974-75	17	
1975-76	100	
1976-77	94	N.A.
1977-78	72	
1978-79	66	
1979-80	61	

Source : Railway Station, New Cooch Behar

Jogighopa to Assam. The New Cooch Behar Railway Station is also connected by a metre gauge line. The table nos. 69, 70 and 71 give an idea about the daily movements of commuters - both inward and outward from the two stations. The difference between the incoming and outgoing passengers is not very significant. It is clear from above tables that the volume of passengers travelling by buses is ten times greater than those travelling by trains.

Secondary activities

In contrast, the secondary activities are less important than the tertiary activities, employing only 2,259 persons (15.43%) of the total workers of this town. Industry has, so far, not been a very strong element in the functions of Cooch Behar and the number of workers engaged in these activities instead of increasing has rather decreased slightly, the percentage of working force diminishing from 13.62 per cent in 1961 to 15.43 per cent in 1971. It can be said that the scope in the field has not increased and no new unit has come up during the decade. In fact, there is no large-scale industry in this town and most of the units functioning here are small in size, capacity as well as in employment.

Like many other district towns, Cooch Behar has the same type of industrial establishments which generally grow up to cater to the needs of the local people. Due to the non-availability of data, the exact number of industrial establishments could not be ascertained and only registered units have been taken for consideration. In all, 453 registered industrial units are situated in Cooch Behar (Table-72). The names of industries included in the list shows that most of such establishments, like repairing works, engineering works, tailoring works, printing works are common features of any urban scene. The only exception is the handloom industry which accounts for 69 units and about 90 per cent of them are concentrated in the Nilkuthi area of this town. It is necessary,

Table - 72

Registered Industrial Units in Cooch Behar Town

Sl. No.	Type of industry	No. of Unit	Sl. No.	Type of industry	No. of Unit
1	Handloom	69	21	Ice and Ice candy	7
2	Tailoring	29	22	Thonga making	5
3	Wheat grinding	27	23	Lozenge manufacturing	4
4	Repairing	27	24	Spices and curry powder	4
5	Engineering	25	25	Mustard oil & cake	3
6	Automobile	20	26	Shoe making	3
7	Chemical products	19	27	Utensil making	3
8	Radio and watch repairing	17	28	Distilled water	3
9	Biri manufacturing	15	29	Soda, Lemonade	3
10	Wooden furniture	12	30	Nylon bag	3
11	Candle making	12	31	Umbrella making	3
12	Bakery	25	32	Dry cleaners	2
13	Printing	21	33	Bamboo products manufacturing	2
14	Sweetmeat and hotel	11	34	Black smith	2
15	Clay modelling	10	35	Arrowroot manufacturing	2
16	Sawing	9	36	Studio	2
17	Book binding	8	37	Steel furniture	12
18	Battery storage	7	38	Rope factory	1
19	Electrical	6	39	Miscellaneous	12
20	Soap factory	7		Total -	<u>453</u>

Source : District Industries Centre, Cooch Behar

however, to be noted in this connection that before Independence, industrial establishments were very few in number and they largely became an important feature lately during the 1970-80 when more than 50 per cent of the total industrial units came up. This is revealed in the growth of industrial establishments since 1950 as found in the following Table-73.

Table - 73

Showing number registered industrial units in
Cooch Behar Town

Decade	Unit No.
Up to 1950	14
1951 - 1960	75
1961 - 1970	139
1971 - 1980	231

Total	- 459

Facilities leading to Urban growth

As the capital of Koch country, Cooch Behar town had the opportunity of having a number of urban facilities and amenities developed during the reign of the late Maharajas.

Roads : Cooch Behar town has got a total of 63.10 km of roads of which 63.20 km (92.31%) are metalled and 4.90 km (7.19%) are unmetalled within its municipal limit. The most important feature worthy of mention is that during the reign of the late Maharaja, the town was built on a planned manner with straight and broad streets intersecting each other generally at right angles. The streets are further bordered on two sides with rows of Sissoo, Kadam, Mango and Falli trees. The town does not have any internal transport by bus but a large number of rickshaw about 1,500 in 1973-79, auto rickshaw & taxi ply within the urban area.

Electricity : Among the other urban facilities, electricity takes the most prominent place and the town was first electrified in 1926. Since then for a long time its requirement was confined principally to domestic sector spreading gradually into other sectors as shown with the number of installations in the following table-74.

The table reveals that above 61 per cent of the total installations are used by domestic consumers. The commercial activities take to second position, consuming 34 per cent of the total power supplied, whereas in the case of industrial activities the demand for power has remained extremely low, representing only 3 per cent of the total number of consuming. It may be noted that since Independence the consumption of power has had a steep increase for domestic and commercial

Table - 74

Development of Electrical Connections in Cooch Behar

Year	Domestic	Industrial	Commercial	Public case
1941	290	3	Nil	Nil
1942	310	3	"	"
1943	320	3	"	"
1944	350	3	"	"
1945	350	3	"	"
1946	360	3	"	"
1947	375	3	"	"
1948	400	3	"	"
1949	425	6	"	"
1950	535	6	"	"
1969	1600	74	1300	1
1977	3308	171	1881	95
1978	3549	184	2027	96
1979	3792	188	2101	96

Source : State Electricity Board, Cooch Behar

purposes though upto 1950 commercial units had no use of electricity. In 1969, however, the number went upto 1,300 for commercial consumption which means that commercial activities made a headlong progress between the period 1951 and 1962.

Water supply

The piped-water is supplied by the public Health Engineering Department and house connections were started from the time of the Maharajas. However, domestic supply is very limited and at present there are only 925 houses having the facility of piped water while the rest of the town gets its supply from 143 tube wells and 159 street by Hydrants.

Sanitation & conservancy services :

The Municipality maintains lorries and trucks for the removal of the refuse and street sweepings. The whole system of removing night soil has been mechanised by the introduction of night soil trailers. The number of service latrines attended by Municipal sweepers was 4,000 in 1978-79 i.e., 50 per cent of the total residential houses lack sanitary services. The drains are all open-surfaced and hence extremely unhygienic, especially during the rains when they overflow, spreading filth on to the adjoining areas.

Medical Facilities

A Government hospital names after Raja M.J.N. Hospital is situated in the town offering facilities for specialised services. Besides, a large number of medical stores and doctors' private clinics have come up in this town.

Education - Educationally Cooch Behar town is well-developed

since the period of the Maharajas, who took great care in spreading education among their subjects. At present the town has got 67 primary schools, 10 secondary schools, 4 junior high schools and one blind school. Besides, there are 2 technical and 4 non-technical colleges. A first grade degree college, called Victoria college now known as Acharya Brajendra Nath Seal College and another degree college offering teachers' training course build up the educational structure. A well-known blind school is situated in this town. The district library serves the town as well as regional people.

Government Housing Facilities

The scope of Government Housing facilities for the government employees is far from adequate. At present, 48 flats have been constructed by the Housing Department with another new housing estate coming up in the palace compound providing about 200 flats.

Bank and Insurance

Bank generally fosters the growth of industries, trade and commerce by giving financial help as on loans.

Cooch Behar has 7 banks namely

1. State Bank of India
2. United Bank of India
3. Central Bank of India
4. West Bengal State Co-operative Bank

5. Land Development Bank
6. Bank of Baroda
7. Uttar Banga Kshetriya Gramin Bank

At the same time Insurance offices also serve this town by ensuring the lives and properties of the urban population. Three insurance offices present for this purpose are the Life Insurance, the General Insurance and the National Insurance.

Recreational facilities

Cinema hall, theatre halls, parks and play grounds are the essential elements for the recreation of the people living in a town. In Cooch Behar, four cinema halls, two parks, 4 play grounds and a stadium serve the local people as well as the outsiders. The most attractive feature of the town is its old tanks which are deep reservoirs of clear, sweet and wholesome water and are largely used by the citizens for washing and bathing purposes. The three most important are Sagardighi, Bairagidighi and Laldighi.

The Sagardighi is by far the largest and most important of all. It was excavated in the reign of Meharaja Harendra Narayan in 1807. It is 291 metre in length and 163 metre in breadth.

In the field of communication over telephone, this town has 1,203 connections for official and residential users.

In short, it can be said that the emergence of Cooch Behar urban agglomeration has depended primarily on

activities with above 30 per cent of total workers. Among the tertiary activities 'services' occupy the most important position employing 40 per cent of the total workers in this town. The importance of Cooch Behar urban agglomeration is gradually increasing as the town Cooch Behar itself is a district headquarters offering its influence on its hinterland.

Functional Character of Kulti Urban Agglomeration

Kulti urban agglomeration in Burdwan district is composed of 5 non-municipal urban centres, namely Kulti, Barakar, Petana, Lalbazar and Ramnagar (Fig.27) among which except Kulti and Barakar, all are declared as urban centres for the first time in 1931 by the Census of India. Kulti urban agglomeration holds 4th position among the 8 urban agglomerations in Burdwan district, having 5.29 per cent of the total population living in the urban areas of that district. It is a class II type with a population of 75,031 heads. The area covered by this urban agglomeration is 15.27 sq km, maintaining an average density of 4,914 persons per sq km.

History of the towns (Kulti and Barakar)

Kulti, situated near Asansol, may be considered to be the oldest iron and steel producing centre in the industrial map of India. The first blast furnace plant for smelting iron on a modern large scale basis was built by a British firm at Kulti in 1874, some time after, the first railway line was constructed from Calcutta to Raniganj coal field⁶. The plant was favourably situated to utilize coal from the Raniganj field and the clay iron stone and flux available

within a few miles of Kulti. The project, however, was not successful because of mismanagement. The iron works at Kulti were remodelled in 1889 but the attempt to manufacture steel at Kulti works in 1903 could not meet with success because of poor quality of ore obtained. But it is interesting to note that the Kulti blast furnace was solely responsible for the production of whatever amount of pig-iron was being produced in India upto 1907. For instance, the output of pig-iron from the Kulti furnace in 1900 was 40,000 tons which represented the total output of pig iron in India for that year⁷. Gradually, however, Kulti lost its preeminence in the production of pig-iron with the establishment of Tisco's works at Jamshedpur. Even in Raniganj area Kulti lost its preeminence because of the erection of blast furnaces at Hirapur in 1913 and Burnpur in 1923. In course of time the centre of gravity of iron and steel production shifted from Kulti to Burnpur, and Kulti today has only iron foundries and factories for making cast iron and a small portion of steel, refractory bricks etc.

Barakar, originally an old town in the Raniganj subdivision of the district, is situated on the left bank of the Barakar river, the latter forming boundary between West Bengal - Bihar. The town is surrounded with collieries and the presence of a good transportation system have together contributed to its emergence into a commercial cum industrial cum primary activities centre.

Growth of Population :

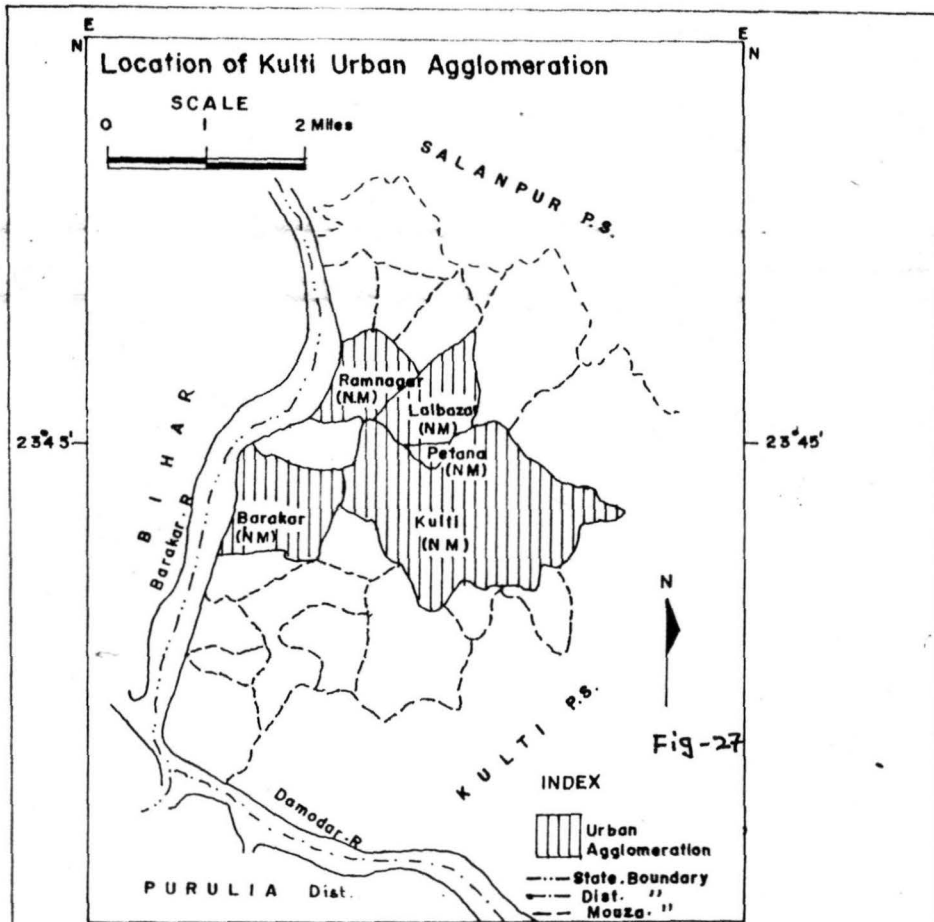
The growth rate of population has not remained the same in most of the towns in different decades Kulti, for example, shows indifferent increase (Table-75) in 1941 and 1951 while in 1961 it recorded only 9 per cent. On the other-hand, instead of positive growth Kulti town has observed negative growth (-13%) in 1971 which indicates the decaying or declining position of the town. However, in 1981, Kulti seems to have recovered substantially, with an increase of over 39 per cent which, if maintained, will make it a class II town in another decade or so.

Table - 75

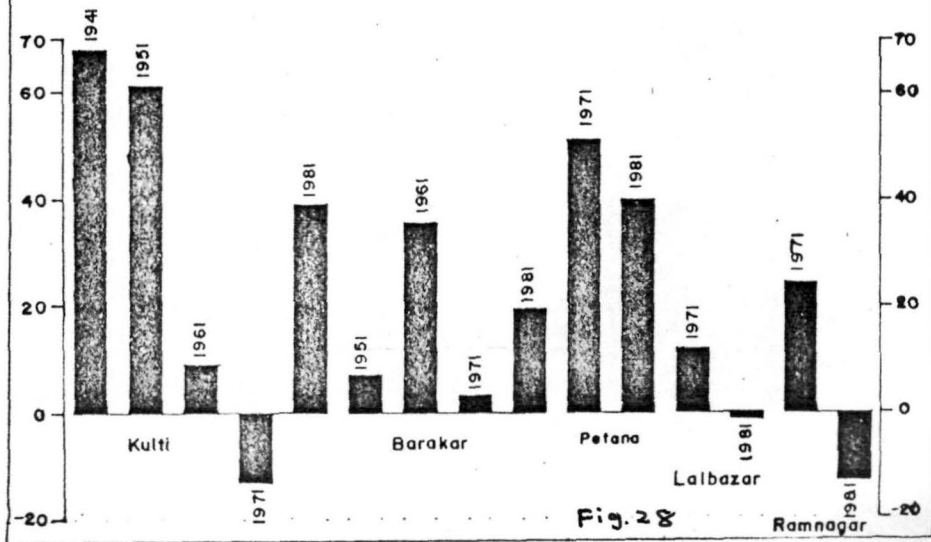
Growth of Urban Population in percentage, 1941-1981

Name of the town	1941	1951	1961	1971	1981
Kulti (NM)	+67.82	+61.17	+ 9.30	-13.46	+39.30
Barakar (NM)	..	+ 6.85	+35.77	+ 3.17	+19.50
Petana (NM)	+51.19	+40.23
Lalbazar (NM)	+11.85	- 0.36
Ramnagar (NM)	+24.27	-12.79

Source : Census of India 1971, General Population Tables,
Series-22, Part II-A.



**Decadal Growth Rate of Urban Population
(In Percentage)**



In the case of Barakar as well no exceptional growth rate has been recorded in any of the decades. Besides 1961, all decades have a record of lower than 20 per cent growth rate. Lalbazar and Ramnagar, the two constituents of Kulti urban agglomeration, have showed negative growth rate in 1981. All these indicate that the pace of urbanisation in Kulti has rather been slow as compared with other urban agglomerations.

Functional Character :

An analysis of the occupational structure will reveal the nature of the function as well as the dominant character of them. Here, an attempt is made to define the major role which has helped in the growth of these towns. Table-76 shows that secondary activities have taken the most dominant role in Kulti urban agglomeration in both the decades (1961 and 1971) though detailed study of each town of this urban agglomeration gives a different idea regarding its dominant activities. To be specific, the secondary activities have been playing a dominant role in the towns of Kulti, Petana and Ramnagar of which the latter had mining, a primary activity, as its main function absorbing above 75 per cent of the total working population in 1961. The situation, however, has changed, the secondary activities taking the dominant role in 1971. On the other hand, tertiary activities have been playing the major role in Barakar town during the two decades (1961

Table - 76

Occupational Structure (in number and percentage), 1961 and 1971

		Percent of wor- kers to total workers	Primary Sec- tor		Secondary Sector			Tertiary Sector		
			Min- ing	Others	House- hold Indus- try	Other house- hold Indus- try	Cons- truc- tion	Trade & Comm- erce	Trans- port & Commu- nica- tion	Other servi- ces
1. Kulti	1961	11,685 (34.09)	595 (5.09)	59 (0.50)	31 (0.26)	7,381 (63.17)	537 (4.60)	1,157 (9.90)	174 (1.49)	1,751 (14.99)
	1971	7,931 (26.74)	235 (2.96)	295 (3.72)	163 (2.06)	4,483 (56.53)	389 (4.90)	985 (12.42)	705 (8.89)	676 (8.52)
2. Barakar	1961	4,874 (34.39)	1,073 (22.02)	70 (1.44)	95 (1.95)	1,341 (27.51)	138 (2.83)	951 (19.51)	260 (5.33)	946 (19.41)
	1971	3,995 (27.32)	..	281 (7.03)	191 (4.78)	901 (22.55)	123 (3.08)	1,208 (30.24)	764 (19.12)	527 (13.20)
3. Petana	1961	1,113 (29.72)	40 (3.59)	..	1 (0.09)	716 (64.33)	35 (3.14)	136 (12.22)	23 (2.07)	162 (14.56)
	1971	1,266 (22.36)	99 (7.82)	..	9 (0.71)	777 (61.37)	48 (3.79)	170 (13.43)	41 (3.24)	122 (9.64)

Table-76 contd.

4. Lalbazar	1961	1,897	1,211	201	4	174	27	77	17	186
		(44.79)	(63.84)	(10.60)	(0.21)	(9.17)	(1.42)	(4.05)	(0.90)	(9.30)
	1971	1,072	580	93	..	156	12	76	120	35
		(23.63)	(54.10)	(8.68)	..	(14.55)	(1.12)	(7.09)	(11.20)	(3.26)
5. Ramnagar	1961	1,207	912	97	..	69	12	51	4	62
		(36.62)	(75.56)	(8.03)	..	(5.72)	(0.99)	(4.23)	(0.33)	(5.14)
	1971	1,347	109	219	3	889	12	58	14	43
		(32.89)	(8.09)	(16.26)	(0.22)	(66.00)	(0.89)	(4.31)	(1.04)	(3.19)

Sources : I) Census of India, 1961, West Bengal & Sikkim, General Population Tables, Series-22, Vol.16, Part II-A.

II) Census of India, 1971, West Bengal, General, Population Tables, Series-22, Part II-A.

and 1971) while Lalbazar, a mining-based town engaged above 74 per cent and 62 per cent of total workers in primary activities i.e., mining alone, followed by tertiary and secondary activities during the same decades (1961 and 1971). The percentage of labour participation and the absolute number of labourers have decreased in many towns of Kulti urban agglomeration in 1971 as compared with of 1961.

Tertiary activities

A further analysis will show that the strength of workers among the total workers has increased in the tertiary sector from 44 per cent in 1961 to 62 per cent in 1971 in Barakar town. The increase is observed mainly in activities involved with 'trade and commerce' and 'transport and communication'. Similarly, Kulti and Lalbazar have also shown somewhat increase in the number of workers in these activities. On the otherhand, Petana and Ramnagar have a record ^{8/10}of decrease in the number of workers in the field of tertiary activities in respect of the percentage of the workers engaged in 'services'. Barakar town, which has alone drawn more than 38 per cent of the total workers into 'trade and commercial' activities in 1971 (19.51% in 1961), all the towns of Kulti urban agglomerations have recorded slight increase in this sector. Barakar is known for its wholesale business. Among trading items mainly grocery articles, stationery articles and medicine are imported

and engineering goods, wooden products and sodium-silicate are the exported for Barakar. Besides, a large number of retail sale business has also developed, meeting the growing demand of the local as well as inhabitants living in the surrounding areas. The following list of registered shops will give an idea about the type and number of shops present in this town.

Table - 77

Registered shops at Barakar town

Type	No.	Type	No.
1. Grocery	167	11. Cycle sale & repairing	22
2. Cloth & tailoring	109	12. Electrical	22
3. Stationery	57	13. Radio, watch	22
4. Automobile	34	14. Attachaki	19
5. Sweetmeat	32	15. Wholesale grocery	17
6. Tea	28	16. Medicine	16
7. Hotel	27	17. Engineering	15
8. Jewellery	28	18. Shoe & Leather goods	14
9. Hardware	26	19. Oil mill	12
10. Pan, biri etc.	23		

and engineering goods, wooden products and sodium-silicate are the exported for Barakar. Besides, a large number of retail sale business has also developed, meeting the growing demand of the local as well as inhabitants living in the surrounding areas. The following list of registered shops will give an idea about the type and number of shops present in this town.

Table - 77

Registered shops at Barakar town

Type	No.	Type	No.
1. Grocery	167	11. Cycle sale & repairing	22
2. Cloth & tailoring	109	12. Electrical	22
3. Stationery	57	13. Radio, watch	22
4. Automobile	34	14. Attachaki	19
5. Sweetmeat	32	15. Wholesale grocery	17
6. Tea	28	16. Medicine	16
7. Hotel	27	17. Engineering	15
8. Jewellery	28	18. Shoe & Leather goods	14
9. Hardware	26	19. Oil mill	12
10. Pan, biri etc.	23		

Table-77 contd.

20. Saloon	11	35. Mfg. of Lime	4
21. Utensil	7	36. Printing	3
22. Book	7	37. Kerosene depot	3
23. Mfg. of powder & spices	7	38. Fruit	6
24. Mfg. of Dhupbati	6	39. Vegetable	4
25. Timber	5	40. Bone godown	1
26. Steel trunk	5	41. Coal depot	2
27. Mfg. of soap	5	42. Petrol pump	1
28. Furniture making	5	43. Transport Agency	2
29. Tobacco	5	44. Cloth merchant	2
30. Studio	5	45. Cement dealer	2
31. Potato, onion	5	46. Laundry	2
32. Loose tea	4	47. Photo binding	2
33. Foodgrain agent	5	48. Colliery stone supply	2
34. Bakery	4	49. Hide shop	1
		50. Miscellaneous	64
		Total	- 573

Source : Department of shops and Establishment, Asansol.

Among the total 50 category of shops, the preponderant are grocery, cloth and tailoring, stationery etc. which

however have no speciality in the items they deal with. The large number of such shops is due to the size of the area the town serves. The presence of 34 automobile shops in the town is a strong indication of the heavy vehicular traffic as Barakar acts as a point of break-in-transportation for the traffic originating at distant places. Besides, the presence of so many eating houses including hotel, restaurant and tea houses - indicates that the town draws many people coming from outside on short visit for various business.

From table-73 an idea may be obtained that the commercial activities in true sense has started only since Independence which is revealed by the increase in the number of shops occurring between 1961 and 1980.

Table - 73

Emergence of shopping establishments during 1940-1980 at
Barakar town

Decade	No. of shops
Upto 1940	7
1941-1950	19
1951-1960	121
1961-1970	356
1971-1980	375
Total	873

Kulti is a Government undertaking township. There is no wholesale market and only three retail sale markets meet the needs of the towns' population. The town imports grocery articles, stationery articles and medicine but exports spun pine, coal and fire-clay bricks. Except coal available in the surrounding collieries, the other two things are manufacturing in the IISCO factory at Kulti.

Kulti and Barakar towns are served with good a transportation system. The Grand Trunk Road goes via these towns and the Eastern Railways also serve them. Beside the services, a large number of people avail of the train services daily. The following Table-79 gives an idea about the frequency of passenger from and to Barakar and Kulti town for some years.

The average number of monthly ticket holders indicates that a large number of people daily commute for their earnings.

It is very important to note that in the field of 'other services', the percentage of worker to total workers and the absolute number of workers have decreased in 1971 as compared with that of 1961 and in all the towns of Kulti urban agglomeration. It is mostly due to the fact that a number of office establishment are being transferred to other places as a result of which the employment in this sector is gradually shrinking.

Table - 79

Name of station	Year	Daily average outward passenger	Daily average inward passenger	Average monthly ticket holder
Kulti Railway Station	1971	262	117	12
	1972	302	132	15
	1973	349	123	11
	1974	346	139	10
	1975	414	192	52
	1976	555	261	105
	1977	611	274	96
	1978	624	322	67
	1979	669	317	47
Barakar Railway Station	1973	1105	..	231
	1979	1053	1098	277
	1980	1093	997	233

Source i) Railway Station, Kulti

ii) Railway Station, Barakar.

Secondary activities

Secondary activities have given impetus to the growth and development of Kulti and Petana townships, opening more employment opportunities in this field. Kulti is a very old iron and steel producing centre. The first blast furnace

at Kulti was built by the Bengal Iron works in 1875. In 1936, the Indian Iron & Steel Company took up the works and in 1972 the Government of India took over the management of the IISCO. Since 1976, it has become a Government undertaking, employing about 7,000 workers in this workshop. The major products of Kulti works are cast iron, spun pipes, ingot moulds and bottom plates. These two products constitute about 70 per cent and 10 per cent respectively of the works total sales turnover. Steel, cast iron and non-ferrous products form the rest of the turnover. The production capacity for spun pipes and castings are 156,000 tonnes and 64,000 tonnes per annum respectively.

Increasing competition from cheaper pipes like RCC, AC, PRC has affected the market of cast iron spun pipes. Similarly, the market for the manufactured ingot moulds and bottom plates has been declining. However, the company's remaining foundries, especially the steel foundry and the non-ferrous foundry, have tremendous potential and are being utilised to produce a wide range of products for different markets.

The decreasing number of workers engaged in any activity is not a healthy sign for a town. Kulti has witnessed a decrease amounting to about 40 per cent of the workers engaged in other than house-hold industry between 1961 and 1971 while Petana has recorded an increase in the number and the percentage of workers in secondary activities. The functional

character of Ramnagar township has changed from mining in 1961 to an industrial town in 1971. One cannot fail to note that according to labour participation in different activities, Barakar town was an industrial cum primary cum commercial centre in 1961 but in 1971 the town has become a trade and commercial cum industrial cum transport centre.

In short it can be said that Kulti urban agglomeration has changed its hierarchical order in terms of population-size by adding three more new urban units within existing two, from class III urban agglomeration in 1971 to class II urban agglomeration in 1981. The most determining factor in the emergence of this agglomeration is its role in secondary activities, (mainly manufacturing activities, the latter taking a dominant position among urban activities though in Lalbazar and Barakar - two urban constituents of Kulti urban agglomeration where primary and tertiary activities respectively taking the dominant role

Functional character of Alipur Duar Urban Agglomeration

Alipur Duar urban agglomeration of Jalpaiguri district consists of the following urban units and urban outgrowths in 1931 :

a) Alipur Duar Municipal town, b) Sobanganj outgrowth of former town, c) Alipur Duar Railway Junction non-municipal town and d) Chechakhata outgrowth of former town (fig. 29). It is a class II urban agglomeration having a population of 71,573 in 1931, representing 23.00 per cent of the total urban population of Jalpaiguri district. It holds 14th position among the 32 urban agglomerations¹ of West Bengal, having developed over an area of 21.83 sq. km and maintaining an average density 3,271 per sq km

Alipur Duar, the subdivisional headquarters of its namesake, situated on the north bank of the river Kaljani. Alipurduar is named after the late Colonel Hedyat Alikhan, who was the first Extra-Assistant Commissioner and did good service in the Bhutan war⁽³⁾. Ever since its establishment, it has gradually grown up into a centre of a large and increasing trade, recognised as a town for the first time in 1951.

Alipur Duar Railway Junction town has been recognised as an urban centre since 1971, having developed on the basis of the railway settlement.

Location of Alipur Duar Urban Agglomeration

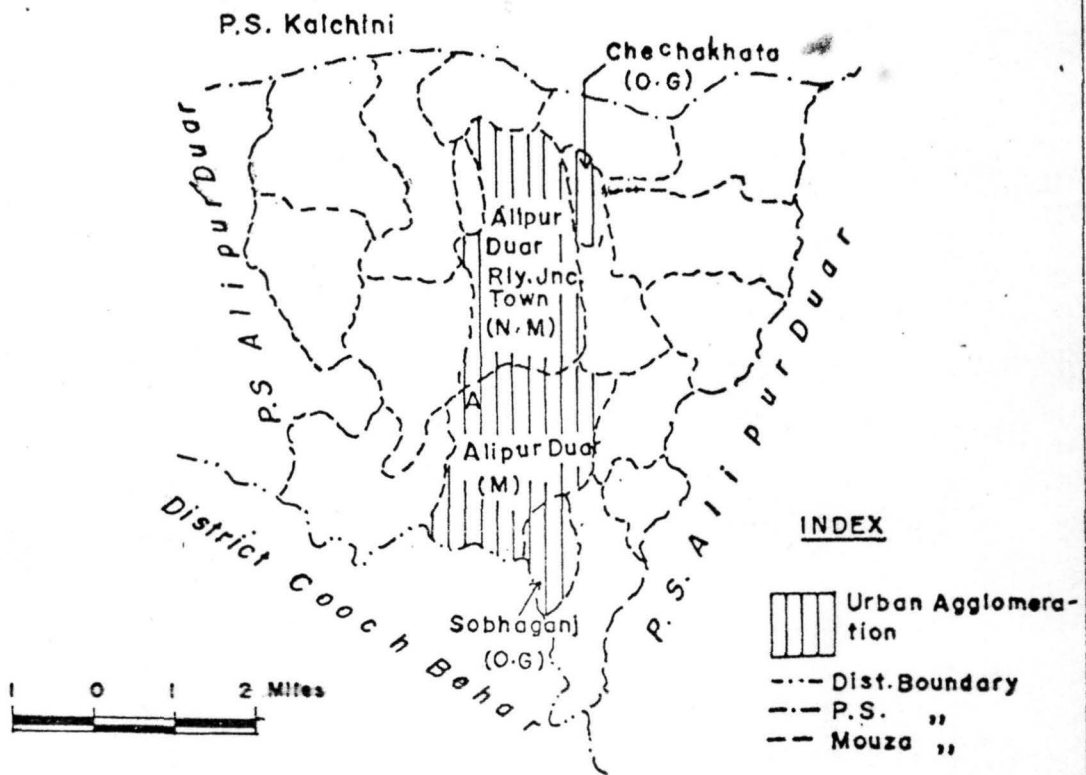


Fig-29

Decadal Growth Rate Of Urban Population (In Percentage)

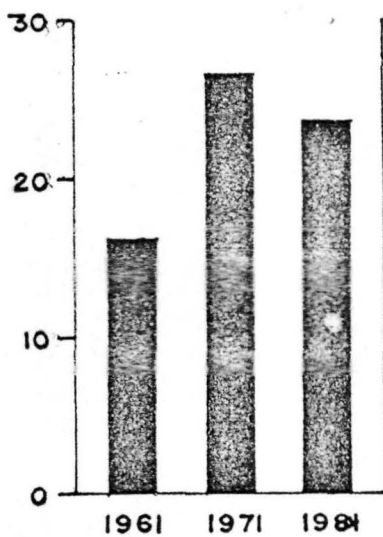


Fig-30

Growth of population

The growth of population during the period, 1951-81, has been quite significant in Alipur Duar, when the population increased by above 82 per cent (Table-30). In the case of Alipur Duar Junction, the rate of growth has been decreased (-.07%) in the last decade 1971-81 (Fig.30).

Occupation character

The occupational structure of the two towns, Alipur Duar and Alipur Duar Junction is analysed on the basis of data obtained from 1961 and 1971 census. The two towns show almost the same picture where tertiary activities have developed as the most dominant functional. Among the tertiary activities only difference between Alipur Duar and Alipur Duar Railway Junction is that in the former, trade and commerce have taken the premier position, employing 31.32 per cent and 32.90 per cent of the total workers in 1961 and 1971 respectively whereas in the latter, transport and communication take that role, employing 76.12 per cent and 72.54 per cent of the total workers in the two decades.

In Alipur Duar the percentage and total number of workers engaged in tertiary activities have increased by 11.67 per cent and 700 respectively between 1961 and 1971 (Table-31). Among the tertiary activities, after trade and commerce the next position goes to services but the percentage and total workers employed has decreased from 29.06 per cent in 1961 to

Table - 31

Occupational Structure of Alipur Duar and Alipur Duar Railway Junction Town,
1961 and 1971

Town	Decade	No. of wor- kers	Primary	Secondary			Trade & commerce	Tertiary	
				House- hold Indus- try	Other khan House- hold Indus- try	Const- ruc- tion		Trans- port & commu- nica- tion	Services
Alipur Duar	1961	8,585	341	222	1,636	388	2,689	814	2,495
			3.97%	2.59%	19.06%	4.52%	31.32%	9.48%	29.06%
Alipur Duar Railway Junction Town	1971	9,276	558	549	1,145	326	3,052	1,238	2,363
			6.02%	5.92%	12.34%	3.51%	32.90%	13.83%	25.48%
Alipur Duar Railway Junction Town	1961	3,585	3	59	7	10	555	2,729	222
			0.08%	1.65%	0.20%	0.28%	15.48%	76.12%	6.19%
Alipur Duar Railway Junction Town	1971	4,577	73	16	159	167	408	3,320	435
			1.60%	0.35%	3.45%	3.65%	8.91%	72.54%	9.50

Sources : 1) District Census Handbook, 1961, Jalpaiguri district

ii) District Census Handbook, 1971, Jalpaiguri district

25.43 per cent in 1971. In comparison, the secondary activities have been playing a less important role than the tertiary activities. In this respect the number and the percentage of workers involved in tertiary activities have decreased by 226 and 10.05 per cent between 1961 and 1971 respectively. As it appears, the employment scope in this field has been decreasing as the town lacks any big industry. The household industries on the other hand, have shown some improvement with increase in employment from 2.59 per cent in 1961 to 5.92 per cent in 1971, but they do not play any effective role in the growth of the urban centre.

In Alipur Duar Railway Junction the number of tertiary workers has increased by 18.74 per cent between 1961 and 1971 but the percentage of workers engaged in this field has decreased from 97.79 per cent in 1961 to 90.95 per cent in 1971. Among the tertiary activities, the percentage has decreased mainly in the fields of trade and commerce and transport and communication. On the otherhand, the secondary activities have still now a subdued role in the occupational structure of this town though the workers engaged in this field has increased by 348.63 per cent between 1951 and 1971.

Transport and Communication

Good communication system is a healthy sign of urban growth in any region. The communication system of Alipur Duar includes the (a) railways and the (b) roads. The Railways

have contributed largely to the growth of Alipur Duar Railway Junction town, situated 3.2 km away from Alipur Duar town, where the sprawling residential section of the railway staff has developed.

Railways : The Eastern Railways ^{and} the North-East Frontier Railways (N.E.F) touching these towns have given rise to three railway stations. Alipur Duar Junction is situated on metre-gauge line of the N.E.F. railways, one branch originating from where goes in to Cooch Behar district, reaching Bangladesh border. One broad gauge line of the Eastern Railways, coming from Howrah, passes within 3 km of Alipur Duar town where a new station has been established on 1.1.65 known as New Alipur Duar railway station. The line continues eastward into Assam.

As may be noted from the Tables-32, 33 and 34 the volume of outward and inward passengers has been gradually decreasing but as the experience during the field investigation shows, the decrease in number is far from true and the record reveals another hard fact that the actual number of commuters is concealed where many travel without ticket making it a general practice.

Table - 32

Howrah - Alipur Duar

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Table - 82

Alipur Duar Junction (Metre gauge)

Year	Daily average outward passenger	Daily average inward passenger	Year	Daily average outward passenger	Daily average inward passenger
1961-62	N.A.	996	1970-71	626	272
1962-63	N.A.	920	1971-72	622	227
1963-64	N.A.	913	1972-73	538	347
1964-65	N.A.	1044	1973-74	479	298
1965-66	1341	870	1974-75	307	188
1966-67	791	412	1975-76	566	367
1967-68	829	357	1976-77	518	331
1968-69	829	446	1977-78	440	300
1969-70	700	355	1978-79	445	265
			1979-80	443	226

Source : Alipur Duar Railway Junction Station

Table - 83

New Alipur Duar Rail station (Broad gauge line coming from
Howrah and going to Assam)

Year	Daily average outward passen- ger	Daily average inward passen- ger	Year	Daily average outward passen- ger	Daily average inward passen- ger
1970-71	N.A.	156	1976-77	180	141
1971-72	N.A.	116	1977-78	192	153
1972-73	N.A.	136	1978-79	206	144
1973-74	N.A.	87	1979-80	186	147
1974-75	77	51			
1975-76	153	122			

Source : New Alipur Duar Railway Station

Table - 84

Alipur Duar Rail Station (Metre gauge)

(From Alipur Duar Junction to Bamanhat) (3 ups + 3 dns)

Year	Daily average outward passenger	Daily average inward passenger	Year	Daily average outward passenger	Daily average inward passenger
1962-63	500		1971-72	157	
1963-64	N.A.		1972-73	209	
1964-65	613		1973-74	126	
1965-66	497		1974-75	76	
1966-67	458		1975-76	203	
1967-68	397		1976-77	219	
1968-69	367		1977-78	185	
1969-70	296		1978-79	159	
1970-71	221		1979-80	175	

Source : Railway Station, Alipur Duar

Roads : Alipur Duar is well-served by roads, radiating out in many directions. Altogether 14 bus routes have developed, so far, connecting the town with its surrounding region on which buses carrying passengers ply daily according to permanent schedules. The 14 bus routes mentioned above are served by the State buses, the private buses and the mini buses. The number of bus and number of trips vary on different routes (Table-35).

Table - 35

Bus service area of Alipur Duar town and daily trips

Sl.No.	From	To	No.of trips
<u>State bus service area</u>			
1.	Alipur Duar	Raidak	1
2.	"	Khagerhat	1
3.	"	Sankosh	6
4.	"	Jorai	10
5.	"	Joygaon	3
6.	"	Samuktala	4
7.	"	Hatipota	1
8.	"	Jalpaiguri	1
9.	"	Siliguri	3

Table-35 contd.

<u>Private bus service area</u>			
1.	Alipur Duar	Siliguri	4
2.	"	Jalpaiguri	3
3.	"	Falakata	5
4.	"	Hatipota	3
		via Joyanti	
5.	"	Hatipota	3
		via Samuktala	
6.	"	Bandapani	1
7.	"	Kumargram	1
8.	"	Jayga	1
<u>Mini bus service area</u>			
1.	Alipur Duar	Siliguri	2
2.	"	Jalpaiguri	7
3.	"	Jayga	1

Source : Bus Stand, Alipur Duar

In all, 66 trips originate daily, carrying above 2,000 passengers approximately and it is assumed that more or less about the same number of passengers also come to this town. The volume of passenger is calculated on the basis of the seating capacity of each bus though in reality this figure is not correct as due to shortage of bus service and increasing

pressure of population each bus carries double and sometimes triple the number of its actual seating capacity.

Being a sub-divisional headquarters town, Alipur Duar has a large number of public and private office establishments. There are altogether more than 52 types of administrative units set up by the Central Government as well as the State Government. The North-East Frontier Railway's Divisional Manager's office is situated at Alipur Duar Railway Junction town, employing about 5,500 heads.

As observed earlier, trade and commerce hold first position in the economy of Alipur Duar town, engaging the highest percentage (32.90%) of the total workers in 1971 followed by services (25.48%). Besides having a large number of commercial establishments, Alipur Duar exports jute, tea and orange gathered from the surrounding region.

In the field of industrial activities, Alipur Duar has mainly some small scale industrial establishments dealing in repairing, engineering, wheat grinding, tailoring etc. which are common to most of the urban centres. However, there are 4 rice and oil mills, one ice cream factory, one aluminium factory, a silicate factory and a dolomite processing factory which form the specialised branch of industries functioning in this town, absorbing 133, 8, 15, 25 and 10 workers respectively. The Silicate and Dolomite processing factory have been set up on the basis of raw materials available in the Bauxa hill situated not far off.

Other facilities leading to urban growth

Alipur Duar town and Alipur Duar Railway Junction town have already developed some urban amenities and facilities through the initiative of various departments.

For instance, Alipur Duar has been electrified since June 1956. The consumers are mainly domestic numbering 1,402, followed by commercial consumers numbering 990 while industrial consumers are only 63 as on 31.1.81 but in 1969 the numbers were 414, 619 and 29 respectively. The consumption of electricity alone is an indicator to show that there has been a largescale development in commercial activities during this period taking about 59 per cent of the power consumed.

Alipur Duar has a total of 62.52 km of roads of which 43.06 km is metalled and 19.46 km is unmetalled. Apart from pedestrians, the roads are used by the rickshaw, the cart wheeler, the trucks, buses, taxi etc. Above 1,000 cycle rickshaw ply on roads daily providing internal transport. The town is served by open surface drains and 37.64 per cent residential houses are not provided with sanitary latrines. Most of the houses have service latrines. The source of water is mainly tube wells and surface wells. The Municipality has provided 300 street hydrants and 192 tubewells located in different parts of this town. The inhabitants of this town get medical facilities through the sub-divisional hospital which has 225 beds, a few nursing homes and some medical stores and a number of doctors' private clinics. Two daily markets, one

evening market and two hats - one sitting daily and the other sitting twice a week - provide necessary commodities to the town's population. Apart from a large number of primary schools, 4 boys' High Schools, 3 Girls' High Schools, 2 Junior High and one college including two shifts - one for arts and science, and the another for commerce - constitute the educational facilities available in this town, There are two cinema halls to entertain the people. The Banking activities in this town is done by five banks, namely 1) State Bank of India, 2) United Bank of India, 3) Central Bank of India, 4) Co-operative & Land Development Bank and 5) Co-operative Land Mortgage Bank.

The Municipal authority of this town has undertaken a number of development projects on the basis of taxes earned and grants and contributions received from the Government.

Alipur Duar Railway Junction town another constituent of the urban agglomeration has been developing urban amenities and facilities through the initiative of the Railways. It was electrified in 1952 and out of 5,343 railway quarters, 92.40 per cent (4,937) have electrical connections. Industrial and commercial activities do not play any important role in this respect and upto 1971 there was no power consumers in these fields. Above 60 per cent of the roads are metalled which make the internal transport easier. All the quarters are connected by piped-water and there is one railway hospital with 91 beds and a primary health centre providing medical facilities to the railway staff. The town has eight primary schools, two

junior high schools and three higher secondary schools for meeting the needs of the children of the railway employees. For essential commodities, one daily market is there but to purchase choiceable goods the people have to go to the nearby larger town, Alipur Duar.

In short, it may be said that the emergence of Alipurduar urban agglomeration is overwhelmingly dependent on the tertiary sector, employing more than 73 per cent of the total workers and the most important factor in this connection is its role as a transportation centre which is due to its unviable location.

Functional character of Raiganj Urban Agglomeration

Raiganj urban agglomeration in West Dinajpur district is a new one in the list of thirty two urban agglomerations of West Bengal in 1931. It is constituted by Raiganj municipal town and Kasba non-municipal town (Fig.31). It is a class II urban agglomeration, having a population of 66,705, holding respectively 2nd & the 16th position among all urban agglomerations in West Dinajpur and West Bengal respectively. It spreads over an area of 14.54 sq km, maintaining an average density of 4,583 persons per sq km.

History of Raiganj

Raiganj, the headquarters of the subdivision of its namesake, is the second largest and most important centre in the district of West Dinajpur which, in ancient times, formed a part of the kingdom of Pundravarnana, the country of the Pundras who were descendants of Pundras. According to Mahabharata, Pundras was the fourth son of Sudeshna, the wife of king Bali. It appears that Bali Raja reigned over this part of the country. He was a devotee of Shiva⁽⁹⁾.

Before emerging as a town, Raiganj was a place of importance. The greater part of the present town of Raiganj used to be the property of the Maharaja of Dinajpur, who maintained

a large Kachhari (office) in the town and founded the charitable dispensary. The Churaman zamindars also have valuable property in the town¹⁰. For a long time the town has been famous for its trading activities which is advantageously situated on the main road leading to the northern districts of North Bengal and Assam. It is also connected by rail with the other parts of West Bengal. The river Kulik was used for trade by boat during the rains but now it is dead and serves no useful purpose.

The municipality was constituted in July, 1951, with the mouzas of Raiganj, Mohanbari and Barua. The area of the town was 9.27 sq km in 1965 but now the area has extended to cover 10.64 sq km.

Growth of Population

Raiganj provides one of the unique cases of urban growth in the whole of West Bengal. Declared first as a town in 1951, the place has not only grown into one of the largest towns of North Bengal but it has also given to an urban agglomeration within this short space of barely three decades. The partition of India acting as a boon to this phenomenal growth cannot be fully accounted for without going into its actual performance as an urban centre.

The development of Raiganj town, however is a recent phenomenon, taking place during the last three decades. The following table gives an idea about the rate of growth.

Table - 86

Growth of urban population of Raiganj town, 1951 - 1981

Status of town	Decade	Persons	Decadal growth rate (in per cent)
Municipality	1951	15,473	
	1961	32,290	+ 108.69
	1971	43,191	+ 33.76
	1981	60,343	+ 39.71

Sources : i) Census of India, 1981, West Bengal, Series-23,
Final Population Totals

ii) Census of 1971 West Bengal, Series-22, Part II-A

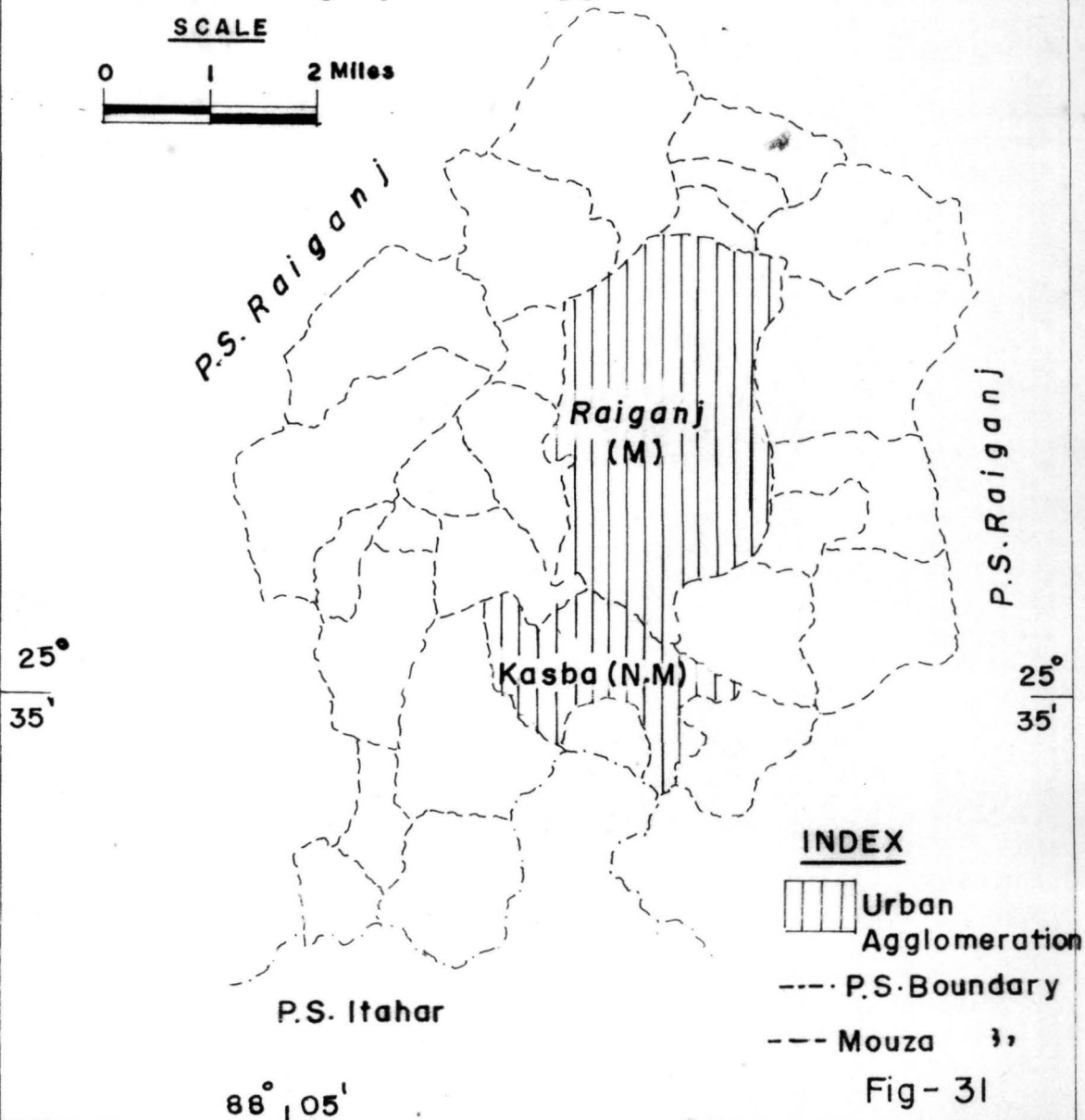
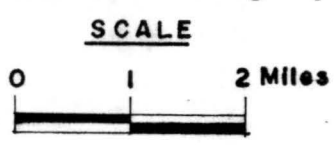
It may be noted that the decade 1951-61 recorded an unprecedented growth of over 108 per cent. The influx of displaced persons from the bordering districts of erstwhile East Pakistan (now Bangladesh) may be one of the main reasons for the sudden high increase of population when it doubled within the short space of a decade. Afterwards the growth-rate declined substantially, but remained more or less same in the following two decades (Fig.32).

Functional Character

The character of an urban centre is reflected in its activities and the latter largely determine the growth of

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Location of Raiganj Urban Agglomeration

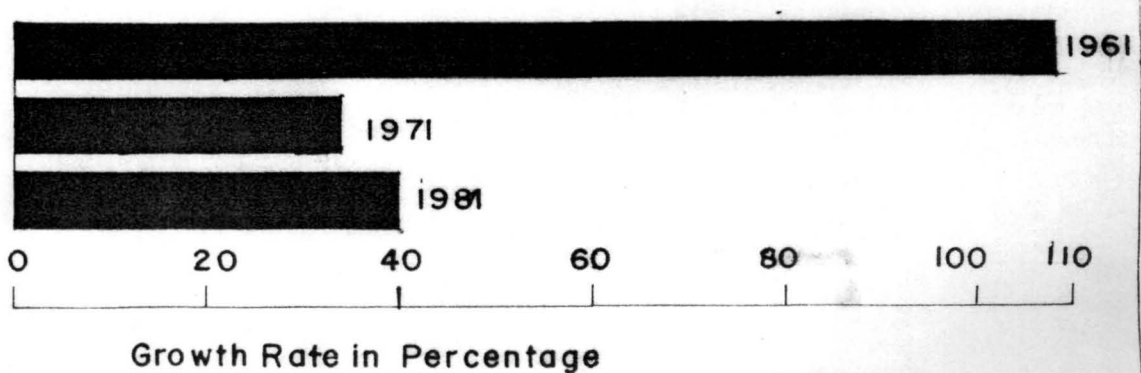


88° 05'

Fig- 31

Decadal Growth Rate of Urban Population

Raiganj



G

Fig- 32

the centre. An analysis of the occupational structure will shed light on the nature of functions it performs as well as the dominant character of any of them.

A look at Table-37 will clearly show that tertiary activities have taken the most dominant role in Raiganj town, employing about 75 per cent of the total workers which holds good for the first two decades of its urban career, that is, 1951-61 and 1961-71. In comparison, the secondary activities have a minor role with 22.05 per cent and 30.24 per cent of the total workers for the respective periods.

Table - 37

The occupational structure of Raiganj town, 1961 and 1971
(in percentage)

Decade	Prim-ary	Secondary			Tertiary		
		House-hold Industry	Other than House-hold Industry	Cons-truc-tion	Trade & commerce	Trans-port & commu-nica-tion	Other Services
1961	251	300	1,162	411	2,663	754	2,952
	(2.95)	(3.53)	(13.68)	(4.84)	(31.36)	(8.83)	(34.76)
1971	525	438	1,283	288	3,058	1,313	3,020
	(5.29)	(4.41)	(12.93)	(2.90)	(30.81)	(13.23)	(30.43)

Source : Censuses of 1961 and 1971, West Bengal

A further scrutiny of the table will reveal that among the tertiary activities, services - including professional as well as office jobs, and trade and commerce have taken the leading role in employment structure, engaging respectively 30.43 per cent & 30.31 per cent of the total workers in 1971.

Trade and Commerce

As the headquarters of the subdivision, Raiganj has attracted many activities and among them 'trade and commerce' take the first position in terms of employment figure (3,059) followed by services (3,020) in 1971. The picture was however reverse in 1961 when services took first position followed by 'trade and commerce'.

The location of Raiganj on the principal highway (N.H.31) in the midst of rural countryside stretching for a considerable distance on all sides has made it a major place of exchange. As a matter of fact, the next nearest town is about 16 km away and the agricultural affluence of this district based on the production of various crops in large surplus has to find a market which is provided generally by the urban centres like Raiganj and others.

The growing importance of Raiganj as a trading centre is, therefore, entirely circumstantial. Among its exports the major place is taken by jute, rice and chilli. Such a place, catering to a large rural hinterland, develops

retail trade as one of its characterising functions. There are altogether 1,592 registered retail shops which may be classified into 57 categories (Table-33). The most preponderant among them are the groceries, cloth and tailoring and medicine, constituting respectively 15.64 per cent, 13.63 per cent and 4.21 per cent of the total number of shops.

Table - 33

List of registered shops of different categories at Raiganj town

Category	Total Number	Category	Total Number
1. Grocery	249	13. Oil & wheat	
2. Cloth & Tailoring	217	crushing	23
3. Medicine	67	14. Radio, watch	
4. Pan, biri	64	sale & repair	20
5. Stationery	72	15. Cycle repair	32
6. Rice	45	16. Cycle Dealer	8
7. Jewellery	56	17. Furniture	14
8. Shoe	32	18. Laundry	13
9. Bakery	36	19. Studio	17
10. Hardware	36	20. Musical Instrument	10
11. Saloon	21	21. Coal depot	9
12. Utensil	21	22. Printing press	6

Table-38 contd.

23. Black smith	9	42. Steel furniture	3
24. Saw mill	6	43. Engineering	2
25. Ration shop	15	44. Wholesale jute,	
26. Book Stall	12	rice, pulses	20
27. Loose tea	16	45. Pump set	3
28. Jute	19	46. Kerosene	2
29. Electrical goods	7	47. Repair of	
30. Timber	17	automobile	9
31. Biri making	3	48. Cloth printing	2
32. Tobacco	3	49. Soap making	3
33. Umbrella	6	50. Trunk	2
34. Repairing	13	51. Petrol Pump	4
35. Photo binding	9	52. Chira (rice flakes),	
36. Sewing machine	3	muri (rice crisp)	8
37. Automobile	6	53. Yarn	2
38. Brassware	8	54. Tea stall	67
39. Cement Dealer	2	55. Sweetmeat	79
40. Khadi products	6	56. Hotel	17
41. Wholesale - fish	9	57. Miscellaneous	129

Source : Shops & Establishment Dept. Raiganj

It may be noted that the tea shops, the sweetmeat shops and hotel & restaurants, together numbering 163, indicate

an important aspect of its functional character. The presence of so many eating places in a town of moderate size makes it evident that the town receives a large number of visitors, daily coming to the town on various business.

Raiganj town has got four retail sale markets, namely Mohunbati bazar, Bandar bazar, Devinagar bazar and College para bazar. There is one Government wholesale market situated in the town, engaged in distributing mainly cereals like rice and paddy, jute, pulses and mustard seeds, chilli, potato, onion, green vegetables, gur and tobacco etc. Very recently the Smallscale Industries Development Corporation has set up in the town a two-storied structure which will house a total of 152 stalls of different types and 15 to 20 office establishments.

Table-39 giving the actual number of establishments added during the respective period to the number of existing ones, shows the progress in the retail trade during the last six decades, 1920 to 1980. It is observed that, up to 1950 the addition of new establishment was taking place at a very slow rate but from 1950 onwards the situation improved and the number of new establishment became more numerous.

It is particularly significant to note that the total number of retail units increased phenomenally between 1951 - 60 and this trend remained unabated in the succeeding periods.

Table - 89

Emergence of shopping establishments during 1920 - 1980
at Raiganj town

Decade	No. of shops
1920 to 1940	6
1941 to 1950	41
1951 to 1960	373
1961 to 1970	806
1971 to 1980	361
Total	1,592

Source : Compiled from collected data.

Thus, the period since Independence has witnessed a great expansion of commercial activities of the town, absorbing more and more people into it and playing a very important role in the growth and shaping the character of this town.

Office Establishments

As the seat of subdivisional administration, Raiganj has a large number of public and private office establishments and among them the following are worthy of consideration.

- 1) District Industries Centre
- ii) Teesta Canal Head Quarters Division
(Executive Engineer)
- iii) Teesta Canal Circle (Superintendent Engineer
Office)
- iv) Office of the Executive Engineer, Agriculture
Division
- v) Office of the District Enforcement Bureau
- vi) Shops & Establishment Dept. Raiganj
- vii) Office of the District Employment Officer, etc.

It may be interesting to note that there is a general tendency for the office establishments to avoid the location within the town-area which is already highly congested. In fact, most of them are situated at Karanjora, 4 km away from Raiganj town, on the road to Balurghat. Besides a large number of offices, Karanjora holds a colony of Teesta canal subdivision no. 7, with 150 staff and their quarters. The importance of Karanjora is gradually increasing as it contains about 36 office establishments and in 1971 almost 32 per cent of the total number of workers at Karanjora was engaged in services. It has to be noted further that although nearly 50 per cent of the total population living at Karanjora is enlisted in different activities, it still remains as a rural area.

In this connection it may be interesting to have an idea about the office establishments concentrated at Karanjora. They are given in Table-90.

Table - 90

A list of office establishments at Karanjora area

Sl.No.	Name of the offices
1.	Office of the S.D.O.
2.	Office of the S.D.P.O.
3.	Office of the S.L.R.O.
4.	Office of the J.L.R.O.
5.	Office of the Commercial tax Officer
6.	Election Office - Treasury
7.	Office of the Asstt. Eng. Construction
8.	Office of the Sub-register
9.	Office of the Sub-Divisional Information
10.	Office of the Housing Dept.
11.	Office of the Charge Officer, Settlement
12.	Controller of Food & Supply
13.	Post Office
14.	Office of the Veterinary Store Officer
15.	Office of the C.I.D. Inspector
16.	Co-operative Store
17.	Office of the Sub.Div.Agriculture Officer
18.	Call centre, S.B.S.E.B.
19.	Office of the S.D.H.O.
20.	Office of the Asstt. Eng. North Bengal Planning
21.	Office of the Asstt. Director, Sericulture

Table-90 contd.

22.	Office of the Asstt. Eng. Teesta Canal
23.	Office of the Deputy Director, Handloom & Textiles
24.	Office of the Asstt. Fishery Officer
25.	Office of the Tank Improvement Officer
26.	Office of the Work Asstt, Housing Electrical
27.	Settlement Camp
28.	Treasury - Accounts section
29.	State Bank of India

Source : Office of the S.D.O., Raiganj.

Transport and Communication

The growing activity of this town in the field of 'services' as well as 'trade and commerce' has depended largely on the development of transport system. More than 13 per cent of the total working population was engaged in this activity in 1971. Raiganj served by both the railways and the road, is however, more a road than a railway centre.

The town is situated on a metre gauge line connecting Katihar and Radhikapur (Bangladesh border). Daily three up and three down trains serve this town. From table-91 an idea about the daily outward and inward traffic may be obtained.

Table - 91

Volume of passengers from & to Raiganj railway station

Year	Daily average outward passengers	Daily average inward passenger
1974	323	325
1975	565	545
1976	736	712
1977	829	759
1978	797	795
1979	663	655
1980	715	710

Source : Raiganj Railway Station

The volume of passenger flow is not so large as compared with the growth of population which has increased by about 40 per cent during 1971-81.

On the other hand, road traffic plays an important role in Raiganj town having a much wider connection with its surrounding area. This is clearly visible in the growth of a large number of bus routes developed in different direction. The town is served by the State as well as the private buses and mini buses. Altogether, 24 bus routes have originated so far, connecting the town with near and distant places. In all, 133 regular trips are made by 43 State buses, 85 private buses

and 22 mini buses. It is significant to note that the frequency of trips vary widely, ranging from 1 to 10 trips on different routes.

Table-92 gives the number of daily outgoing trips from Raiganj town. The actual figure cannot be given as every bus carries more than double to triple of its normal capacity. The normal seating capacity of buses vary from 20 to 22 in a mini bus, 35 to 40 in a private bus and 40 to 52 in a State bus. The total number of passengers moving by road amount to over 5,000 per day on one side and more or less the same number travelling from the opposite direction. Regarding different routes, it is observed that the majority of them maintain link with different centres in North Bengal.

Table - 92

Frequency of bus-services at Raiganj

State bus service area			
Sl.No.	From	To	No.of trips daily
1.	Raiganj	Calcutta	2
2.	"	Siliguri	7
3.	"	Jalpaiguri	1
4.	"	Devijhora	1
5.	"	Sripur	1
6.	"	Islampur	1

Table-92 contd.

7.	Raiganj	Solpara	1
8.	"	Cooch Behar	1
9.	"	Malda	3
10.	"	Baharampur	2
11.	"	Farrakka	1
12.	"	Chanchal	2
13.	"	Kaliaganj	3
14.	"	Bindol	4
15.	"	Bhatole	1
16.	"	Karanjora	2
17.	"	Bishnupur	2
18.	"	Mahipal	1
19.	"	Balurghat	4
20.	"	Hili	1
21.	"	Harirampur	1
<u>Private Service area</u>			
1.	Raiganj	Balurghat	4
2.	"	" (Mini)	3
3.	"	Siliguri (Mini)	9
4.	"	Malda (Mini)	5
5.	"	Kaliaganj	19
6.	"	Itahar	9
7.	"	Bishnupur	4

Table-92 contd.

8.	Raiganj	Bindol	8
9.	"	Dalkhola	19

Sources : i) State Bus Depot, Raiganj

ii) Private and Mini Bus Terminal, Raiganj.

Secondary activities

The secondary activities of this town are much more subdued in character than the tertiary activities, employing about 20 per cent of the total number of workers. Industry has not taken any strong foothold in Raiganj. In fact, there is no large-scale industry in this town and what ever is there, most of the units functioning here are small in size, capacity and in employment.

Like many other towns, Raiganj has the same types of industrial establishments which gradually grow up to cater to the needs of the local demands. In a sense, most of such establishments Table-93 comprising mainly engineering works, repairing shops, tailoring, furniture, press etc. are ubiquitous, forming an integral part the urban scene.

Among the industrial units, however, the only difference is made by the presence of rice, oil and flour mills which, together, numbering 88, hold first position. The presence of this particular branch of industry lends support

Table - 93

Registered Industrial Units at Raiganj

Industrial category	No. of Units
1. Rice, oil & flour mill	88
2. Wooden furniture	9
3. Steel furniture	4
4. Leather shoe & Chappal	6
5. Saw mill	16
6. Bakery	15
7. Engineering	23
8. Watch, radio repairing	7
9. Press	13
10. Automobile repairing	11
11. Candle making	7
12. Tailoring	16
13. Soap factory	5
14. Chemical products	3
15. Aluminium products	4
16. Brick manufacturing	12
17. Ice factory	8
18. Weaving factory	5
19. Electrical works	7
20. Bidi making	5
21. Umbrella making	2

Table-93 contd.

22. Coal briquettes	9
23. Dalmut manufacturing	3
24. Picture binding	2
25. Paper bag	7
26. Studio work	4
27. Handicrafts	3
28. Cement products	9
29. Miscellaneous	66

Source : District Industries Centre, Raiganj

to the view that the activities in many spheres of this town is basically dependent on its rich agricultural hinterland.

Other facilities leading to urban growth

The growth or expansion of any town is somewhat closely related to certain facilities which act as important factors. One of them is the internal transport facilities. Raiganj town has got 42.9 km of metalled and 22.5 km of unmetalled roads within its municipal limit. Surface drains are present in this town and about 43 per cent of the total households have service privies. As regards the supply of electricity, there are 500 domestic consumers, 412 commercial lines and only 30 industrial lines which means that commerce

has a greater preference over industry in obtaining this facility. Educational facilities are provided by six Boy's High Schools, five Girls' High Schools, One Junior High School and one College. Recreational facilities are confined to 4 cinema halls.

Raiganj is lucky in having a Housing Estate for Government employees. Dr. Bidhan Chandra Roy, as Chief Minister of the State, initiated a housing scheme at Karanjora area with a desire to shift the Headquarters town from Balurghat to Raiganj but his plan was not fulfilled due to local pressure. The construction of the housing estate, however, was completed in 1960 providing 507 flats.

Kasba, another constituent of the Raiganj Urban Agglomeration, is a non-municipal town declared for the first time in 1981, situated 3 km from Raiganj town. It has a population of 6,362 and spreads over an area of 3.90 sq km, maintaining an average density of 1,631 persons per sq km. It is a class V town.

Kasba is practically important for being the seat of the State Armed Police, 4th Battelion which draws a large number of working population. Most of the area of this town is occupied by this particular unit.

The occupational character of Kasba town indicates that tertiary activities have taken an important role, employing 54.73 per cent and 13.39 per cent of the total workers in 1961 and 1971 (Table-94). On the other hand secondary activities

Table - 94

The occupational structure of Kasta town

Year	Total workers	Primary	Secondary			Tertiary		
			Household industry	Other than household industry	Construction	Trade	Transport	Service
1961	531	(39.76%)	(.052%)	(4.99%)	-	(33.39)	(0.52%)	(20.92%)
1971	1,445	(23.67%)	(6.92%)	(5.19%)	(0.83%)	(14.12%)	(0.97%)	(49.30%)

Source : Censuses of 1961 and 1971, West Bengal

play a subsidiary role, engaging only 5.51 per cent & 12.94 per cent of the total workers respectively in 1961 and 1971. Among tertiary activities, services alone engage most of the workers.

It may be noted that the functional character of Kasba has changed from trade-cum-services in 1961 to services-cum-trade in 1971. Increasing number of employees in services indicates establishment of new offices, both public as well as private. Besides, the introduction of some household industries in 1971 has improved the functional character of this town.

As a subsidiary town of Raiganj, Kasba is likely to attract more people away from the mother-town which is already crowded for many activities requiring more space.

As it appears, Raiganj, born as a town only three decades ago, has developed into an urban agglomeration through its activities in the field of trade and commerce facilitated by road-transport. The gradual expansion in its area of economic intercourse is likely to contribute further to its phenomenal growth and it is not unlikely for Raiganj to emerge as the largest urban centre of the district in near future.

Functional Character of Chittaranjan Urban Agglomeration

In 1981, Chittaranjan urban agglomeration has joined as one of the newly formed urban agglomerations to the total of 32 urban agglomerations of West Bengal. It is constituted by Chittaranjan non-municipal town (CLW), Hindusthan Cables non-municipal town and one urban outgrowth known as Benagaria (Fig.33). Chittaranjan urban agglomeration falls within the class II urban agglomerations having a population of 61,045 heads in 1981. It ranks fifth and eighteenth respectively among all the urban agglomerations in the district of Burdwan and West Bengal. It represents 4.30 per cent of the total urban population of Burdwan district. The area covered by this urban agglomeration is 21.29 sq. km, maintaining an average density of 2,869 persons per sq km.

History of growth of Chittaranjan and Hindusthan Cables townships

Chittaranjan - The Loco town, which was christened as chittaranjan by the then president of India, Dr. Rajendra Prasad, on Nov. 1, 1950, is one of the few towns which enjoy the blessings of planning¹¹. A locomotive manufacturing centre for the Indian railways, it is situated on River Ajoy, covering an area of 16.91 sq km. A number of factor led to the selection

of this site as the centre of locomotive industry. The land surface of the town is largely undulating the elevation varying between 123 m in the east to 169 m in the west. The uneven surface of the township has considerably helped the engineers in laying down the drainage system of the town. It is located very near to the steel producing centres of Burnpur and Kulti in West Bengal and Jamshedpur in Bihar and is only 14 km away from Damodar valley coal belt. A further advantage of this place is its proximity to the adjacent labour surplus areas of Santhal parganas and Manbhum in Bihar and the thickly populated area in Burdwan, both ensuring a steady supply of labour to this township. Regarding water consumption, an agreement was made between the authorities of Chittaranjan Locomotive Works and Maithon dam which was under construction then, the latter promising ample supply of water and electricity to the town. Other factors like a healthy climate, earthquake free area and port facility of Calcutta have promoted the growth of the locomotive industry at Chittaranjan. With the beginning of production in 1950, a new township has gradually been designed encircling the workshop to accommodate the employees of Chittaranjan Locomotive Works and to give them amenities and facilities.

Hindusthan Cable Township :

Since three decades, Hindusthan Cables has been India's premier organisation for the manufacture of

Telecommunication cables and wires. It has rendered inestimable service to all spheres of industry, trade, commerce and even to everyday life¹². Hindusthan Cable Limited today is a multi-unit organisation, alive and dynamic. It has been the only single source supplier of all dry-core and coaxial cables to such supremely operative areas as The Indian Posts and Telegraph Department, Indian Railways, Defence Department and others. The first unit at Rupnarayanpur (Burdwan district) of West Bengal and the second unit in the city of Hyderabad in Andhra Pradesh) was set up under the Indian companies Act and owned wholly by the Government of India.

The Hindusthan Cable township at Rupnarayanpur is based on the establishment of cables manufacturer of Hindusthan Cable Limited. Production started in 1952 but the HCL area was not declared as a town till one decade ago. Since 1971, it has been declared as a town, covering an area of 8.90 sq km.

Population Growth

The first census of Chittaranjan was taken in the year 1951 and the total population of the town was then 16,162 heads though it may be mentioned here that at that time the township was in its infancy with quarters still under construction and the greater bulk of the working population was living without their families.

In a single decade however the town recorded an unprecedented growth of about 80 per cent (Table-94(i)) and the sudden high rate of growth is due to the fact that the people gradually settled down with their families.

Table - 94(i)
Population growth during 1951-61

	Census year	Population	Growth rate in percentage
1. Chittaranjan (NM)	1951	16,162	
	1961	28,957	+ 79.17
	1971	40,736	+ 40.63
	1981	50,743	+ 24.58
2. Hindusthan cables Town (NM)	1971	6,605	
	1981	9,272	+ 40.38

Source : 1) Census of India, 1971, West Bengal, General
Population Tables, Series-22, Part-IIA.

The rate of growth did not, however, remain the same in the following decade. For instance, the population growth rate was about 41 percent and 25 per cent in 1971 and 1981 respectively (Fig.34).

Hindusthan cables township recorded a increase in population amounting to 40.38 per cent during 1971-81. It may be noted that both Chittaranjan and HCL do not have other

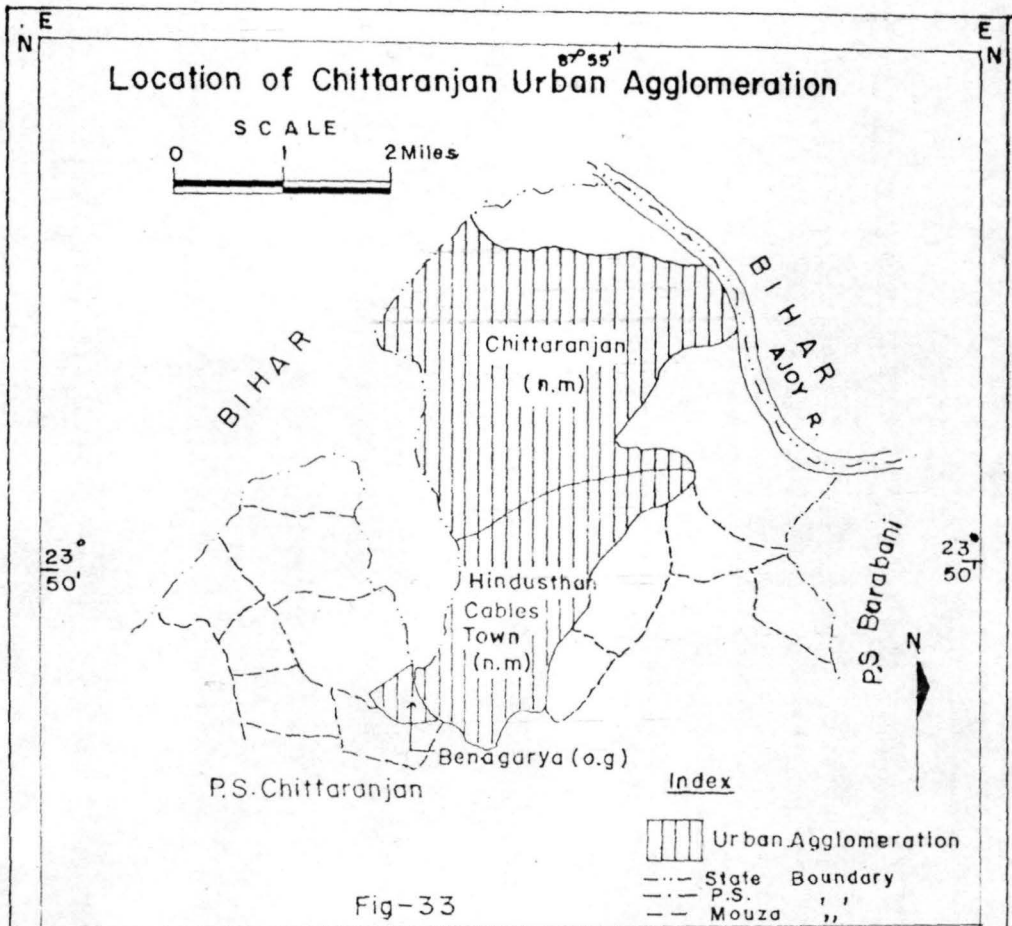


Fig-33

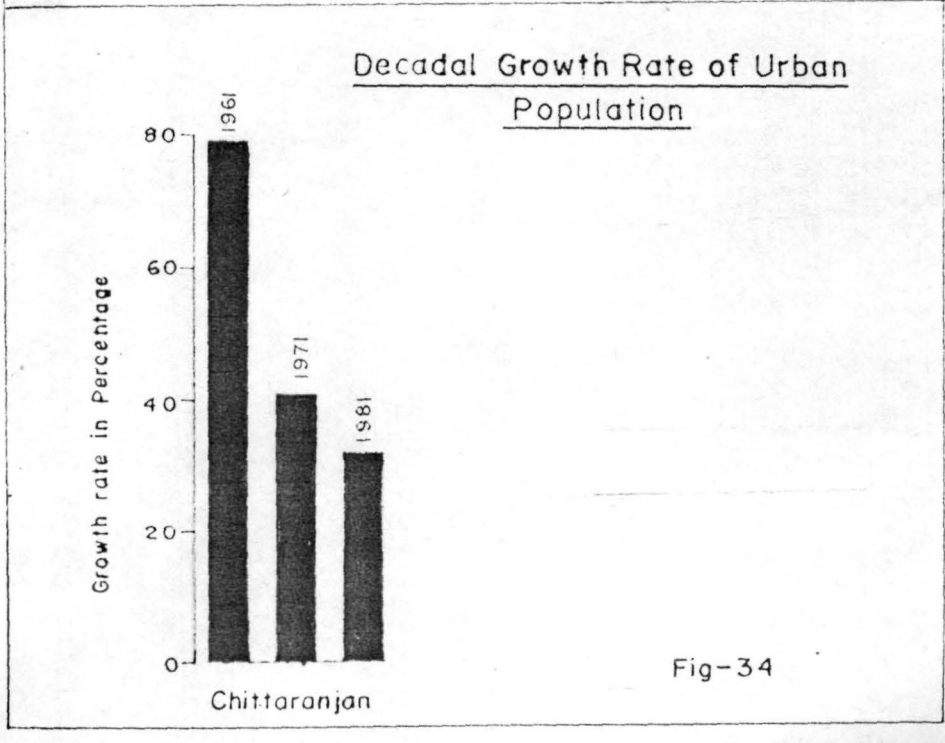


Fig-34

job-oriented industries or institutions except the main factory i.e., CLD and cable factory which could offer large scope for absorbing more workers.

Occupational Character

An analysis of the occupation structure reveals the nature of functions the town performs as well as the dominant character of any of them. Table-94(ii) clearly shows that in 1971, secondary activities have taken the most dominant role in Chittaranjan and Hindusthan Cable townships, employing 83.61 per cent and 79.49 per cent respectively of the total workers.

Table - 94(ii)

Occupational category as percentage in 1971

	Primary	Secondary	Tertiary
1. Chittaranjan	0.25	83.61	16.14
2. Hindusthan Cables	13.09	79.49	7.42

Source : 1) Census of India, 1971, West Bengal, General

Population Tables, Series-22, Part II-A.

In comparison, the tertiary activities have a minor role with an employment of 16.14 per cent and 7.42 per cent of the total workers respectively.

Since Chittaranjan is a Railway manufacturing township, inhabited almost exclusively by the staff and member of their families, there is little scope for other industries to grow up or those tertiary activities which have no relation with the locomotives manufacturing. Other activities are limited to those like a daily market for green vegetables and fish and a small number of different kinds of permanent shops such as grocery, stationery, tailoring, readymade cloth stores etc. but they do not provide a great amount of choiceable goods for which the inhabitants of the CLW have to depend on Asansol market lying nearby.

Hindusthan cable township likewise has the same functional character where secondary activities i.e., 'other than household industries' play a dominant role and the cable factory alone employs about 100 per cent of total industrial workers. In this connection it may, however, be interesting to note that, on visiting the CLW and HCL, the author collected data for the workers which were in the order of 15,645 and 3,388 heads respectively engaged in the factories but the provisional census of 1931 gives a different picture. Here we find the total ^{main} workers of CLW and HCL as 14,603 and 17,000 respectively.

Production :

Chittaranjan represents free India's first stride towards self-sufficiency in the manufacture of locomotive power

for the Indian Railways. Originally set up for the manufacture of steam locomotives, production at Chittaranjan was diversified later to meet the requirements of modern electric locomotives and medium horse power diesel locomotives for the Indian Railways which have been expanding fast since Independence.

Chittaranjan Locomotive works have produced 2,351 steam locomotives of both broad gauge and metre gauge of 5 different types . The manufacture of electric locomotives was taken up in 1961 and from 1967, manufacture of diesel locomotives started. CLW bade farewell to the steam era in February 1972.

An idea about the rapid progress in the achievements CLW may be obtained from the following table-94(iii) based on available data.

The table-94(iii) reveals that the production of steam locos had been decreasing with the increasing production of electric and diesel locos. The year 1962-63 recorded to mark the highest production with 169 steam and 14 Electric Locos. Of the total production of 3427 till 1978-79, 63.60 per cent was steam, 20.66 per cent electric and 10.74 per cent diesel.

To make the locomotive works self-sufficient for steel castings, a steel foundry was set up at Chittaranjan by the end of 1963. The foundry was set up mainly to cater for the requirements of locomotives built for the Indian railways. Chittaranjan Steel Foundry has produced major steel castings

Table-94(111)

Production of Locomotives at Chittaranjan during 1950-79

Year	Production		Year	Production	
	Steam	Electric Diesel		Steam	Electric Diesel
1950-51	7	..	1966-67	112	57
1951-52	17	..	1967-68	93	30
1952-53	33	..	1968-69	68	43
1953-54	64	..	1969-70	45	31
1954-55	98	..	1970-71	33	50
1955-56	129	..	1971-72	19	46
1956-57	156	..	1972-73	steam loco	55
1957-58	164	..	1973-74	production	50
1958-59	165	..	1974-75	closed	46
1959-60	173	..	1975-76		54
1960-61	173	..	1976-77		44
1961-62	171	5	1977-78		59
1962-63	169	14	1978-79		56
1963-64	172	4	Total		
1964-65	153	27	1. Steam - 2351 nos.		
1965-66	137	32	2. Electric- 703 nos.		
			3. Diesel - 369 nos.		
			Grand Total-3427 nos.		

Source : Annual Report 1978-79, Chittaranjan Locomotive Works.

required for wagon carriages, traction motors and also for meeting the needs of other public and private sector organisations. The Steel Foundry has already manufactured important items of castings for M/s. BHEL., Bhopal, tank components for utilisation on the Indian Railways as well as for export abroad.

During the month of July, 1975, the Steel Foundry produced a total of 455 tons of good castings. This was further improved upon in the month of August, 1975 and an outturn of 509 tons was achieved.

Besides the manufacture of different types of engines, CLW also manufacture indigenously hydraulic transmissions and gear boxes used on diesel locomotives.

CLW is, at present, building electric, diesel-hydraulic, diesel-electric, locomotives and diesel engines. The factory complex at Chittaranjan embraces many specialised facilities like Steel Foundry, Alloy Iron Foundry, Heavy and Precision Machine shops, Radiographic Equality Welding, Special Heat Treatment, Traction Motor Shop, Static Control Equipment and employs most modern technology.

Hindusthan Cables Limited (Rupnarayanpur)

The HCL township has developed on the establishment of the cables manufacturing unit. At inception, the Rupnarayanpur unit manufactured dry-core, paper insulated, lead-sheathed and steel tape armoured underground telephone cables ranging from sizes 20 pairs to 1200 pairs and output in 1954-55 was

just 130 km. HCL's growth can be well-judged by seeing the present output of only dry-core cables amounting to more than 8,000 km per annum of sizes upto 2400 pairs.

However, with a phase programme of development along with intensive research and a dedication to match, HCL, today, manufactures the entire range, A to Z, of cables : like co-axial cables (large tube type and small tube type); aluminium sheathed cables; plastic insulated cables; copper coated steel wires; polythene insulated jelly filled polythene sheathed cables; paper insulated polythene sheathed cable with polyal moisture barriers; dry armoured cables to name a few¹³.

The comparative position of production and sales in 1976-77, 1977-78 and 1978-79 in terms of quantity and value is given below

Table - 94(iv)

Production of Cables of Hindusthan Cables

Production :	1978-79		1977-78		1976-77	
	Qty	Value (Rs. in lakhs)	Qty	Value (Rs. in lakhs)	Qty	Value (Rs. in lakhs)
Dry ore	12.82	2620.92	11.08	2285.69	10.85	2206.35
Coaxial cables	2460	400.30	23.95	484.32	31.53	563.12
Plastic cables & 30000 wires		99.44	75944	102.32	76007	108.99
Copper coated steel wire	340	132.76	215.23	82.71	279	62.47
		<u>3253.42</u>		<u>2955.54</u>		<u>2940.93</u>

Table-94(iv) contd.

Sales :

	1978-79		1977-78		1976-77	
	Qty	Value (Rs. in Lakhs)	Qty	Value (Rs. in Lakhs)	Qty	Value (Rs. in Lakhs)
Dry core cables	12.05	2463.45	10.69	2205.27	10.60	2155.49
Coaxial cables	2432	395.74	2740	453.37	3165	564.37
Plastic cables	75839	94.27	73711	99.45	74860	107.43
Copper coated steel wire	355.512	138.82	203.94	78.36	283	63.37
Jointing Materials	-	47.54		15.60		
		<u>3139.82</u>		<u>2857.55</u>		

Source : Annual Report 1978-79, Hindustan Cables Ltd.

HCL has achieved an overall growth rate to the extent of 30 per cent in regard to the production during the period from April to August, 1982 in comparison to the same period of the previous year. During this period, the production of dry core cables has been 6.51 lakhs conductor km compared to 5.29 lakhs conductor km for the corresponding period of the last year, showing 23 per cent growth rate. The production of coaxial cables for the first five months has been 1,465 Tube km as against 743 Tube km for the corresponding period of the

last year, thus registering a rise of 97 per cent.

Efforts are continuing in the company for development of new types of cables to keep pace with the technological development in the field of telecommunication cables. New processes for the manufacture of the existing type of cables are also being improved.

With the increase of modernisation of the plant, employment opportunity is gradually decreasing.

Products of the Hindusthan Cables are in large demand outside India as well, such as in Bhutan, Nepal, Kenya, Uganda, Malaysia, Muscal, Figi, Tanzania, Jordon etc. They have received international acclaim by way of the quality of the products, their performance and the good will earned thereby.

Urban facilities and amenities

The workers of Chittaranjan hail from all parts of the country. Serious attention is bestowed on housing, water supply, electrical and other services. The residential sectors have been well laid out to ensure good environmental condition; and medical, educational and recreational facilities are provided to meet the needs of the community.

There are 8,419 quarters built for the staff against a total strength of 15,927 employees (1979) which means that 53 per cent of the total workers are provided with quarters.

Electricity was introduced in 1950 and the power is supplied by the Damodar Valley Corporation. All quarters are connected with electricity and water-pipes.

CLW has got 185 km pucca goods and 242 km sewerage pipes.

There is a well-equipped and modern hospital with 150 beds. The hospital provides facilities for bacteriological, pathological and radiological examinations and treatment.

There are also chest clinic, eye clinic, dental clinic and family planning clinic. In addition, there are 5 dispensaries provided in different parts of the township for rendering out-door treatment to the railway servants and members of their families.

Since Chittaranjan is a railway township, educational facilities have been provided mainly by the railway administration. There are also schools provided by the Managing Committee of the staff and District School Board of West Bengal and convent Authorities. These school provide educational facilities, through the medium of English, Bengali and Hindi up to primary, secondary and higher secondary standards. Altogether, there are 31 primary, 9 secondary and 2 Higher Secondary schools. CLW has got one co-educational college established in 1973 with two streams - Arts & science. It provides an elaborate training system through a well-equipped Technical Training School.

Marketing facilities

CLW has got 7 daily markets in different parts of the township. The undermentioned shops are situated in the towns and their numbers are as follows :

1) Open platform	- 46 nos.
2) Fish & Meat	- 54 nos.
3) Umbrella shed	- 31 nos.
4) Minor stall cobbler	- 20 nos.
5) Administrative Gumty	- 7 nos.
6) Coal & fire wooden stores	- 22 nos.
7) Attachakki	- 15 nos.
8) Ice Factory	- 2 nos.
9) Petrol Pumps	- 1 no.
10) Gumty built by Parties	-311 nos.

There is one co-operative stores run by the railwaymen which carry on business in cereals, groceries, cloths, garments, etc. There is also one co-operative credit society, run by a Managing Committee of elected members.

The CLW women's organisation, affiliated to the Railway women's central organisation, has been functioning in Chittaranjan to promote recreational, educational, cultural and social activities of the women folk of the township.

Transport facilities

Chittaranjan is connected directly with its hinterland by roads and railways. The number of daily outward

and inward passengers travelling by trains and commuting between Chittaranjan and other places seems to be quite high in view of the fact that unlike other centres, CLW does not have such functional organs to employ people coming from outside. The actual number of commuters, as in other cases, is much larger as there is no account about ticketless travellers. Besides, the wide disparity between outward and inward passengers cannot otherwise be explained.

Table - 94(v)

Number of daily outward and inward passenger

	Outward	Inward	Monthly ticket holder
1975	879	629	124
1976	1103	722	213
1977	1200	612	188
1979	1317	613	183
1980	1347	636	136

Source : Railway Station Mihijam (Bihar).

Recreational Facilities

There are four staff institutes, providing facilities for indoor and outdoor games besides other recreational and cultural activities. Two of them have auditoriums

for cinema shows, swimming pool, gymnasium etc. Besides, there are eight community halls in the township used for various purposes.

It is rather important to note that there is no government office establishment at CLW besides the ration shops, four post offices, a Research Design Standards Organisation and a branch office of the State Bank of India that function in this town.

The position of Hindusthan cables township is no better as compared with that of CLW township. For instance, there are only 40 per cent houses for its employees numbering to about 3,500. However, among the other amenities provided by the company are subsidised canteen, free medical treatment, facilities for specialised treatment in various hospitals, and one health centre. Besides, there are schools and community hall. The office establishments, either public or private, are conspicuously absent other than a post office and a branch of the State Bank of India.

HCL township has electricity since 1952 and all the quarters are well connected by piped-water and electricity. It has two retail sale markets with 25 shops of different kinds for the employees. The company has one private bus for school going children run at a subsidised rate.

In short, the emergence of Chittaranjan urban agglomeration has depended primarily on Chittaranjan town itself, and one non-municipal town and an outgrowth. In functional character, Chittaranjan and Hindusthan Cables township are both dependent mainly on the secondary sector represented by manufacturing activities which employ about 84 per cent and 80 per cent of the total workers respectively.

Functional Character of Class III Urban Agglomerations

Class III Urban agglomerations are included within that category which has a population between 20,000 and 49,999 in each of them. According to 1931 census, there are 6 urban agglomerations of class III category in West Bengal. These are -

- i) Katwa urban agglomeration
- ii) Dishergarh urban agglomeration
- iii) Aurangabad urban agglomeration
- iv) Adra urban agglomeration
- v) Mainaguri urban agglomeration &
- vi) Garhbeta-Amlagora urban agglomeration

In their geographical distribution two of them, namely Katwa and Dishergarh, occur in Burdwan district while Aurangabad is in Murshidabad district, Adra in Purulia district, Mainaguri in Jalpaiguri district and Garbeta-Amlagora is in Midnapur district. These urban agglomerations are constituted by only one municipal town, Katwa, 12 non-municipal towns and 5 urban outgrowths. They spreadover an area of 93.62 sq. km having a population of 2,13,156 heads maintaining an average density of 2,277 persons per sq km.

Location and General Profile of the Parent Towns

Since development of urban agglomerations is intimately connected with the parent urban centre, it is necessary to make an assessment of the factors leading to the growth of the parent centre. Katwa is the headquarters of the subdivision of the same name. The town is situated at the confluence of the Bhagirathi and Ajoy rivers. It was formerly considered as the key of Murshidabad, the capital of Bengal. In the early part of the eighteenth century, Katwa and its neighbourhood suffered much from the incursions of the Marhattas, whose yearly raids depopulated the villages and converted the country into jungles⁽¹⁴⁾. Now, Katwa is purely a commercial town and one of the principal seats of district's trading activities, containing many wealthy native merchants and traders.

Dishergarh, a large coal mine town and a centre of many coal fields, is situated south-east of Barakar, almost on the Damodar river. It is a well-planned town and the headquarters of the Eastern Coal limited and its colony. Dishergarh has a power plant, producing electricity from coal, available in the nearby mines. It is a non-municipal town.

Adra, a railway junction, is situated on a branch line of the South-Eastern Railway, between Kharagpur to Gomoh. The township has emerged on the basis of the railway settlement. In 1941, Adra gained the status of

township which is still a non-municipal town.

Mainaguri was a village before 1961 from which year it has been recognised as a town by the Census, situated 11 km from Jalpaiguri. The main road from Jalpaiguri to Alipur Duar passes through it with several others roads radiating from it. Its location in the heart of the rich agricultural hinterland and the good transport system have made the town as an important trade and commercial cum transport centre.

Garhbeta is another non-municipal class V town in the Midnapore subdivision, situated 32 miles north of Midnapore. It is considered as one of the healthiest places in the district. For a short time it was the headquarters of a subdivision. The opening of the railway has increased its importance and has considerably developed the local trade in timber and other forest products. The functional character of the town has changed further in the recent decades, making it more of a service centre.

Growth of Population

The growth of population in each urban agglomeration is not similar in different decades (Table-95). Katwa recorded negative growth during 1901-11 and 1911-21 but recovered substantially to have a steady growth since 1931, with the highest of 54 per cent registered in 1981 when it has given rise to one non-municipal town and two outgrowths. Among

all class III urban agglomerations, Dishergarh urban agglomeration has experienced spectacular increase in population in

Table - 95

Growth of population in class III urban agglomerations during different decades

Name of urban agglomerations	Decade	Persons	Decadal growth rate (in percentage)
1. Katwa urban agglomeration	1901	7,220	..
	1911	6,904	- 1.38
	1921	6,823	- 1.17
	1931	7,772	+ 13.91
	1941	11,282	+ 45.16
	1951	15,533	+ 37.63
	1961	20,621	+ 32.76
	1971	28,832	+ 39.82
2. Dishergarh urban agglomeration	1981	44,430	+ 54.10
	1951	7,842	..
	1961	9,437	+ 20.34
	1971	10,084	+ 6.86
3. Aurangabad urban agglomeration	1981	43,326	+ 329.65
	1961	12,783	..
	1971	16,392	+ 28.23
	1981	37,277	+ 127.41

Table-95 contd.

4. Adra urban agglomeration	1941	7,516	..
	1951	10,577	+ 40.73
	1961	13,215	+ 24.94
	1971	31,480	+ 138.21
	1981	36,354	+ 15.48
5. Mainaguri urban agglomeration	1961	20,014	..
	1971	23,514	+ 17.49
	1981	29,907	+ 27.19
6. Garhbeta-Amlagora urban agglomeration	1951	4,806	..
	1961	14,135	+ 194.11
	1971	15,854	+ 12.16
	1981	21,862	+ 37.90

Sources : i) Census of India, 1971, West Bengal, Series-22, Part II-A, General Population Tables
 ii) Census of India, 1981, West Bengal, Series-23, Paper I of 1982, General Population Totals

the last decade (329.65 per cent in 1981), besides adding 2 non-municipal towns and 3 urban outgrowths to itself. A very high rate of growth of the urban population has also been witnessed in the case of Aurangabad (127.44 per cent in 1981), Adra (138.21 per cent in 1971), and Garhbeta-Amlagora (194.07 per cent in 1961). It is necessary to point out that

high increase in population generally is associated with those towns where new urban centres or urban outgrowths have developed and joined with the parent towns. Mainaguri, however, makes an exception in this case, recording a low growth and having no outgrowths added to the urban agglomeration.

Functional character

Generally, most of the towns are more or less multi-functional. The dominant function of a town may be obtained through specialisation in a particular activity or activities which ultimately contributes to the growth of the town. Mainly occupational figures reveal the predominance of functions if there is any, and here an analysis of occupational figures has been made taking the census figures (Table-96) for two decades; 1961 and 1971. Among all the class III urban agglomerations Katwa, Adra and Mainaguri are largely dependent on tertiary activities; in Aurangabad secondary activities take the leading role and Dishergarh has primary activities as the main occupation. Garhbeta-Amalgora shows an interesting picture in having primary activities predominating in 1971 whereas in 1961 the position was enjoyed by tertiary activities.

Labour participation has increased in all the urban agglomerations except in Dishergarh and Garhbeta-Amalgora but the percentage of working population to total population has decreased in all the urban agglomerations

Table - 96

The occupational structure of class III urban agglomerations, 1961 and 1971
(in percentage)

Name of urban agglomeration	Decade	Primary	Secondary			Tertiary		
			Household industry	Other than household industry	Construction	Trade & commerce	Transport & communication	Other services
1. Katwa urban agglomeration	1961	253 (4.50)	259 (4.61)	873 (15.54)	171 (3.04)	1,714 (30.52)	312 (5.56)	2,035 (36.23)
	1971	663 (9.71)	416 (6.08)	846 (12.39)	163 (2.39)	2,178 (31.89)	653 (9.56)	1,911 (27.98)
2. Dishergarh urban agglomeration	1961	1,954 (56.38)	33 (0.95)	205 (5.92)	213 (6.15)	265 (7.65)	55 (1.59)	740 (21.36)
	1971	1,355 (48.81)	66 (2.38)	174 (6.27)	102 (3.67)	259 (9.33)	338 (12.18)	482 (17.36)
3. Aurangabad urban agglomeration	1961	154 (3.26)	3,077 (65.06)	391 (8.27)	104 (2.20)	551 (11.65)	37 (0.78)	415 (8.78)
	1971	664 (12.85)	3,070 (59.43)	442 (8.56)	98 (1.90)	537 (10.39)	59 (1.14)	296 (5.73)

Table-96 contd.

4. Adra urban agglomeration	1961	3	13	311	11	252	2,950	193
		(0.03)	(0.34)	(3.33)	(0.29)	(6.77)	(79.02)	(5.17)
	1971	1,049	99	907	35	715	3,941	1,411
		(12.86)	(1.21)	(11.12)	(0.43)	(8.77)	(48.31)	(17.30)
5. Mainaguri urban agglomeration	1961	1,292	254	547	124	1,150	1,007	399
		(24.50)	(4.82)	(10.37)	(2.35)	(21.81)	(19.10)	(17.05)
	1971	2,093	329	545	123	1,283	885	1,455
		(31.18)	(4.90)	(3.12)	(1.83)	(19.11)	(13.18)	(21.67)
6. Garhbeta-Amalagora urban agglomeration	1961	1,007	149	362	73	550	377	1,542
		(24.80)	(3.67)	(3.92)	(1.90)	(13.55)	(9.27)	(37.97)
	1971	2,221	105	177	22	535	204	657
		(56.65)	(2.68)	(4.51)	(0.56)	(13.64)	(5.20)	(16.76)

Sources : 1) Census of India 1961, West Bengal.

ii) Census of India 1971, West Bengal, Series 22, Part II-A

except in Mainaguri between 1961 and 1971. There is enough indication to justify the fact that these centres do not have much scope of further employment in any of the sector as long as fresh incentive is not received through planning.

Tertiary activities

Though tertiary activities have been playing a dominant role in most of the Class III urban agglomerations, the actual importance of these activities cannot be realised without taking employment figures for each of the functions included in the tertiary sector.

For instance, 'other services' denote mainly official and institutional jobs and the percentage of total workers in 'other-services' has decreased in all urban agglomerations in 1971 compared with that of 1961 except in Mainaguri and Adra urban agglomerations. This is mostly due to the absence of any further addition to the administrative offices or institutional establishments and thus limiting the scope of employment in this field.

Being a subdivisional headquarters, Katwa town naturally is the seat of administrative offices, both public and private. As a result employment in 'other services' was the highest in 1961 but the percentage decreased in 1971. The same is true about the number of workers engaged in 'other services' in Garhbeta-Amlagora urban agglomeration which had the highest percentage of total workers was engaged in 1961

and this came down in 1971.

'Transport and communication' is the second tertiary activity. Well-developed transport system provides linkage between the urban centres as well as the rural countryside. Adra is a railway junction situated on the branch line from Kharagpur to Gomoh. The origin of Adra township is based on the railway settlement where about 80 per cent of total workers were engaged in 'transport and communication' activities in 1961. Till now Adra is recognised as a transport town. Katwa, Dishergarh and Aurangabad urban agglomerations have shown somewhat increase in the percentage of total workers in 1971 as compared with that of in 1961 but Adra, Mainaguri and Garhbeta-Amlagora urban agglomerations have experienced decrease in the percentage of workers during the same period.

'Trade and commerce' play an important role among the major urban functions. Katwa is an old commercial centre trading in paddy, wheat and jute and contains many wealthy native merchants and traders. In 1971, in terms of the percentage of workers, 'trade and commerce' have taken the first position. The origin of Mainaguri town is based on trade and commercial activities and till 1961, the town was noted for those activities but the picture has changed since then. It is now a service-cum-trade and commercial centre in view of employment structure. The percentage of total workers engaged in these activities has increased in all the class III

urban agglomerations except in Aurangabad and Mainaguri between 1961 and 1971. Except Dishergarh and Adra, every urban centre of each urban agglomeration export mainly agricultural commodities like rice, wheat, jute, potato, vegetable, mustard seed etc. Dishergarh exports mainly coal, bakerry products and earthen wares.

Secondary activities

The secondary activities include 'house-hold industry', 'other than house-hold industry' and 'constructions'. In most of the urban centres, secondary activities have not taken any strong foothold so far. On the contrary, most of the urban centres have grown up on the basis of tertiary activities. In Aurangabad urban agglomeration, however, the secondary activities have been playing a dominant role, engaging the highest percentage of the total working population. For instance, Aurangabad urban agglomeration absorbs about 60 per cent of the total working population in 'house-hold industry' among which bidi making is famous.

However, it is highly important to note that in most of the urban centres the percentage of industrial employment has visibly increased between 1961 and 1971. It has largely been due to the initiative taken by the government through the Five Year Plans in encouraging the development of industrial establishments by giving financial help as loan at low interests and supplying raw materials and power

at cheap rates.

Though primary activities, including agriculture, mining, hunting etc. are non-urban functions, the percentage of total workers in such activities has increased in all the Class III urban agglomerations except in Dishergharh, the latter being a mining town where the highest percentage of the total workers is engaged in mining and allied operations. Garhbeta-Amlagora urban agglomeration had only 24.30 per cent of the total workers engaged in primary activities in 1961 where as in 1971 it has reached to 56.65 per cent. This has resulted from the non-availability of employment in the secondary and tertiary sectors which forced people to turn to the primary sector, causing, in fact, underemployment in most of the cases.

Functional Character of Class IV Urban Agglomerations

West Bengal has 7 Class IV urban agglomerations, namely (a) Domjur urban agglomeration, (b) Kolaghat urban agglomeration, (c) Niamatpur urban agglomeration, (d) Mrigala urban agglomeration, (e) Farrakka Barrage township urban agglomeration, (f) Singur urban agglomeration and (g) Kanyanagar urban agglomeration. All are newly formed urban agglomeration in 1981 and together they have a total population of 1,17,207 covering a total area of 50.33 sq km with a population density of 2,329 persons per sq km. Most of the urban centres included in Class IV urban agglomerations have attained that status not more than one or two decades ago and all are non-municipal towns.

Location and General Profile of Parent towns :

(a) Domjur is a non-municipal Class IV town, situated in the Sadar sub-division of Howrah district. In its location Domjur enjoys transitional position between the highly urbanised Calcutta conurbation in the east and south east and purely rural areas in the west. The main transport links are the South Eastern Railway, the National Highway No.6 (Calcutta-Bombay route), the Howrah-Amta road etc. In the historic past, the Domjur area was linked with the famous old Port Satgaon or Saptagram for its trade and commerce (16th century) through the

Saraswati river, considered to be an older channel of the present Hooghly River⁽¹⁵⁾. Even towards the beginning of the 19th century, Domjur was noted for its trade in rice. The importance of the centre diminished due to the shifting of the main channel of the Hooghly river to its present position. After the introduction of the Light Railway towards the end of the 19th century, the economy of the area revived. Introduction of modern road transport brought a further change in the economy of the area and to its cultural landscape. Agricultural activities which were remarkable in the past are now becoming less attractive. Now, Domjur has turned into an industrial town, producing handloom cloth, spare parts of pen and embroidery works.

(b) Kolaghat urban agglomeration in Midnapore district has two constituents - Kolaghat non-municipal town and Kolaghat Thermal Power Plant Township (KTPPT) the latter having developed mainly as the residential town for the employees of the KTFP. Kolaghat town (NM) and the KTFP (NM) township were recognised as urban centres in 1971 and 1981 respectively. The KTFP township has a population 1,303. The Kolaghat urban agglomeration with an area of 8.19 sq km has a total population of 13,709 maintaining an average density of 2,284 persons per sq km.

(c) Niamatpur urban agglomeration in Burdwan district is constituted by Niamatpur non-municipal town and Sitarampur - outgrowth. Its total population is 17,777 and

covering an area of 7.09 sq km it has an average density of 2,507 persons per sq km. For the last three decades Niamatpur has been a town with a diversified nature of activities.

(d) Mrigala urban agglomeration situated in Hooghly district, is composed of two newly formed non-municipal towns in 1981 - Mrigala and Manoharpur. It has a population of 17,131 heads, spread over an area of 6.11 sq km, with an average density of 2,804 persons per sq km.

(e) Farrakka Barrage Township urban agglomeration covering both the districts of Malda and Murshidabad, is constituted by Farrakka Barrage township (NM) and Srimantapur non-municipal town. Farrakka Barrage township has gradually developed from the time of the construction of the Farrakka Barrage which began in 1964-65 and at present the town comprises four colonies, viz. Farrakka Barrage colony (right bank), National Project construction corporation colony, Jessop colony lying in the district of Murshidabad and the left bank colony (Khejuriaghat) lying in the district of Malda. Srimantapur town is rural in appearance with a small population 2,367 heads. The total population of Farrakka Barrage township urban agglomeration, however, is not large. It is 17,017 heads, the agglomeration spreading over an area of 9.30 sq km and maintaining an average density of 1,830 persons per sq km.

(f) Singur urban agglomeration of Hooghly district comprises Singur non-municipal town and Kamarkunda outgrowth. It has a population of 14,363 heads and covering an area of 8.13

sq km has an average density of 1,813 persons per sq km. Singur, declared as an urban centre in 1961, was the capital of Singhbahu, the father of Bejoy Singha⁽¹⁶⁾. Situated about 34 km away from Calcutta, the town is the site of many temples of which Sapta Sive temple is the most famous one.

(g) Kanyanagar urban agglomeration, situated in the district of 24 parganas, has two components : Kanyanagar non-municipal town and Amtala outgrowth. It has a population of 12,291 heads and an area of 3.33 sq km, having a density 3,629 persons sq km. Kanyanagar gained its status of township only in 1971.

Growth of population

The rate of growth of population has varied widely in the urban agglomerations during the past decades. As for example (Table-97) in 1971-81, Farrakka urban agglomeration and Kanyanagar urban agglomeration have witnessed a high growth of rate when the population more than doubled. It indicates the influx of people from outside who came for job in the even-expanding works of the different plants. In the other 5 urban agglomerations, the rate of growth has rather been lower, less than 50 per cent during the same period. Niamatpur, being an old town, does not show any high growth.

Table - 97

Growth rate of population of Class IV urban agglomerations
(in percentage)

Name of urban agglomerations	Decade	Persons	Decadal growth rate
1. Domjur	1961	8,670	..
	1971	17,477	101.53
	1981	19,487	11.50
2. Kolaghat	1971	13,371	..
	1981	18,709	+ 39.92
3. Niamatpur	1951	11,756	..
	1961	12,680	+ 7.43
	1971	12,680	+ 0.40
	1981	17,777	+ 40.20
4. Mrigala	Not available		
5. Farrakka Barrage township	1971	8,096	..
	1981	17,017	+ 110.19
6. Singur	1961	7,917	..
	1971	10,957	+ 38.43
	1981	14,863	+ 35.69
7. Kanyanagar	1971	5,629	..
	1981	12,213	+ 117.05

Sources : 1) Census of India, 1971 West Bengal, Series-22, Part-II-A, General Population Tables

11) Census of India, 1981 West Bengal, Series-23, Paper 1 of 1982, Final Population Totals

Functional Character

Table-98 clearly reveals the occupational character of Class IV urban agglomerations on the basis of data available for 1971.

The percentage of workers to total population is not more than 27 per cent in all the urban agglomerations except Farrakka urban agglomeration (38.33 per cent).

It appears from the Table that the tertiary activities have been playing a dominant role in determining the functional character of all Class IV urban agglomerations except Farrakka Barrage township urban agglomeration where secondary activities are the main occupations. It indicates that the tertiary activities are the driving forces for the growth of Class IV urban agglomerations.

The tertiary activities including 'trade and commerce' 'transport and communication' and 'other-services' have engaged 50 to 70 per cent of the total workers. As regards the tertiary activities, Kolaghat and Kanyanagar are predominant in 'trade and commerce' while Niamatpur and Singur hold 2nd and 3rd position respectively in these activities. The surrounding rich hinterland provides agricultural products like rice, jute, pulses etc. which especially have turned Singur into a trading centre. The activities in 'transport and communication' absorb the highest percentage of the total workers in Niamatpur town, located on the Grand Trunk Road. Kolaghat has about 21 per cent of its total workers engaged in

Table - 93

Occupational structure of Class IV Urban agglomeration, 1971 (in percentage)

Name of urban agglomeration	Percent of workers to total population	Primary	Secondary			Tertiary		
			Household industry	Other than Household industry	Construction	Trade & commerce	Transport & communication	Other services
1. Domjur	24.98	27.10	12.37	24.44	1.69	17.35	5.24	11.81
2. Kolaghat	23.57	20.03	3.01	12.76	5.17	21.43	20.75	16.75
3. Niamatpur	26.65	12.64	6.33	12.04	3.05	23.89	29.21	12.84
4. Mrigala				Not available				
5. Farrekka Barrage township	33.38	1.32	0.32	15.38	69.10	5.47	1.54	6.87
6. Singur	27.35	34.13	1.47	7.27	2.80	14.21	3.14	36.93
7. Kanyanagar	21.73	21.67	6.30	20.93	1.47	26.66	6.13	16.84

Source : Census of India, 1971, West Bengal, General Population Table, Series-22, Part II-A.

these activities. Among the tertiary services the 'other services' have got the 3rd position in most of the centres of Class IV urban agglomerations. Singur happens to be the only exception though having the highest percentage of its total workers engaged in 'other services'.

The secondary activities

Except Farrakka Barrage township urban agglomeration and Domjur urban agglomeration all the urban agglomerations of Class IV category have a minor role in the secondary activities in comparison to tertiary activities. In general, the secondary activities employ 20 per cent to 30 per cent of the total workers whereas the tertiary activities take up about 50 per cent or more. Farrakka Barrage township still having a large measure of construction works going on absorbs 69 per cent of the total workers in constructional works. Secondary and tertiary activities play more or less the same role in Domjur urban agglomeration engaging 33.50 per cent and 34.40 per cent of the total workers respectively.

It is worth mentioning that most of the urban centres of Class IV urban agglomerations keep more or less the same percentage of workers engaged in primary activities as in the secondary activities which strongly indicates that a substantial area within each of the urban centres has still remained devoted to agricultural activities.

To summarise, it needs to be pointed out that both Class III and Class IV urban agglomerations have not yet developed functional specialization in many cases. Though employment in tertiary sector may be as high as about 75 per cent of the total workers in one case (Adra) and nearly 85 per cent in secondary activities in another case (Farrakka), the role of primary activities is quite significant in majority of the urban agglomerations. For instance, in Garhbeta-Amlagora urban agglomeration as much as over 56 per cent of the total workers are engaged in such activities while in many other centres it is well over 20 per cent or so. In all, there are 3 urban agglomerations having agriculture as the predominating activities and the primary activities, namely mining, is the characterising activity of another centre (Dishergarh). However, remaining urban agglomerations, have more or less acquired a functional specialisation in either tertiary or secondary sector which is likely to strengthen their foothold further in future.