

Chapter II

Infrastructure for Industrial Development.

In understanding the industrial development in North Bengal, it is necessary to make out the infrastructural facilities enjoyed by the industries. Infrastructural facilities refer to the utilisation of certain advantages by a region. The factors offering infrastructure are availability of power resources, network of transport system and sources of capital.

Power

The word power resources means coal, oil and hydel power. North Bengal lack in high quality of coal, utilises oil and hydel power for its industrial as well as regional development.

On the basis of demand for the utilisation of power, two power zones in North Bengal may be classified.

1. Region B - Comprising the districts of Malda and West Dinajpur ;
2. Region C - Comprising the districts of Cooch Behar, Darjeeling and Jalpaiguri.

The requirement of power in regions B and C is 2 percent only, while it is 98 percent in Region A (comprising the districts of Bankura, Birbhum, Calcutta, Hooghly, Howrah, Midnapore, Murshidabad, Nadia and 24-Paraganas). This regional imbalance in power

has retarded the growth of industry in North Bengal.

As a long term measure, a number of hydel projects were undertaken to meet the requirements of power in North Bengal, during Third Plan period (1960-65).

Jaldhaka Hydro-electric project.

The river Jaldhaka flows along the Indo-Bhutan border. This turbulent river has been harnessed to generate 27 MW. of power at the first stage and 9 MW. at the second stage. Two unites each with 9 MW. Capacity have been ready for commercial operation. These units not only supply electricity to various towns, but also cater to the needs of industrial units and tea-estates as well.

The Little-Rangit.

The little Rangit scheme in the Darjeeling district have been set up with an installed capacity of 2 MW. of power.

The Bijanbari Station.

The Laring-Khola river near Bijanbari in Darjeeling district has been harnessed to produce 3000 kw. of power.

To form an idea about the power position in North Bengal the capacity of power produced by different stations and their total consumption in different categories have been taken into consideration.

Table-15²

Capacity of Power Generating Stations in North Bengal

31.3.74

Type	Name of the generating stations	Installed capacity (KW)	Percentage of total
Hydel	1. Bijanbari	300	64
	2. Jaldhaka	27,000	58.07
	3. Kurseong	1,248	2.68
	4. Little Rangit	2,000	4.30
Diesel	1. Balurghat	380	81
	2. Birpara	481	1.03
	3. Changrabandha	422	0.90
	4. Cooch-Behar	3,354	7.21
	5. Maldibari	230	0.44
	6. Islampur	156	0.33
	7. Jaldhaka	400	0.86
	8. Jalpaiguri	1,069	2.29
	9. Kalindri	3,656	7.86
	10. Kalimpong	318	0.68
	11. Mal		Abandoned
	12. Malda	439	94
	13. Mathabhanga		Abandoned
	14. Raiganj	920	1.97
	15. Siliguri	4,120	8.86
Total for North Bengal		46,490	100.00
Total for West Bengal		549,923	

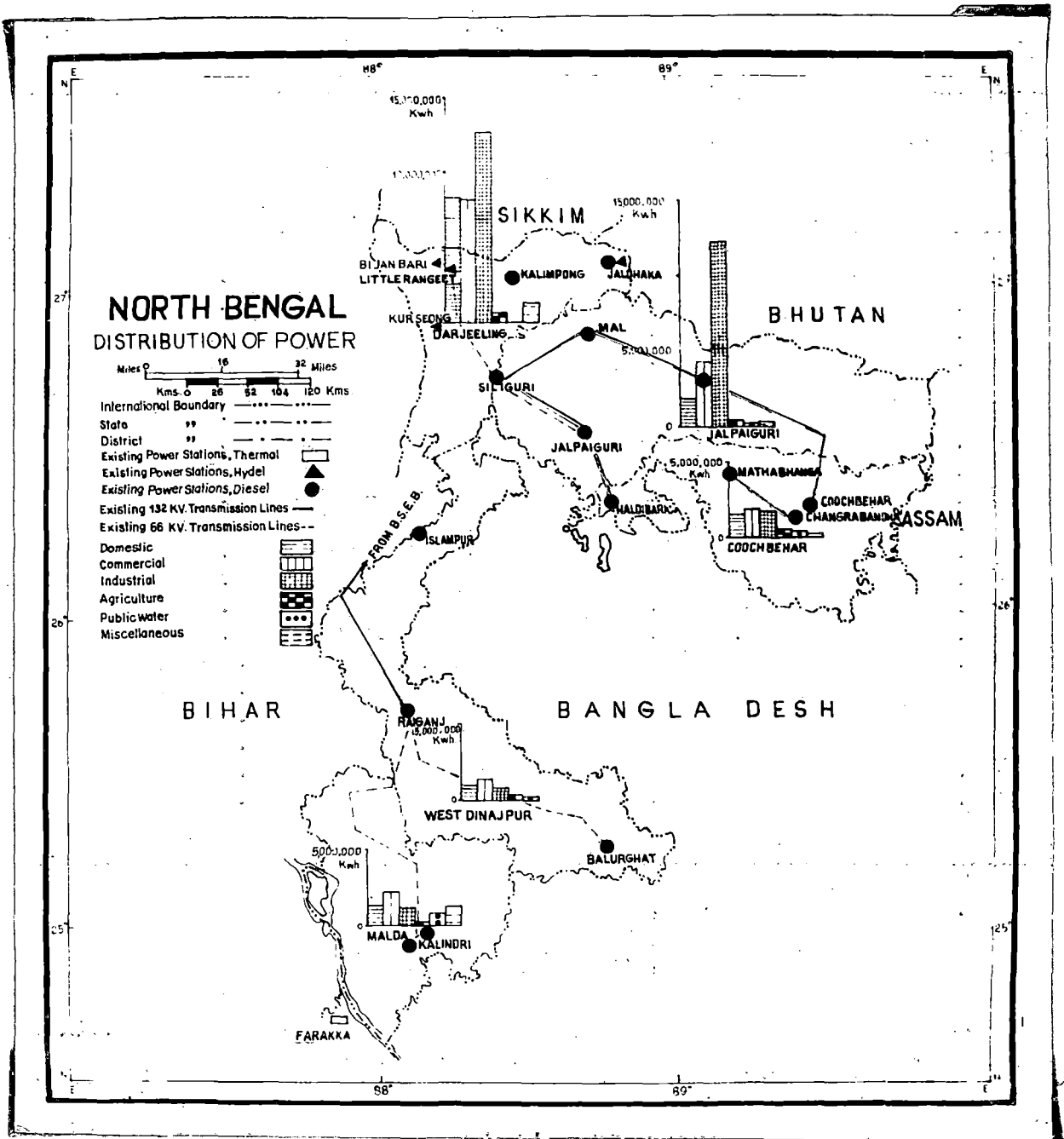


Fig. 9

The capacity of generating power by different stations in North Bengal has been tabulated in the above table. In order of strength of capacity, the Jaldhaka station tops the list with 59.50 percent. Siliguri takes second position with a capacity of 9.07 percent and Kalindri comes third having 8.03 percent followed by Cooch-Behar, Little Rangit, Kurseong, Jalpaiguri, Raiganj, Birpara, Malda, Changrabandha, Jaldhaka (diesel station), Balurghat, Kalimpong, Bijanbari, Haldibari, Islampur. The capacity of generating power for the region is 45,490 KW shares only 8.27 percent of the total capacity of West Bengal, is really unsatisfactory.

Since our main aim is to find out the utilisation of power for industrial development in North Bengal it is necessary to evaluate the consumption of electricity for various uses. (Fig.9)

Table-16²

Consumption of electricity for different categories in North Bengal 1973-74.

Category of consumption (1)	Consumption of energy (KWh) (2)	Percentage of the total (3)
Agriculture	715,275	1.10
Commercial	17,207,413	26.56
Domestic	13,673,537	21.10
Industrial	27,990,879	43.19

(1)	(2)	(3)
Public lighting	1,370,738	2.11
Public water	843,170	1.30
Miscellaneous	3,008,400	4.64
Total for North Bengal	64,803,412	100.00

It is evident from the above table that the consumption of energy for industry is only 43.19 percent while it is 67.8 percent (3,414,238,735 KWh) for the State of West Bengal, proves a poor supply of energy for industrial development use.

Power Production :

According to the latest available figures, the production of electricity has been shown in the following table (No. 17).

Table-17²

Production of electricity in North Bengal
1973-74

Name of the generating station	Capacity (KW)	Maximum demand (KW)	Production of electricity (KWh)
Hydel			
1. Bijanbari	300	250	78,460
2. Jaldhaka	27,000	15,600	61,311,550
3. Kurseong	1,248	1,150	4,753,870
4. Little Rangit	2,000	1,950	4,618,873
Diesel			
1. Balurghat	380	360	546,195
2. Birpara	481	335	33,202
3. Changrabandha	422	218	72,119
4. Cooch-Behar	3,354	1,862	710,734
5. Haldibari	230	defective	32,520
6. Islampur	156	85	12,842
7. Jaldhaka	400	222	33,487
8. Jalpaiguri	1,069	848	374,426
9. Kalindri	3,656	1,560	4,601,940
10. Kalimpong	318	280	131,658
11. Mall			
12. Malda	436	129	72,289
13. Mathabanga			
14. Raiganj	920	595	539,155
15. Siliguri	4,120	2,245	1,151,418

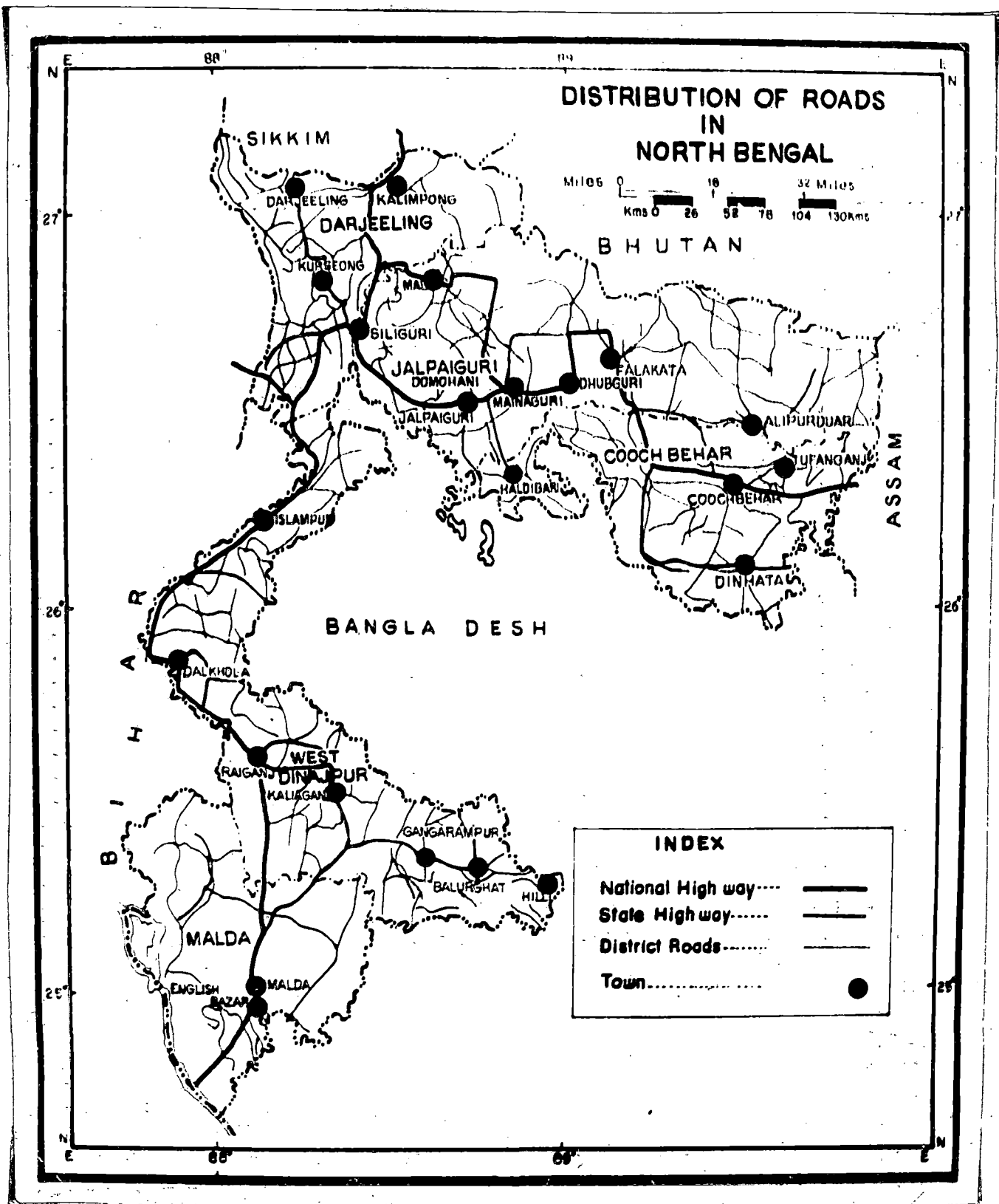


Fig. 10

~~Transport.~~

Transport.

Industrial progress in a region depends on the cheap and efficient method of transport for collecting the raw materials and distributing the manufactured product in the market.

Taking this factor into account, a look at the North Bengal's development in transport system have brought out the fact, that Road Transport and Railway lines have spread, to make link between industrial units with main urban centres for finding market within the region and outside as well.

1. Roads.

The roads in North Bengal have been developed after partition. There is yet, scope for further development of road system. Roads in many places particularly in the rural areas are unmetalled. The table below shows the length of metalled and unmetalled road up to 1977. (Fig.10)

Table-18³

Development of Roads Maintained by different Agencies in North Bengal upto 1977 (in kilometre)

Name of the Agency	Meta- lled Road	Unmeta- lled Road	Total length of Road	Percentage of the Me- talled Road	Percentage of the Un- metalled Road
National Highway (N.H. 31 and N.H. 34)	617.00	-	617.00	8.23	-
State High Way (P.W.D)	2907.00	773	3680.00	38.81	10.32
Zilla Parisad Road	15.45	2759.3	2774.75	23	36.84
Lateral Route Project (L.R.P.)	160.00	-	160.00	2.13	-
Forest Road	-	258	-	-	3.44
Total	3699.45	3790.8	7489.75	49.40	50.60

As has been given in the table that out of 7489.75 kilometers of total length of road, the metalled roads share only 49.40 percent, which requires further development.

The metalled roads connect the industrial units with the main market centres. An idea about the present situation of the metalled roads within North Bengal the Table 19 have been given below.

Table-19⁴

Picture of Road Development Activities in
North Bengal Upto 1975

Name of the district	Total Area in Sq. Km.	Total population	Total length of metalled Roads (Kms)	Kilometre per 100 in sq. km.	Kilometre per 1,000 of population
Cooch Behar	3,386	1,414,183	554	16.36	0.400
Darjeeling	3,075	781,777	731	23.77	0.900
Jalpaiguri	6,246	1,750,159	942	15.08	0.500
Malda	3,713	1,612,657	517	13.92	0.300
West Dinajpur	5,206	1,859,887	781	15.00	0.400
North Bengal	21,626	7,418,463	3,525	16.20	0.500
West Bengal	86,858	44,312,011	13,352	15.20	0.300

A regional variation of length of roads from the above table shows that North Bengal possesses 16.20 kilometres of road per 100 sq. kilometres of area, while it is 15.20 kilometre for the state as a whole. Again the distribution of roads among the five districts of North Bengal, Darjeeling ranks first with 23.77 kilometres per 100 square kilometres of area, Coo^{ch} Behar

takes second position having 16.36 kilometre, followed by Jalpaiguri, West Dinajpur and Malda 15.98, 15.00 and 13.92 kilometres respectively. From the point of view of metalled road development North Bengal's position is better while comparing with West Bengal as a whole.

National Highway.

Two National Highways were built during the 2nd Five Year Plan (1956-59).

A. Calcutta - Siliguri National Highway (N.H. 34).

This Highway branches off from the Calcutta-Bongaon National Highway near Barasat and runs upto Dhulian on the Ganga in the district of Murshidabad. At this place at Farakka a roadway has been constructed on the barrage at Khejuriaghat and passes through Kaliachak, Englishbazar, old Malda and Gazole in Malda district and enters into Itahar, Raiganj and Dalkhola of West Dinajpur District.

B. Bihar-Assam National Highway (N.H. 31)

(i) This Highway enters from Bihar into Dalkhola in West Dinajpur district and after crossing Islampur and Sonapur of the district it passes through Siliguri of Darjeeling district, Oodlabari, Mal, Chalsa, Jalpaiguri, Maynaguri, Dhubguri, Birpara, Falakata, Alipurduar of Jalpaiguri district and Cooch-Bihar, Tufanganj in Cooch-Bihar district and goes to Assam.

(ii) Siliguri-Gangtok National High Way (N.H. 31A).

This Highway branches off from the Bihar National Highway near Sivok on the foot hills of the Darjeeling Himalayas. This highway connects Gangtok, the capital of Sikkim with Siliguri town.

The volume of length of roads has been increased by various local public authorities under plan e.g. Forest Department, Municipality, State Public works Department, Zilla Parishad and the like.

With the growth of steady development of road ways, the Bus services are improved. Both North Bengal State Transport Corporation (N.B.S.T.C.). buses and Private buses have been plying through out North Bengal, touching all the urban Centres and local weekly and bi-weekly market centres, as well, provide facilities for movement of various industrial and agricultural commodities from one point to another. Trucks help in transporting the raw materials for industries and finished products from industrial unit to the market. The goods transport service of the corporation was started in 1965 for carrying goods from North Bengal. Cooch Behar is the head quarter of the North Bengal State Transport Corporation. The good vehicles of public carriers numbering 311 have been used by the corporation upto 1973.

The export item of North Bengal e.g. Mango, Orange, Pineapple, Tea, Timber, Tobacco are moved to Calcutta by road transport. Various import items including Chemicals, Coal, Cotton Yarn, Drugs, Iron-sheets, Machineries, Paraffin-Wax, Scrap-iron and other raw materials for industries depend upon road transport for reaching

the industrial centres within the state of North Bengal. Besides Mango, orange etc. Epecac, Raw skin and Hides have also been sent to Calcutta, Uttar Pradesh, Bihar and Orissa through roads.

Excepting the metalled roads, the region has no good all weather road. Many of the villages are not accessible through mechanical means of transportation, where means of communication is bullock carts only. As a result the villages and the commodities produced there do not find outlet to be established, in markets in order to bring adequate return to the producers. Cycle Rickshaws are used for short journeys with in the towns and near by villages.

2. Railways.

Railways influence the industrial development of North Bengal to a great extent. The transportation of the industrial commodities : Tea, Sawn wood, ply wood, Mango and Preserved Mango, pineapple, orange, Jute Bails, different sizes of Stone Cheaps and Dolomite to Calcutta and other states, the import of scrap Iron, chemicals like Resine, Hardner, Caustic, Paraffin, Tallow, Bidi Tobacco. Cotton Yarn, Cane, Small Tools and Machinery etc. from Calcutta and other states to North Bengal for various industrial units - in all these activities railways play an important role.

The completion of Farakka Barrage in 1972, offered North Bengal a direct link between Calcutta and Assam, makes a rapid industrialisation in this sector. The state of North Bengal thus

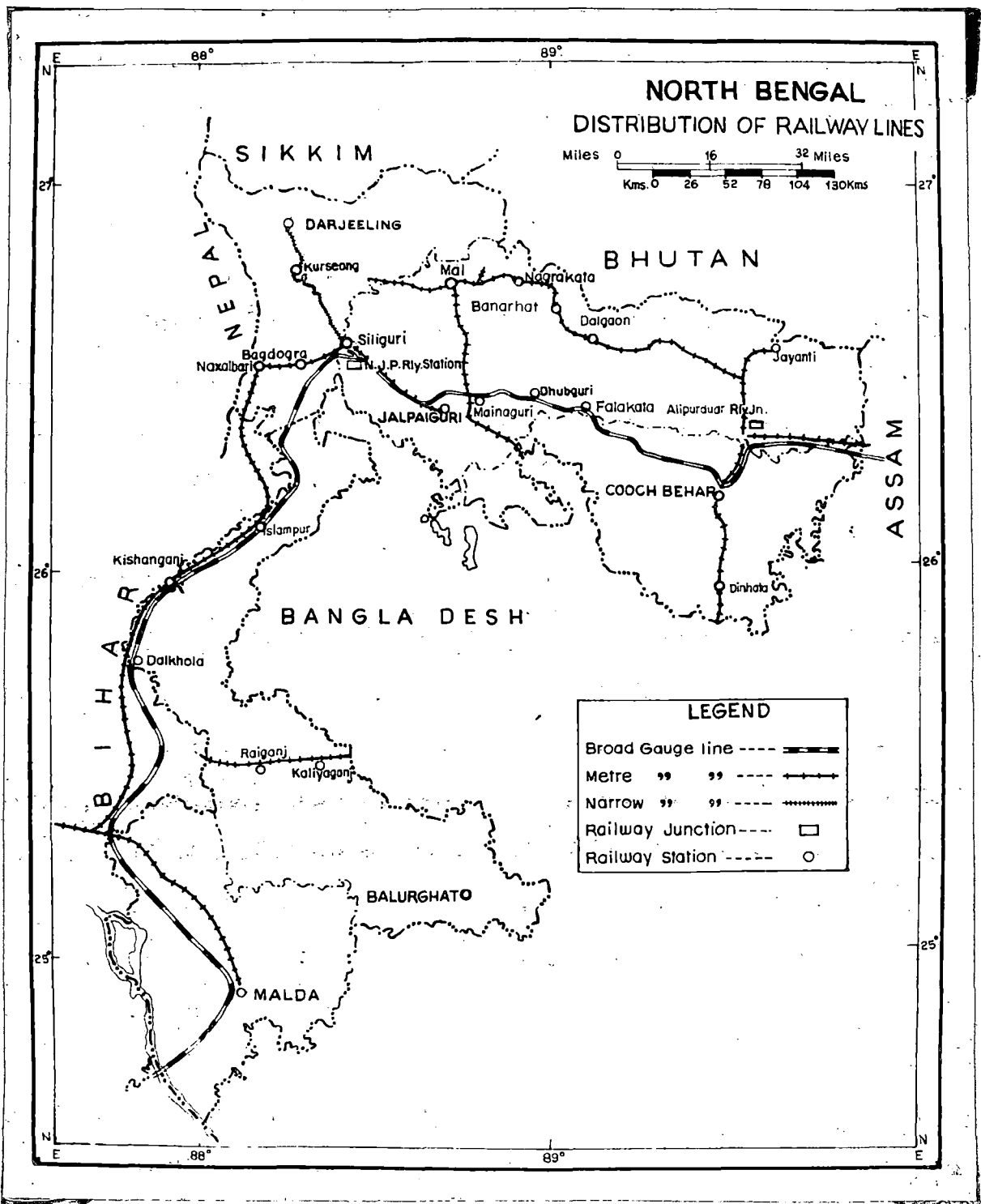


Fig. 11

served by the North East Frontier Railways. The rail lines of North Bengal are divided into 3 types : Broad Gauge, Metere Gauge and Narrow Gauge. (Fig.11)

5
Table-20

District-wise distribution of different types of Rail line in North Bengal upto 1979.

Name of the district	Broad gauge (in kms.)	Metre gauge (in kms.)	Narrow gauge (in kms.)
Cooch Behar	30	nil	42
Darjeeling	31	67	79
Jalpaigari	144	196	102
Malda	120	nil	nil
West Dinajpur	nil	96	nil
Total	325	359	223

The table reveals that the metre gauge railway lines cover the maximum portion of the total rail lines sharing 39.58 percent followed by broad gauge lines with 35.83 percent and 24.59 percent for narrow gauge. As seen in the table the metre gauge lines are not covering the district of Cooch Behar and Malda, while the narrow gauge lines are absent in Malda and West Dinajpur.

Broad Gauge line.

One Mail train the Darjeeling Mail, two Express trains Kamrup and Janata, and one passenger train are plying through Broad Gauge line. The Darjeeling Mail connects Sealdah with New Jalpaiguri while the express trains connect Howrah with Assam. After crossing the district of Murshidabad near Khejuria-ghat the broad Gauge line passes through Gour, Malda Town, Old Malda, Adina, Eklakhi, Mahananda Bridge, Kumarganj, Sensi, Malahar, Bhaluka, Milangarh Harishchandrapur and Kumedpur in Malda district. It enters Chatterhat, Nijbari, Rangapani in Darjeeling district, then it moves through New Jalpaiguri, Ambari Falakata, Belakoba, Ranninagar-Jalpaiguri, Jalpaiguri Road, New Domohani, New Maynaguri, Betgara, Altagram Dhubguri, Kolaigram, Salbari, Khirekot, Falakata, Gumani Hat of Jalpaiguri district. At Cooch-Bihar district the line crosses Ghoksadanga, Fundibari New Cooch-Bihar New Baneswar and again passes through New Alipurduar, Samuktala Road, Kamakhyaguri, Jorai of Jalpaiguri district.

Metre Gauge Line.

Two mail trains, Assam Mail and A.T. mail and Lucknow Express trains are moving through Metre Gauge lines. The lines connect Assam Bihar and Uttar Pradesh. After crossing the Gargaia of Bihar the metre gauge lines enter and pass through Adhikari, Batasi, Naksalbari, Natighisa, Baghdogra, Matigara,

Siliguri Junction, Pashwashraya, Gulma and Gulmakhola of Darjeeling district and Sivok, Pilashat, Bagrakot, Oodlabari, Dam Dim, New Mal Junction, Chalsa, Chapramari, Nagrakata, Carron, Chengmari, Banarhat, Binnaguri, Dalgaon, Mujnai, Madarhat, Hasimara, Hamiltonganj, Kalchini. Garopara, Raja Bhat Khowa, Damanpur, Alipurduar Junction, Salsabari, Samuktala Road, Chepani, Kamakhyaguri, Jorai of Jalpaiguri district.

Narrow Gauge Line.

The Narrow Gauge lines of Darjeeling district connect New Jalpaiguri to Darjeeling town. Besides carrying goods traffic to the hill stations, it is a source of tourist attraction with many loops and rounds, offering a perfect view of scenic beauty of Himalayas. In Jalpaiguri district the lines pass through the Tea Gardens and Forest areas of Duars. They help in movement of passengers and various agricultural products.

In order to find out the position of railway lines in North Bengal the following table has been given below :

Table-21⁵

The Position of Railway lines in
North Bengal, 1979

Name of the district	Total area in sq.km.	Total length of railway in km.	Kilometre per 100 sq.km.
(1)	(2)	(3)	(4)
Cooch Behar	3,386	72	2.10
Darjeeling	3,075	177	5.74

(1)	(2)	(3)	(4)
Jalpaiguri	6,246	442	7.00
Malda	3,713	120	3.23
West Dinajpur	5,206	96	1.84
Total	21,626	907	4.14

A district-wise picture of rail lines with comparative figures of the area shows that the railway network spreads only 4.14 kilometres per 100 sq. km. of area in North Bengal. as a whole. Again a regional variation of rail lines among the five districts, Jalpaiguri ranks first with 7.00 km. per 100 sq. km. while Darjeeling comes second with 5.74 km. followed by Malda with 3.23 km; Cooch Behar with 2.10 km. and West Dinajpur with 1.84 km.

Capital

Ready capital or financial assistance in large amount for industrial development offered by the Central and the State Government from 1967 through different agencies like The District Industrial Office, The Nationalised Banks, The West Bengal Financial Corporation, The Co-operative Banks and Societies, The Khadi gramudhyaga etc. The benefits obtained by such organisations have further been detailed :

1 Loan Under the Bengal State Aid to Industries Act. (BSAI Act)

Under this act short, medium and long term loans upto Rupees one lakh may be advanced to a unit by the Directorate of Cottage and Small Scale Industries, Government of West Bengal. The district and block level officers can sanction loans upto the amount as given below :

- | | |
|---|------------|
| (a) Deputy Commissioner/District Magistrate upto | Rs. 10,000 |
| (b) Rural Industrial Project Officer District Industrial Officer upto | Rs. 2,000 |
| (c) Block Development Officer upto | Rs. 400 |

An idea about the amount of capital assisted by the BSAI act a district wise distribution of loans have been given in the following tables.

Assistance of capital in the District of Darjeeling may be observed in the following table.

Table -22⁷

Amount of loans disbursed to Small Scale Industry by the Rural Industrial Project Office in the Project Area, Darjeeling District.

Year	Amount disbursed (in Rs.)	No. of Units
1966-67	1,50,000	107
1967-68	1,05,000	84
1968-69	1,25,000	74
1969-70	60,000	16
1970-71	70,000	18
Total :	5,20,000	299

The disbursement of capital in the project Area of the District of Darjeeling was Rs. 1,50,000 among the 107 units in 1966-67, while it increased to 71.1 percent within five years with an addition of 43.1 percent units.

Table -23⁷

Amount of loans disbursed to small scale
Industry by the Rural Industrial project
office in the Non-project Area, Darjeeling
District.

Year	Amount disbursed (in Rs.)	No. of Units
1967-68	13,050	12
1968-69	22,000	14
1969-70	22,000	16
1970-71	62,000	36

From the table it is evident that the amount of loan among the 12 units in the Non-Project area was Rs. 13,050 in 1967-68, while it increased to 89 percent within 1970-71 when 66 more units were added.

Table-24⁷

Amount of loans disbursed to the Small Scale Industries by the Deputy Commissioner, Darjeeling District.

Year	Amount disbursed (in Rs.)	No. of units
1966-67	77,500	12
1967-68	37,500	7
1968-69	22,100	5
1969-70	40,000	13
1970-71	44,500	13

The table above shows that the capital offered by the Deputy Commissioner to the industrial units of Darjeeling district. Between 1966-67 the total amount of capital given was Rs. 77,5000 among 12 units, it went up to 65 percent between 1970-71 when the number of units were 50.

BSAI

Financial help given by the ~~BSAI~~ act in the District of Jalpaiguri is showing in table -25.

Amount of loans disbursed to Small Scale Industry by the Block Development Officer,
Jalpaiguri District.

Name of the Block	1969-70		1970-71		1971-72	
	Amount disbursed (Rs.)	No. of Units	Amount disbursed (Rs.)	No. of Units	Amount disbursed (Rs.)	No. of Units
Jalpaiguri	20,000	38	5,000	18	1,000	3
Rajganj	2,000	8	N.A.	N.A.	1,000	3
Maynaguri	N.A.	N.A.	N.A.	N.A.	1,000	3
Dhubguri	2,000	6	N.A.	N.A.	1,000	3
Mal	2,000	8	4,000	13	1,000	3
Matelli	1,000	4	2,000	5	3,000	7
Nagrakata	N.A.	N.A.	N.A.	N.A.	1,000	3
Falakata	3,000	7	N.A.	N.A.	3,000	8
Madarihata	1,000	3	N.A.	N.A.	1,000	3
Kalchini	1,500	5	1,000	3	1,000	3
Alipurduar I	N.A.	N.A.	2,000	8	2,000	5
Alipurduar II	2,500	12	2,000	8	3,000	9
Kumargram	N.A.	N.A.	N.A.	N.A.	2,000	6

N.A. not available.

It is interesting to note that for the last three years from 1969-70 to 1971-72 the Jalpaiguri block receive the maximum amount of money with 36.62 percent of the total capital. Alipurduar II block ranks second sharing 10.56 percent followed by Mal with 9.85 percent, Metelli with 8.4 percent, Falakata, Alipurduar I, Kalchini, Dhubguri, Rajganj, Madarihat, Kumargram, Maynaguri and Nagrakata.

Table-26⁹

Amount of loans disbursed to Small Scale Industrial Units by Deputy Commissioner and District Industrial Officer, Jalpaiguri District.

Year	Deputy Commissioner		District Industrial Officer	
	Amount disbursed (in Rs.)	No. of Units	Amount disbursed (in Rs)	No. of Units
1969-70	3,000	1	21,000	21
1970-71	4,000	1	15,000	14
1971-72	30,000	6	42,550	41
Total	37,000	8	78,550	76

The growth rate of financial help in the district of Jalpaiguri has been shown, and it has been found that in the year 1971-72 the maximum amount of capital was received with 90.9 percent of the total for 6 units and with 54.1 percent of the total for 41 units by the Deputy Commissioner and District Industrial Officer respectively.

The following table shows the source wise distribution of loans under BSAI Act in Malda district.

Table-27¹⁰

Amount of loan disbursed to the Small Scale Industries, Malda District.

Name of Office	1969-70		1970-71		1971-72	
	Amount disbursed (in Rs.)	No. of Units	Amount disbursed (in Rs.)	No. of Units	Amount disbursed (in Rs.)	No. of Units
District Magistrate	10,000	2	10,000	2	10,000	1
District Industrial Officer	14,000	7	14,000	8	20,000	10
Block Development Officer	N.A.		N.A.	N.A.	10,000	33

N.A. not available

The financial help obtained by the industrial units in Malda district has been shown in the above table. In 1969-70 Rs. 10,000 were distributed between 2 units by the District Magistrate, while Rs. 14,000 among 7 units have been helped by the District Industrial Officer. Between 1970-71 again Rs. 10,000 for 2 units by the District Magistrate and Rs. 14,000 for 8 units by the District Industrial Officer have been financed. During 1971-72 one more unit with Rs. 10,000 by the District Magistrate, Rs. 20,000 among 10 units by District Industrial Officer and 33 units, with Rs. 10,000 by the Block Development Officer, were assisted.

Amount of capital helped by the Government in West Dinajpur district are as follows :

Table-23¹¹

Amount of loan disbursed to the Small Scale Industries, West Dinajpur District.

Name of the Office	1968-69 to 1972-73	
	Amount disbursed (in Rs.)	No. of Units
District Magistrate	2,11,4000	51
Rural Industrial Project Office	54,000	N.A.

N.A. not available.

The loans given under B.S.A.I. Act in the district of West Dinajpur shows that Rs. 2,11,3000 have been distributed among 51 units within five years between 1968-69 to 1972-73 by the District Magistrate while the amount disbursed by the District Industrial Officer was Rs. 54,000 but the units not known.

2. Nationalised Banks.

Apart from B.S.A.I. Act, Nationalised Banks also come forward to finance the Small Scale Industrial Units, recommended

by the District Industrial Office. The following banks are functioning in North Bengal.

1. United Bank of India
2. State Bank of India
3. Central Bank of India
4. Allahabad Bank

An idea about the amount of capital assisted by the banks following information have been given below :

12
Table-29

Amount of Capital sanctioned by the Nationalised Banks in North Bengal.

Name of Bank	Year	District	No. of Units	Total amount of capital (in Rs.)
1. United Bank of India	1970-71	Malda	1	5,200
	1973-76	West Dinajpur	23	1,131,010
	1975	Darjeeling (Siliguri)	17	3,030,010
2. State Bank of India	1969-72	Malda	13	565,000
	1973-76	West Dinajpur	14	96,270
3. Central Bank of India	1973-76	West Dinajpur	6	103,229
4. Allahabad Bank	1970-75	Darjeeling (Siliguri)	N.A.	396,000

N.A. Not available.

3 West Bengal Financial Corporation.

West Bengal Financial corporation offering financial assistance to the Small Scale Industrial Units has been carrying out its activities from 1972 with its to branches at Siliguri and Malda.

14

Table-30

Amount of capital distributed by the Financial Corporation of West Bengal to the Small Scale Industries in North Bengal.

Name of the district	Year	No. of Units	Total amount (in Rs. in lakh)
Darjeeling	1972	4	9.86
	1973	7	6.82
	1974	9	51.36
	1975	13	84.72
Malda	1972-75	15	10.18
West Dinajpur	1972-75	18	59.58

The growth rate of loans offered by the West Bengal Financial Corporation has been shown for the 3 districts of North Bengal. It is noticed that the district of Darjeeling shares the maximum amount of capital with 68.64 percent of the total followed by West Dinajpur and Malda 26.77 and 4.59 percent respectively.

After studying the tabular figures of the financial assistance, offered by the several organisations, to the various industrial units, we can say that industries can develop in North Bengal,

if proper help may be rendered

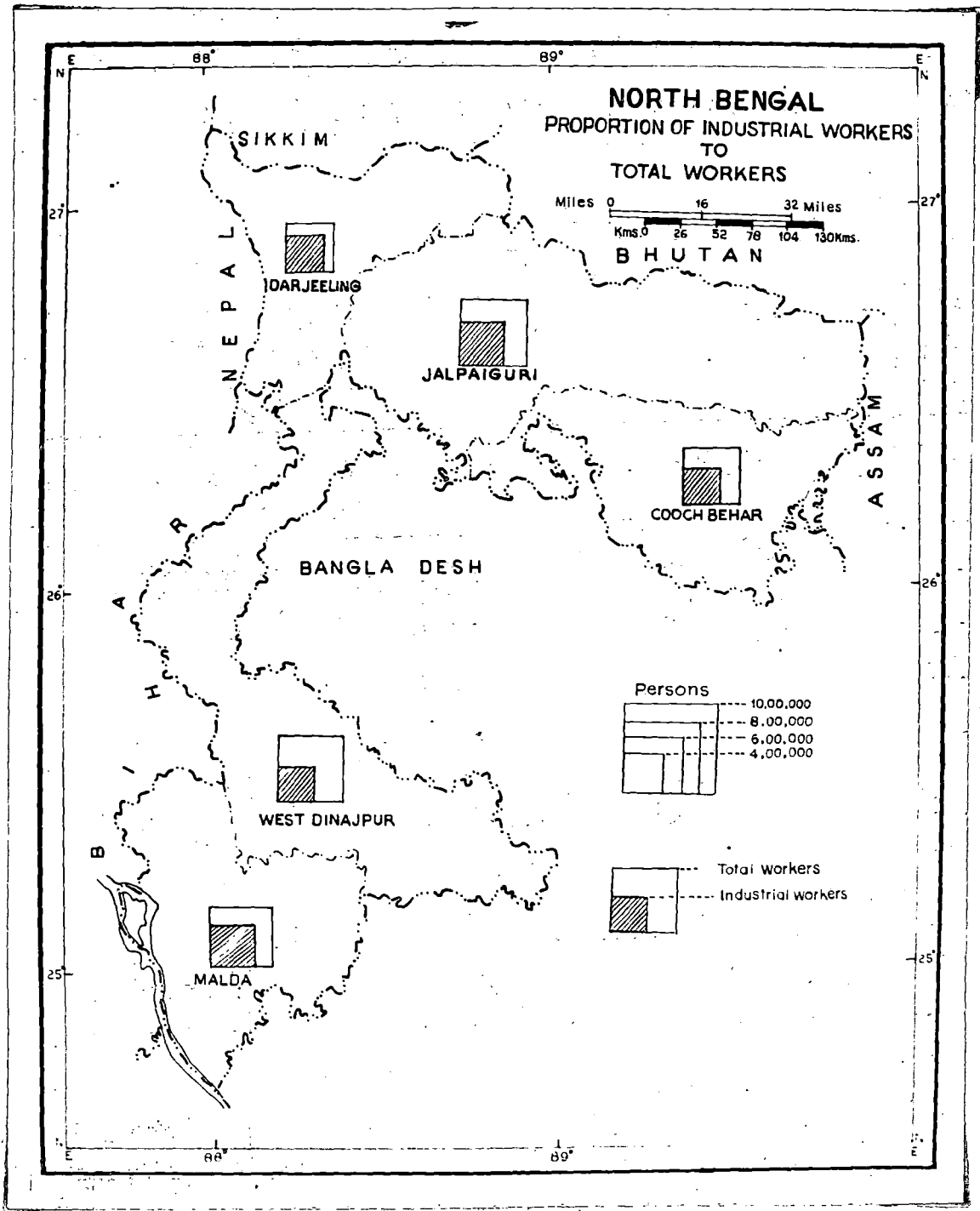


Fig. 12