ABSTRACT

The scheme mainly consists of two divisions e.g. (a) Study of Economic Resources in regard to their distribution, exploitation and utilisation, (b) their conservation and future scope of development. These two divisions are again split up into four major parts for convenience.

The first part (chapter 1-4) deals with the geographical background of Lakhimpur. It includes a brief study of historical evolution as an economic and administrative region, physical features, geological evolution and structure, soil condition, drainage, flood and erosion, climate and demographic features of Lakhimpur. The last chapter of this part shows the effect of natural calamities on the growth and settlement of population, causes of uneven distribution and the present population structures in regard to sex-proportion, working force, occupation, distribution, participation rate and trend of population growth.

Part II (chapter 5-6) deals with the resources. The first-half of the chapter 5 describes the traditional pattern of land use, factors affecting the present land use, percentage, distribution of arable and non-arable land, presence of waste land, recent attempts to put more land under better use and present pressure on land. The second half deals elaborately with Agriculture and agricultural productions.

The chapter 6 gives a detailed account of resources, their distribution and utilisation. The conservative and destructive approach towards exploitation of the natural resources, impair sustained economic growth and development of the district. This has been pinpointed by indicating the major loop-holes and defects of exploitation and
and conservation. An attempt has been made to reconstruct the past history of use, re-use, mis-use and non-use of the resources and to explore the co-ordinated improvement of this industry.

In the last part (chapter 7-9), the distribution of the industries and the transport and communication facilities of the district are dealt with. The industries are classified into four groups according to the use of basic raw materials. The phenomenal but unplanned growth of many industrial units paralysed and rendered them uneconomic and are ultimately closed down. Many of them need renovation and modernisation. The capacity of some of the industries is far in excess of utilisation, while others are over worked. This disparity in the utilisation of the installed capacity of the manufacturing industries lead to many problems and affect the cost of production. It has been tried here to interpret the factors of growth, production - economics and rationalisation of industrial growth in the district. The existing village cottage industries are family concerns. They are utterly uneconomic, though they should subsidise substantially to the family income. They play a significant role in the village economy, provide secondary means of livelihood and contribute to the economic standard of the rural mass.

Chapter 9, exclusively deals with the existing means of transport and communication. The transport and communication system of the district consists of (i) Road ways (ii) Railways (iii) Water ways and (iv) Air ways. Each of these systems, as it obtains now, is discussed separately. The transport bottleneck, specially in the northern plain impeded the development of the area all through the decades. It was the mineral wealth and the Tea industry which induced the development of transport and communication. In fact no remarkable attempts were made to induce commercial
and industrial development by way of improving transport and communication. An analysis of the inter-relationship between the systems and their desirable co-ordination is also indicated.

The concluding chapter explains the economic setting of the district as a distinct agro-industrial region. For an integrated growth and development of Lakhimpur and to give a permanent foundation to this mixed economy, the various deficiencies and requirements must be met with. The strain and stress that has developed in the economy of the region should be relieved through a balanced economic planning. Here a line of probable action that can be undertaken for the future development of this geographical region is broadly indicated.

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