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Industrial Transition And Colonial Exploitation

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Abstract: *The path of modern change throughout the British era may be fully divided into two distinct phases: the modern development that occurred during the nineteenth hundred years and the modern advancement that occurred during the twentieth hundred years. At the very beginning of the eighteenth century, when English craftsmans failed miserably in their most notable attempt to bear the palm away from the Indian weaver and when they discovered that they couldn't compete effectively under the streamlined commerce framework, they were forced to engage Parliament to utilise all means to stop the import of Indian makes as in any other case, English ventures would have been extinguished and English craftsmen would have starved to death (subsequently not exclusively was weighty import obligations forced, however the import of numerous unfamiliar produced was additionally completely precluded). Mr Thyburn said... "We do not announce the notion of free trade until we had completely crushed Indian industry.... (The Famine panel of 1880 A.D. advised the encouragement of industries), but listened to the walls of the beggar." (Some Indian industries had been established), but the cotton mills of the Bombay Presidency, which were owned by Indians for the most part, were unable to sell their products at a lower price than those of Manchester and Lancashire because they were required to pay a countervailed exercise duty.*

Key Words: English craftsman, eighteenth century, Indian industries, streamlined, framework, Parliament .

The trade that took place in Northern India served as the foundation for the present transformation that took place in three different classes of a location. The first was with nations that were unknown to us (Sewastan, Kabul, Tirah, Bajaur, Kashmir, Ladakh, Chinese Tibet, Little Tibet-lying close to Kamaun, Garhwal and Nepal). Also included were the free states or feeder states inside India (Bahawalpur west, regions of Rajputana and Central India), as well as the second rate class of a territory that was under British authority (the Central Provinces, the Presidency of Bombay, and the Bengal Presidency).¹

In the year 1853, Lord Dalhousie made the decision to initiate the construction of railroads in India. In many cases, the train routes have been seen as a marker of the modernization that took place when Britain was in control of the country. The construction of railroads in India, on the other hand, did nothing more than bolster the conventional wisdom regarding the country's evolving economic situation. The rail route network connected the inside business sectors and wellsprings of unrefined substance in the state to port urban communities, rather than connecting the inside business sectors to one another. This made it easier to access an inside economic sectors and foundational pillars of unrefined substance in the state. As a consequence of this, the primary purpose for which the railroad network was constructed was to accommodate the interests of new trade. Rail route lines that were successful in boondocks locales would be successful with armed force growth, and some "famine lines" were implied shortage regions.

EXTENT OF GREAT INDIAN PENINSULAR RAILWAY NETWORK IN 1870- Transportation in India, particularly in the Indus and Ganges basins as well as the coastal districts, was prohibitively expensive, unreliable, and difficult prior to the establishment of rail networks in the country. There were very few streets, and most of the ones that were there were in a state of disrepair; in addition, there were not many waterways that served as transportation routes. In some regions, bulky things might be moved rather easily using pack-bullocks. In the context of the commitment, railroads provided the possibility of significantly reduced transportation costs in addition to



dependability and velocity. The decision was made by the British government to stimulate the establishment of a comprehensive rail route system in India.²

ADVANCEMENT OF RAILWAY IN AGRA DISTRICT-The principal rail route that was created in the Agra region was the portion of the East India framework that ran from Shikohabad to Tundla, as well as the branch that extended from Tundla to the east bank of the stream Jamuna, which travelled in the opposite direction of Agra. On the first of April in the year 1862 A.D., this was opened. On March 1, 1863 A.D., construction of the primary was completed from Tundla all the way to Aligarh. The excess portion of the primary. The total length of the major line inside the restriction of the Agra region was 13.35 miles, while the total length of the branch to Agra was 25.4 miles.³ The route from Agra Fort to Bharatpur via the Rajputana-Malwa portion of the Bombay, Baroda, and central India meter-gauge framework was the one that was constructed. This was opened on the twelfth of August 1873 A.D. and was 22.7 miles long in the Agra district; the remaining portion from the Agra Fort toward the east bank of the canal Jamuna wasn't finished until the first of January 1876 A.D.⁴ By the year 1876 A.D., the Agra-Gwalior line was recognised as a strategic component of the East Indian Railway, and the board gauge was used on the Sindhia Railway line. During the time that Lord Lytton was Viceroy of India (1876-1899), a 2,272-foot-long scaffold was constructed on the river Jamuna in the Agra region. The length of the railroad was extended from the Agra Fort all the way to the Agra Cantonment. At Achhnera, the Kanpur-Achhnera line, which was additionally operated by the same framework, was connected to the Rajputana-Malwa line. The portion of the road that ran from Achhnera to Malwa was opened to traffic on November 7th, 1881 A.D.⁵

IMPROVEMENT OF RAILWAY IN MATHURA DISTRICT-The primary train line that was established in the Mathura area was that section of the East Indian framework that ran through the eastern part of the Sadabad tahsil. In the year 1863 A.D., it was made available to travellers travelling between Tundla and Aligarh.⁶ In the year 1875 A.D., a rail line was constructed between Mathura and Hathras in order to accommodate the meter-check framework. This rail line was then connected to the East Indian Railway. The total cost of its development was 10.5 lakhs. The dispute between Mathura and Achhner was first launched for discussion in the year 1881 A.D. This constitution connected Mathura to the Rajputana state boundary, which passed through Achhnera at one point. The Agra region could be reached in less than three and a half hours, and direct communication with Bombay was ensured at all times.⁷ During the viceroyalty of Lord Ripon (1881-1884), a long expansion of the canal Jamuna in the Mathura area measuring 1,146 feet was opened to the public.⁸ In the year 1889 AD, the month of August saw the opening of a little branch line that went from Mathura to Brindaban.

EXCHANGE BY RAIL MATHURA DISTRICT-In the year 1881 A.D., the total amount of merchandise that was delivered to Mathura station via the rail line was 6,33,000 maunds, while the total amount of items that were sent out from Mathura station was 1,66,000 maunds.⁹ The most important commodities were grain and cotton, and the most important imports were sugar, metals, oilseeds, and component items. The vast majority of the commerce that takes place in the Mathura region is conducted with the Hathras. Through the railroad, the city of Mathura served as an important exchange terminal. Cotton and oilseeds originating from the state of Bharatpur were transported to Hathras via Mathura, while sugar, salt, and metals were brought back.

ADVANCEMENT OF RAILWAYS IN FARRUKHABAD DISTRICT-In the same year that the meter-measure rail line from Kanpur to Hathras was opened to traffic in Kannauj A.D., in 1884 A.D., in Hathras it was also opened to traffic. A little bit before 1905 A.D., the Shikohabad-Farrukhabad expansive-gauge branch line was opened for traveller traffic, as well as traffic involving products and commerce.¹⁰ At the time of independence, the Lucknow - Agra Fort segment of the North-eastern railroad, which entered the region from Kanpur in the south-east, passed through the northern part of tahsil Kannauj, the eastern part of tahsils, chhibramau and Farrukhabad, and the central piece of tahsil Kaimganj. This section of the railroad was known as the "Freedom Train."



ADVANCEMENT OF RAILWAY IN ETAH DISTRICT- Beginning in the year 1884 A.D., the meter-measure railroad from Kanpur connected at Hathras with the East India rail line passed through the northern portion of the Etah region with a few stations along the route.¹¹ In the year 1885 A.D., a branch line was established in the Etah region that extended all the way up to Manpur and Kchhlaghat. Kasganj was the most important railroad intersection with regard to the exchange.

OVERALL EFFECT OF RAILWAYS ON THE U.P. OF AGRA AND AWADH- The construction of railroads brought a number of benefits to the economies of the Uttar Pradesh regions of Agra and Awadh. In the primary instance, Indian train lines had been of assistance in the establishment of new businesses. In a sense, the expansion of rail lines is responsible for the rise to prominence and continued development of the John turning plants, Prakash Engineering organisation, Gulabchand Chhotelal iron foundry in Agra region, government Gun-transporter production line in Farrukhabad neighbourhood, and Raman iron foundry in Mathura neighbourhood, amongst other manufacturing facilities. In addition, the railroad had been beneficial to farming as well as the neighbouring assembly of the Provinces. Before the construction of rail lines, ranchers in different regions could only sell their products at neighbouring markets. However, after the construction of rail lines, the market for agricultural products like as cotton, jute, oilseeds, and so on expanded significantly. They had established connections between the Indian ranchers and other economic sectors around the world. They had also contributed to a more even distribution of agricultural products across the country (by transporting goods from regions of surplus to regions of deficiency) and had assisted in the process of achieving price parity across the entirety of the nation. In the middle of yield disappointment and conditions of starvation, railroads were useful in transferring groceries from regions where there was a surplus to areas where there was a starvation impact. Thirdly, the train had decreased the disengagement between towns, regions of the Provinces, and even networks. Rank prejudices and the obligations of the joint family framework had been detached, and individuals were permitted to move wherever they pleased and accepted any post. Because of the increased topographical mobility provided by the train route, the nation was successfully united into a single whole.

CONTRIBUTION OF THE ROADS TO THE INDUSTRIAL TRANSITION OF THE U.P. OF AGRA AND AWADH

AGRA DISTRICT- The total amount of rupees traded on the streets of the Agra region in the years 1877-1878 and 1878-1879 AD was 61,500 thousand and 62 thousand respectively. Over the course of those two years, the value placed on commodities generally exceeded that of imports. Commodities and imports in the proportion of 2 to 1 in 1877-78 A.D. and in the proportion of 7 to 5 in 1878-79 A.D. addressed an equilibrium in the blessing of the Agra locality. This equilibrium amounted to 22 lakh of rupees in 1877-78 A.D. and 11 lakh of rupees in 1878-79 A.D. respectively.¹² In the years 1880-1881 A.D., the total value of all of the rail line traffic in the Agra area amounted to more than three crores of rupees. The value of the imports was around 27 lakhs of rupees greater than the value of the commodities. Stations in the Uttar Pradesh regions of Agra and Awadh, Rajputana, and Bengal took advantage of the most lucrative offer in the import trade. After North-Western regions and Awadh¹³, Kolkata had the top spot in the product trade with the Agra region. This took place in the exchange with the Agra location.

FARRUKHABAD DISTRICT- Printed materials such as drapery textiles, quilts, printed saris, printed scarves, potatoes, and were the primary reasons for Farrukhabad's prominence as a centre of printing. These items were traded to virtually all of India's cities and towns, as well as to countries that were quite a distance away from India.³¹ Food grains, cotton, sugar, gur (jiggery), ghee, oil, tobacco, and flavours were among the several goods that were produced and traded in Farrukhabad. By the year 1880 A.D., cotton was being exported to Awadh and Rohilkhand, and as a result, these regions started importing sugar and oil-seeds from other countries.¹⁴ Numerous goods, including materials, hardware, metal products, stack coal, delicate coal, lamp fuel oil, concrete, petroleum, and tendu leaves for creating bidis, were among the many things that were brought into the region for commercial use.¹⁵



MAINPURI DISTRICT- By the year 1872 A.D., the rule trading stores in the Mainpuri neighbourhood were Sarsanganj, Pharha, Karhal, Shikohabad, Mainpuri, Ghiror, Bhongaon, Jasrana, Padham, Armara kirar, Ilahabas, and Kusmara. It was well known for its trade in dairy animals, wheat, rice, sugar, salt, cotton, and cowhide. Sarsanganj was also a centre for these commodities. Cotton was traded at the Pharha exchanging store, which was located in the Mainpuri neighbourhood and is located close to the Firozabad station of the East Indian railroad. Additional trading was place in Kanpur with cotton from the town of Mainpuri. Additionally, Shikohabad was able to deliver cotton thread of a quality that was satisfactory.¹⁶

ETAWAH DISTRICT- By the year 1865 A.D., the most important commodities were cotton, ghee, and oil seeds, while the most important imports were piece items made of metal, rice, salt, and sugar. In the year 1872 A.D., the rail line station in the Etawah district was responsible for the shipment of 75,984 maunds of cotton, 41,823 maunds of ghee, and 56,224 maunds of oil-seed.¹⁷ In the year 1872 A.D., there were a total of 163 boats used for commercial purposes in the Etawah region's stream. Rice, metals, and lumber, among other things, were some of the commodities that were brought in by waterway; whereas, some of the things that were produced included grain, cotton, oilseeds, and salt.¹⁸

IMPACTS OF INDUSTRIAL REVOLUTION UPON THE TRADE- The results of the Modern Revolution on the trade between the United Provinces of Agra and Awadh were both beneficial and detrimental in their own ways. First and foremost, it is beneficial to take into consideration the unfavourable aspects of industrialization. During the nineteenth century, it was expected for British companies to be in the forefront of modern enterprise in India. This expectation persisted for the whole century. In India, there were 194 cotton mills and 36 jute factories near the end of the nineteenth century, and the country's annual production of coal had increased to more than 6 million tonnes. Despite the extremely rapid growth in industrialization and the fact that the foundations for the development of modern businesses for the use of coal and iron resources were laid toward the end of the nineteenth century, India was largely and steadily transformed into a rural country over the course of this century. By the year 1900, India had developed into a significant trader of goods manufactured in Britain as well as an exporter of rice, wheat, cotton, jute, oilseeds, and other agricultural products. Through these means, India had been transformed by the British into an agricultural settlement. The Britishers have experience operating firms in their own country. The state put the most resources into supporting English endeavours. In addition, a considerable portion of the businesses that were established in India were linked in some way, either to the government of Britain or to other interests affiliated with the British empire. Despite the fact that the British were the ones who initiated the industrialization of India in the nineteenth century, the British were more concerned with furthering their own economic interests than accelerating the overall progress of India's economy. The Uttar Pradesh regions of Agra and Awadh experienced an increase in cost as a direct result of industrialization.

DEVELOPMENT OF CANAL IRRIGATION- In 1817, the East India Company initiated the primary water system works that were going to be attempted throughout their standard. These tasks were restricted to the areas to the north of Delhi and to the stream deltas in the Madras Presidency. They included the majority of expansions or strongholds of previous Indian works. One of these local works in South India was a small dam in the Kaveri stream delta. Called the Grand Anicut, it was constructed exactly 1,500 years ago and is today known as the Grand Anicut. In the years 1835 and 1836, Sir Arthur Cotton was a strong advocate for the dam, and his prosperity led to the development of more water system projects down the stream. On the Tungabhadra River, a little further to the north, the Vijayanagara emperor Krishna Deva Raya built a few weirs in the sixteenth century; the British organisation would also stretch out to these weirs. In the middle of the fourteenth century, the Sultan of Delhi, Firoz Shah Tughlaq, was responsible for the construction of the Western Jamna Canal, which was approximately 240 kilometres in length. Overwhelming the Sultan's domains in the Hissar district of Eastern Punjab was the channel, which originated from



the right bank of the Jamna River at every bend in its journey. Regardless, by the middle of the sixteenth century, the waterway had been gradually clogged due to the accumulation of fine sediment carried by the Himalayan River. The Western Jamna Trench was desalted and continued quite a few years after the occurrence by Akbar the Great. Akbar's grandson Shah Jahan was the one who tapped into it, and a portion of its water was redirected to Delhi. During this time, another waterway, the creek, was diverted away from its original course. An emotionally significant challenge was posed by the 129-mile Eastern Jamna Canal, also known as the Doab Canal. This canal, also known as the Doab Canal, began on the left bank of the Jamna, similarly high in its length. Its stream turned out to be difficult to control, and as a result, it was never going to work to anyone's advantage because it was cut through terrain that sloped steeply. The eroding and eventual closing of the two canals occurred concurrently with the decline of Mughal sovereignty throughout the eighteenth century. In 1820, after being repaired by British-equipped power architects, the Western Jamna Canal was opened to traffic again. In the year 1830, work continued on the Doab Canal; the significant rebuild of this canal entailed elevating the embankment by an average of 9 feet for a distance of around 40 miles.

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