PART I

INTRODUCTORY
CHAPTER I

INTRODUCTION
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INTRODUCTION

Towns have been reflecting, since the dawn of civilization, the geographical peculiarities of the areas in which they are set. The development of towns and civilization has common geographical basis. "From the relation of human society and the land upon which they are settled, city (town) and civilization require the emergence of certain common conditions without which neither can exist".¹ The ideal conditions referred to here, are related with physiographic, regional, socio-economic and technical factors in the wide regional fabric of the settlement. It is comparatively rarely that such ideal conditions prevail together in a place at a time and as such, towns have been few and far between both in the past and to-day except in the regions of Western Europe and Eastern North America. The case is rather true of the developing world including India, especially North East India.

In the hilly tracts of North East India, there were only a few old massive settlements with more or less

urban character amid the varied forms of habitations ranging from isolated houses to agglomerated villages. Wherever there were fertile plains the conditions were different and the urban type of nodes grew up distinctly. Such nodes can be easily picked up in a large scale map of North East India and are mostly confined to the limited plains. In this context towns like Guwahati and Dibrugarh in the Brahmaputra Valley, Silchar in the Barak Valley and Imphal in the small oblong mountain valley of Manipur, deserve special mention.

Among the settlement nodes of North East India, Imphal was the most isolated one up to World War II, being far away from the Ganges or Brahmaputra plains. After the war, and especially after independence, there was not only a multiplication of urban centres in the Brahmaputra Plain but also a growth in the status into towns of a few settlement nodes in the hills, which were connected by the war-time transportation links. Prior to World War II it was only Imphal among the hill settlements, which enjoyed the status of a 'town' (as the Britishers used the term) from as long back as the 1870's though there were certain drawbacks in the communication lines and architecture of its buildings.
It is interesting to note that Imphal was the only planned town in the North East India, which showed the gridiron plan of the Greeks. (Imphal used to be visited in the past by the travellers from the east and the west and thus it acted as the repository of art and culture of the Chinese, Burmese and Indians.) By virtue of its position in the transitional part of India and Burma, the western and eastern cultures are well mingled and assimilated here.

Imphal was the capital of a small but powerful princely state of Manipur which was merged into India in 1949. The separation of Burma in 1935 from the then British Indian Empire, left Manipur as a buffer vassal state on the eastern border. After the merger of the state with independent India, its capital, Imphal, has become one of the most important strategic points in the eastern border. The town passed through a difficult period during World War II, for, Manipur served as a war front.

Looking backward in history, it is found that Imphal has no mean origin. It was mainly strategic consideration, which in the past contributed directly to the growth of the town. Political forces operated to build Imphal as a seat of administration, and socio-cultural control. The
consideration of defence worked much in selecting this site on the right bank of the Imphal river, well encircled by the waterways. It is situated in the flood plain of four rivers, namely, Nambul, Imphal, Kongba, and Iril. The plain is littered with a number of marshes, many of which have permanently standing water.

Imphal bears a close physico-regional relationship with its surrounding. This is reflected in the internal pattern of the city. Even in a small scale map covering a large area, the external relationship between the town and its surrounding can be recognised and analysed.

Imphal located in the small Manipur Valley encircled by a vast expanse of hills upon hills, has its inherent drawbacks which pull it back in its competition with the urban centres of the Brahmaputra Valley. Despite these drawbacks, it led all the urban units of North East India till 1941, in the size of population.

Even in the absence of any modern industries and railway communication, Imphal has made rapid strides of development together with the whole valley, which have nearly been turned into an urban complex with the former as the centre. Imphal in its regional context, thus presents
a peculiar phenomenon that calls forth in-depth study, research and analysis, so that the forces behind its growth can be identified and scientific planning for its future development can be made.

1.1. REVIEW OF THE RELEVANT WORKS

By definition, Urban Geography is a part of Settlement Geography, which is again a branch of Human Geography. Its study as a distinct discipline is only recent. "It was certainly not taught as a specialisation in Geography in University Departments prior to the Second World War".\(^2\) Harold Carter, while pointing out its weak foundation, mentioned that the processes which went to form a town were "Economic, social and political and their study rightly generates the systematic themes within Human Geography. Urban geography, as such, considers all these in relation to one phenomenon, the city. It has tended, therefore, to concentrate on consequence, rather than process, though the tendency may perhaps be changing.\(^3\) However, towns are of great interest to the geographers.

With the passage of time the method and content of Urban geography have changed a lot. In the past "the


\(^3\) ibid., p.2.
geographical study of the towns was essentially descriptive giving digestive accounts of controlling factors". Industrialisation made trade and commerce an important function of the towns and town geography carefully took note of it.

The closing of the nineteenth century and the beginning of the twentieth century marked a change in the philosophy of geography. The first issue of geographic journal called 'Geography' in 1901 contained an article entitled 'Position of towns', in which B.B. Dickinson wrote about magnificence of a town's building, the vastness of its population and commerce, as if the causes of towns' greatness, apart from the advantages of position, lay in these characters.

The earliest and most comprehensive work on urban geography is 'Dei Stadte Geographisch betrachtet' of Karl Hassert, published at Leipzig in 1907. Raoul Blanchard's 'Grenoble, etude de geographie urbaine' published in 1911 is another classical study of a single

4 ibid.,
5 ibid., p.3.
6 ibid., p.2.
7 ibid.
town. In this he stressed the controls of physical conditions and thus he wrote in the foreword that "the basic concept of the study is to explain the origin and development of the town as a function of the physical conditions of its situations."\(^8\)

Many researches followed after that and most of them showed that the character of the towns was essentially controlled by their nodal locations.\(^9\) In his review of urban geography, Aurousseau, in 1924, commented that "city geography embraces such a large section of human geography that it is hardly a specialisation at all.\(^10\) He, however, added another dimension to urban geography, that is, the distribution of towns. He further discussed the functional aspects of a town together with its status.

Growe criticised the application of 'site and situation' formula in the town study as meaningless, but highlighted historic interest on situation which can be viewed in terms of routes of movement and not events.

\(^8\) ibid.
\(^9\) ibid., p. 4.
\(^10\) ibid.
Walther Christeller's great work on the 'central places' of south-west Germany had been published in 1933 but its impact on urban geography was not felt until the post-World War II period. The revolution in urban geography as demanded by Growe was under way. The meaninglessness of the old concept of 'site and situation' was further shown in the development of some towns into conurbations (a term devised by Peter Geddes) or super-cities, following industrialisation. By the end of the Second World War, a situation had been reached when a rapid growth of urban geography was inevitable. With the growth of towns of all sizes and shapes associated with numerous functions, new methods and concepts came to be proposed in the study of the urban geography. In many ways the recent expansions in urban geography had been mainly ensured with expansions of ideas already in existence in the 1930's.  

There was a rapid growth of population and activities in the towns during the nineteenth century, especially in Europe. Thus, the towns became overcrowded and started sprawling. Then again, the two World Wars fought in Europe destroyed a large number of these towns. These

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11 ibid.
conditions called for an immediate reconstruction, redevelopment and planning of the towns.

Side by side with this, urbanisation took root as a universal phenomenon and urban places have become an important part of the landscape in the Eastern U.S.A., Western Europe and in certain parts of India, China, and Japan. Sometimes nearby towns merged with each other to give rise to what is called a megalopolis or a conurbation.

All these formed a great stimulus to the study of urban geography and in the last two decades an enormous mass of literature has been produced. Though urban geography was never, at the outset, conceived of as a well defined systematic subject, no criticism against its existence can now be made. With the development of other branches of science it has been developed by a large number of specialist and it has become a coherent field of study based on geographical principles of investigation.\(^{12}\)

All studies of urban geography so far made, can be seen from two angles:\(^{13}\) from the regional context and from structural context. Thus, the town as a unit of feature

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12 ibid., p. 5.
13 ibid., p. 8.
on the earth's surface, has two associated aspects - town 'in area' and town 'as area', which seek geographical appreciation. "It is axiomatic that the location can be understood through functions. What a town does at present or did in the past, determines its location and its growth". It is possible to derive two associated concepts from the consideration of the functions. The first is the nature of function to answer the question, 'what are the specific activities which dominate the whole range of activities that a town performs'. The second is related with the status of the urban services to answer the question 'to what extent does the town take part in central activities'.

The two other lines of investigation in urban study are about location and morphology. However, transport which plays an important role in the growth and development of a town, has so far not received its due share of study. The morphology of a town is the study of its internal structure and is related with three variables, namely, spatial lay-out, land-use and architecture. Varying sometimes independently and sometimes jointly, these elements produce an infinite variety of urban landscape. The location of a town again influences these elements and produces ultimately the townscape in its totality.

14 ibid.
Difference in the philosophic stance among the social sciences on the one hand, and the systems of cities that change with increasing rapidity during the developmental period of urban studies on the other, were responsible for substantial conceptual variation in the study of urban geography. Taylor, who believed in environmentalism, wanted to show the binding influence of physical environment on towns in his book, Urban Geography in 1949. But some geographers like Emile Levasseur Bruhnes, who believed in determinism gave greater importance to human aspects rather than the physical aspects of a town. Patrick Geddes, who can be called a great urban geographer, however, pointed out the importance of the physical basis of a town in order to be able to adopt an organic approach to city planning. "In particular his idea laid the foundation of modern physical planning as the pressured means by which harmony can be achieved in the social life of cities".

A promising beginning of the study of urban land economics was made in 1903 with the publication of the


17 ibid., p. 10.
'Principles of City Land Values', by Richard M. Hurd. He identified the factors responsible for bringing about the importance of commerce, industry, administration, etc., as functions in lieu of defence which used to be prime in the past. He further pointed out the soundness of the organic concept of the city which showed a continuous change as in living being, by way of adjustments to various developments.\footnote{18 ibid., p. 13.}

With the introduction of the concept of urban land economics, Stanley Mc Michael and Robert F. Bingham began their book 'City Growth Essentials'.\footnote{19 ibid., p. 16.} This book and 'Urban Land Economics' by Herbert P. Doran and Albert G. Hinman, published in the same year (1928), dealt primarily with factors affecting city land utilization and values.\footnote{20 ibid., p. 13.} P. Doran rather stressed the physical controls in internal land-use in cities.

Among the various approaches in the study of towns the contributions of Mark Jefferson on city size and distribution and the concept of primacy, and of Robert
Dickinson on city region relations are the most important. Several other geographers made empirical studies on the distribution of cities and related matters. The concept of 'central place' was empirically testified by E.L. Ullman and others in U.S.A. Zipf, originally a philologist, took keen interest and worked extensively on the rank-size relationships of the towns and the causes for such relationships. Stewart, an astronomer, attempted to develop 'Social Physics' by transferring Newtonian concepts to geography and used 'Gravity Model' in movement of individuals in town area.

An important development in urban geography is the study of urban land-use. The studies in this field can be divided into three categories, firstly, those with ecological approach, secondly, those with economic approach and lastly, those with functional approach.

Ecological approach embraces studying the urban land-use from the view point of differential environment that grew up in different parts within a town. Various models have been put forward for ecological study, of

22 ibid., p. 17.

which Prof. E.W. Burgess' 'Concentric Zone Model' (1925) has been widely used. It envisages an urban spatial structure comprising several concentric zones with the C.B.D. at the centre. This is followed by a zone of transition, a zone of working-man's homes, a zone of better residence and lastly a commuters' zone. Apart from being too diagramatic, this model fails to depict non-concentric zones as found in the Indian towns to-day because of rapid and unplanned growth.

Another important contribution in the ecological approach is the 'Sector Model of Urban Land-Use' (1939) by Homer Hoyt. After a minute examination of the role of transport and its impact on the spatial structure of the city, he divided the city into a number of sectors.

Harris and Ullman in 1945 developed the 'Multiple Nuclei Model,' which pointed out the inadequacy of a single nucleus in shaping the land-use pattern of a city. They advocated the presence of a number of nuclei at different locations of a city, which controlled the spatial structure.

Another important model, within the purview of this approach, is the 'Social Area Analysis Model', first employed by Estouf Shevsky, who used it to study the land-use pattern of Los Angeles. Based on economic status, family status and ethnic status, he found out the existence of social areas within the cities of the western style. Anderson and Egeland concluded that the economic status is normally reflected in sectors while family status in concentric zones. Dennis C. McElrath studied Rome and found both concentric and sectoral stratification.\(^{25}\)

The 'Gradient Model' propounded by Clark recognises the regular and logical sequence of land-use with increasing distance from the city centre.\(^{26}\) The model is applied to analyse the density of population. Many other scholars also worked in this line.

Burgess' model which has universal applicability, was modified by L.F. Schnore to what may be called an 'Evolutionary Model'. Based on his findings in the Latin American cities, he stated that socio-economic status decreases from the city centre. This was opposite to the phenomenon found by Burgess earlier in North America.

\(^{25}\) Yadav, C.S., *Land-Use in Big Cities*, Inter India Publications, Delhi, 1979, p. 16.

\(^{26}\) ibid., p. 17.
Applying his insight into these two contradictory developments in two cultural areas, he propounded his 'Evolutinary Model' which shows that the two structural patterns are in fact separate stages of a single evolutionary sequence.

R.M. Hurd in his 'Principle of City Land Value,' (1903) initiated the economic approach in urban land-use study. His main basis was the rent of the urban land. Haig (1921) saw rent as the 'charge for accessibility on the saving in transport cost'. His main contribution was the introduction of the 'frictional space', i.e. hindrance to perfect accessibility. He pointed out that the desired site in a town has a three-way relation of rent, transport cost and location, which are interdependent and in which, the first two are functions of the geographical constant of location.

Ratcliff, in his well known book 'Urban Land Economics', adopted basically similar but more interesting arguments. According to him, urban land value varies with the efficient use and economic utility of the site. The use that can extract the greatest return from a given site ultimately thrives.\(^{27}\) From this, there emerges an orderly

\(^{27}\) Carter, H., op. cit., p. 194.
pattern of land-use, especially organised to perform most efficiently the economic function that characterises the urban life.\textsuperscript{28}

The functional approach to urban geography was advocated by A.E. Smailes in which the functions discharged by different parts of a town are taken as the basis for structural differentiation of a town. His 'core and integument' clearly show different types of functions carried by two primary zones. While the core devotes itself to collective functions like retail trade, administration, community catering of food, show houses, educational institutions, etc. the integument is devoted to residential purposes, small markets and industrial establishments. The 'Chicago Area Transport Study' (C.A.T.S.) puts forward a functional approach to urban land-use study. It also establishes a systematic relationship between traffic and land-use. The group found out nine important functions and functional zones, such as, residential, commercial, manufacturing, streets and alleys, etc. The functional approach in the course of time has become very popular among the urban geographers all over the world, for this presents a visible but at the same time

\textsuperscript{28} ibid.
easily definable urban zone.

Two of the outstanding works in urban geography of recent times are A.E. Smaile's 'Geography of Towns' (1953) and Harold, M. Mayor and Clyde E. Kohn's 'Readings in Urban Geography'. The latter presents all the recent contributions in this discipline systematically.

Urban geography was not seriously discussed in India or in Indian context until the early fifties. R.L. Singh did a pioneering work in this field in his doctoral thesis 'Banaras: A Study in Urban Geography'. Its publication in 1955 gave a great inspiration to the Indian geographers to work on Indian towns. Singh's work was followed by Shah Monzoor Alam's 'Hyderabad and Secunderabad (Twin Cities): A Study in Urban Geography'. After this a host of Indian geographers explored the field of Indian towns in the urban context. Such studies were facilitated partly because of the case with which local field-work could be carried out and partly because of availability of rich material on urban places in the municipal records or District, State and Imperial Gazetteers'.

'Another factor, which stimulated the interest of the Indian geographers in urban geography, was the rapid growth of urban centres and areas in our country in recent years, which has given rise to a number of problems, particularly those related to housing, water supply and sanitary conditions. Such a bias is evident among urban geographers of Calcutta who had the opportunity of collaborating with Calcutta Metropolitan Planning Organisation and were seized with the problems posed by the Calcutta conurbation. In this context, special mention may be made of the work done by N.R. Kar (Calcutta Als Weltstadt, Deutschen Geographentag, Berlin, 1959).30

Dikshit (1970) traced the evolution of cities of Maharashtra from about the 7th century B.C.31 Reddy (1970) has conducted a study on urbanization in Krishna and Godavari Deltas for the period 1871-1961.32 Bose (1973) examined India's urbanisation during the period

30 ibid, p. 204.


Mention may also be made about Singh's work on functional classification of Uttar Pradesh Towns and Tripathi's on Indian towns above 20,000 population.


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O.P. Singh (1970) worked on morphological aspects of central places and their rank-size distribution in Uttar Pradesh. India is thus not lagging behind in urban studies.

Most of the studies so far carried out in India are topical in treatment, having been related to individual towns. Little work has been done in the field of comparison of different towns and generalising the facts and phenomena occurring therein.

Little work has so far been done on the urban geography of Manipur. In fact the phenomenon of urbanisation in Manipur itself is new and trained persons to study this phenomenon are lacking. Mention about the site, situation and socio-economic conditions of the only important town of Manipur, namely Imphal, is found in the government reports, records and gazetteers. Dr. R.L. Singh in his Regional Geography of India had made a very short hint of the morphological basis of Imphal (Fig. 1). Dr. S. A. Ansari, in his doctoral thesis, 'Economic Geography of Manipur' (1976), made only passing remarks about the population and transport and communication of the town.

H. Dilip Kumar Singh, in his dissertation entitled, 'The Changing Functions of Imphal Town and Planning Implications
(1974)', for the Town Planning Diploma, analysed the trend of change of the functions of the town and the problems associated in planning. The Town Planning Department of Manipur, which is entrusted with the task of development and planning of the town, has so far studied the location factors and brought out a Master Plan for Greater Imphal. No attempt has so far been made to study the urban geography of Imphal in its totality.

1.2. SIGNIFICANCE OF THE STUDY

In spite of its essentially agricultural background, Manipur has, of late, passed through a period of rapid urbanisation. While there was only one town during the pre-independence period, the number multiplied to eight in 1971 and to 29* by 1979. At the same time Imphal has grown in respect of both space and number of population beyond all proportions. Such a phenomenon calls for an in-depth study of the causes and consequences geographically. Unless the causes and consequences are studied and suggestions for better conditions are implemented, mere growth of population in the town will lead to serious social and economic problems.

Imphal, being the largest town, and having commanded overall centrality, has been growing faster than any other town in Manipur and therefore, needs immediate attention. Apart from a study of the morphological structure of the town, what is of immediate importance is the study of the economic basis of the town and its planning, at least for the immediate future.

It is hoped that this work may be useful in identifying the causes and consequences of the rapid urbanisation of Imphal. It may also give an outline for future planning of the town. Thus, this work may be useful as a stepping stone for further work to solve myriads of problems of the town.

In the morphological analysis the existing links, roads, housing pattern, water supply, etc., have been discussed. These may supply useful material for town and country planning.

1.3. OBJECTIVES, HYPOTHESIS AND SCOPE

The life history of Imphal is marked by a slow growth up to the independence and a rapid growth thereafter. While in the past, existence and sustenance were due to
strategic and administrative reasons, with the passage of time, other functions, especially trade and commerce, have come to the forefront. Thus, the town has assumed a multifunctional character exerting an ever increasing centrality on the surrounding region. The result is that the town has grown in area and population. Under these circumstances the hypotheses taken for this study are as follows:

1. The origin of Imphal in its existing site was due to strategic convenience.

2. Growth of the town started since the ascension of King Pakhangba in the beginning of the first century A.D.

3. The functions discharged by it during its formative period were defence and administration.

4. Imphal was located in the ancient trade route between Burma and India, which used to be the gateway of India to the east.

5. The main functions of the town now are commerce and administration.

6. It acts as the most important centre of distribution, collection and processing of commodities in the context of the regional economy.
Handloom is the most important house industry in the town.

7. The people have changed the micro-physiographic features in the course of expansion of the town.

8. The town was originally circular, but with the extension of settlement it has now assumed an elongated shape along the main roads and rivers in the north-south direction.

9. Being the state capital on the one hand and the centre of a very thickly populated plain on the other, it competes favourably for the central activities with the important towns of the neighbouring states.

10. The growth of the town has resulted into intensive use of land which manifests itself in specific zones.

11. Favoured by the presence of a number of lakes and rivers in the town, water transport preceded the road communication.

12. The regional imprints on the town is evident in its morphology, especially in architectural form and land-use. Its influence is also felt throughout the valley in the organization of economic activities including the cropping
pattern in the surrounding.

13. The locational, historical, socio-economic, cultural, technical and organizational forces have led to the development of distinct functional areas within the town.

14. With its overwhelming centrality, Imphal overshadows the functional initiatives of the small towns in the state.

15. Recent development in the periphery has disturbed the neighbourhood quality in the town and in lieu given the sectorial model pattern along the main roads.

16. The land value and the house rent decrease from the C.B.D. toward the periphery.

17. There is a functional segregation in the core signifying the maturity of the town.

18. Further unchecked development may bring about in the near future housing shortage.

19. The commercial appendages of Khwairamband Keithel have functional hierarchy.

20. The planning of the town must be a remedial one to give future room for development.

21. Apart from the systematic planning, measure should be taken to check rapid growth of the
town in order to make Imphal manageable and to maintain ecological balance. This can be done by encouraging the smaller market centres to grow.

22. In order to avoid further horizontal expansion at the cost of agricultural fields, vertical expansion with multi-family housing schemes may be suggested.

23. Decentralization of the commercial and other functions will remedy the congestion in the town centre in the peak hours of the day.

24. Widening of the roads and provision of the parking places and open places should be given priority.

In order to get these hypotheses tested the following objective have been kept in mind:

1. To study the growth of the town temporally and spatially.
2. To study the urban functions.
3. To study the morphology of the town with a special reference to land-use and architecture.
4. To visualise the future needs and suggest ways and means of satisfying them.
Thus, the study is purely geographical in the sense that various approaches to analysis of the town are from the spatial points of view like physiography, land-use, transport, planning, etc. The geographical explanation of the present is sought to be given on the basis of the past in the analytical part of the thesis following the views of some eminent urban-geographers. The hints for planning and suggestions for development are based on these analyses.

1.4. SCOPE OF THE WORK

The researcher has confronted a number of handicaps and constraints in his work. Though urban geography is a highly developed subject interpreted in different angles by many social scientists including geographers, this work is based on the geographical approach. In the course of the work the researcher has depended on the census records and collected data from the field. The published census handbooks of 1971 for the State of Manipur fail to give the necessary data and thus the work suffers. The North-East turmoil again has limited his field-work. Most of the maps and toposheets of larger scales are officially restricted and could not be used. Thus for this work, the researcher depended upon the maps drawn by the Public Works Department inspite of their apparent defects.
Moreover, the town has been of different sizes in different censal years with changing boundary and population. For example, in 1951 the town area was reduced to only 5.17 km².

1.5. APPROACH AND METHODOLOGY

Urban geography is originally related to human activities, historical processes and physical environment. As such any research in it is bound to adopt more than one approach in order to have an in-depth view. This is more true for a work as the present one, which tries to understand the three organic elements in their totality. At the first instance, this work necessitates a deductive approach, for, the researcher is required to apply the universally accepted generalization and concepts of urban geography in the context of Imphal.

In course of generalization and application of concepts, it is found that these do not always fit into Imphal, which has its own peculiar site, situation, historical process and socio-economic environment. Thus, the data collected and experiences gained for this research work, have to be applied empirically to show their validity in the context of Imphal. This helps one
rectify one's general notions, and come to evolve a true picture of Imphal. The general notions and observations have been laid down above as hypotheses. These will be tested with facts and figures collected in the field. Thus, the work has the elements of empiricism.

A geographical research can ill afford to be devoid of nomothetic and ideographic norms. In order to understand and analyse properly the factors and processes working in Imphal town, one has to look into them very deeply and apply the theories and models judiciously. It is in this context that this work receives a nomothetic dimension. In spite of adopting nomothetic approach, the researcher cannot do away with the interpretations and descriptions, for no geographical work is complete without adequate interpretation. Thus, the ideographic element crops up in the work.

With the approaches stated above, the study has been divided into four parts. Firstly, study of available relevant materials in the libraries, institutions and offices. Secondly, collection of primary data in the field with the help of personal interviews, discussions, schedules and questionnaire and secondary data from the government and semi-government reports and records;
thirdly, processing of the data collected and analysing and synthetising these with the help of computer, and lastly, drawing of maps, graphs and models and writing the interpretations.

In the course of this study circularity, central place, centralization, circular ring model of Burgess, anti-Burgess model of Schnore, sector model of Hoyt and multi-nuclei model of Harris and Ullman were analysed in the context of Imphal town. The C.B.D. indices of Murphy were found out. By doing so, this study deviates from the simple descriptive ones.

1.6. FORMAT

The present work has been divided into eleven chapters put under three parts: Introduction, Analysis and Synthesis. The first two chapters have been devoted to introducing the problem and historical background of the town. The second part, made up of seven chapters, attempts to analyse the physical basis, hinterland, urbanization and population, connectivity, occupational structure, city utility services and land-use of the town. The last part consists of two chapters and is devoted to the planning of the town, and summary and conclusion. These are followed by bibliography and appendix.
1.7. TERMS AND TERMINOLOGY

The following terms and terminology commonly used in Manipur, but having special connotation have been used in this thesis. Their nearest connotation in English have been given below:

1. Anganphou Loupham - A type of less fertile agricultural land.
2. Angom - An ancient clan and epinomous principality.
3. Awa Ingkhol - The plot of land where the Awa or the Burmese used to reside.
4. Chek - brick
5. Chekpal - Earthen wall enclosing a plot of land.
7. Dolai - Palanquin.
8. Imgkhol - Plot of land used for habitation. Also known as 'Impham'
9. Hiyang - Boat race, one of the important festivals of the ancient Meiteis.
11. Kei - Granary and also the permanent servant of the king.
15. Kharpos Land - Land given to a princess at the time of her marriage.
16. Khuman - A principality of the past in the Manipur valley
17. Khurai - A subdivision of ancient Imphal and at present an important place in the town.
18. Khwai - An important subdivision of Imphal located west of Kangla.
21. Lambi - Way or road.
22. Lairou - Agricultural land dedicated to a temple
23. Leimaba - Land owner.
24. Linwai River - The modern Iril river.
25. Lou - Agricultural field.
27. Lal - Battle.
28. Manalou - Agricultural land given as prize.
29. Pari - A measurement of land of the size of a hectare.

30. Pat - Lake.


32. Phamlou - Land granted to the nobleman by the king.

33. Phourel Loupham - The best agricultural field.

34. Pukhri - Tank.

35. Palli - Embankments to guard off the water.

36. Pun - Dam.

37. Sna Keithel - Royal market.

38. Snathong - Royal gateway.

39. Takhel - Tripuris or Tripura.

40. Tekhao - Assamese or Assam.

41. Turel - River.

42. Turel Achouba - Big river, used only for Manipur River.

43. Thong - Bridge.

44. Utra - Royal coronation hall.

45. Yum - House.

46. Shangoi - Vacant house used for other than living.

1.8. ABBREVIATIONS

The following abbreviations are used very often in
the thesis:

1. B.O.C. — Burma Oil Company.
3. C.I.A. — Greater Imphal Area.
4. h — hour
5. I.M.A. — Imphal Municipal Area.