

Industrial Development of Kanpur - A Historical Study

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In the span of hundred years Cawnpore grew from a small army camp into an big industrial city, Kanpur. The name of Kanpur city bring a picture of Industries in our minds. Among North Indian cities Kanpur is second most industries. Indian cities Kanpur second most industrially developed city. Kanpur has a large population of 2.551 million which basically needs more requirements whether it is daily products as may be other services and eventually this requirement helps to grow industries. In the present scenario Kanpur is known a major industrial city.

But from early times Kanpur was a city of trade known as 'Manchester of East' Due to large number of cotton textiles units and a vibrant trade centre for cotton it was known as a second most industrialized city in India after Calcutta. So in this paper we deals with a past development of Kanpur city and show the importance of a city as a industrial hub.

Keyword : Industries, Textile, Leather, Indigo, Opium

Introduction :

Kanpur District is one of the very important districts of the state Uttar Pradesh. Currently Kanpur is very famous for its Leather Industry in the world.

In Kanpur there are numbers of goods and articles from surroundings areas were brought to the local market. Various markets specialized in different articles.

Textile

Textile market of Kanpur has been described by Lala Dargahi Lal in his book. Tareeth-i-Jila-Kanpur. It is notable that the textile market here flourished long before the industrialization of Kanpur. Major textile mandis of Kanpur were Generalganj, Kahu Ki Kothi, Chowk, Nowghara and Hatia. However retail cloth markets were Parade, Begumganj, Hoolaganj, Mirpur and Gwaltoli.

Textile market of Kanpur dealt mainly in the sale of three types of cloth.

1. Indigenous cloth
2. Foreign cloth imported by big business houses like B. D. Goenka, Gopinath Chhangamal, Ram Swaroop Kanodia etc.

3. Special dhoti Cloth spun in Ahmedabad and specially used for the wearing of male dhotis.

This type of cloth was sold by Kedarnath Babulal, Ram Prasad Seth etc.

By the middle of the 19th century the markets of Kanpur developed and began to function systematically. These cloth markets now sold readymade garments also. However local manufacturing began later.

Leather

Kanpur had been internationally famous due to its leather business. A large population of Kanpur always consisted of Chamaars who killed animal and sold their skins. Animals were largely found in the forest that expanded from Jajmau to Bithoor. Advent of the British army in Kanpur raised the demand of shoes, belts and other military products. Kanpur provided every necessary requirement for the manufacture of leather goods. Resources like raw material cheap labour, local market and capital was available here and chammars were expert artisans to work, in leather. These 'Chamars' sold raw leather to the merchants who later made, this leather into various products. Some well known leather merchants were Babu Hamjaa Malik, Haji Sami, Miya Latif, Sartaaaj, Qayyum Bros, Nurul

Islamete.

Leather in Kanpur was largely brought from Gorakhpur, Agra, Allahabad, Fatehpur, Delhi Meerut, Rampur etc. Leather from Kanpur was taken to Calcutta and Madras through Ganga from where it was exported.

The main Leather markets in Kanpur were Heeraman Ka Purwa, Phoolwali Gali and Pench Bagh. By 1847, Kanpur exported leather worth Rs.34 Lakh yearly. Thus Kanpur became an important leather trading centre.

Opium

The cultivation of opium in Kanpur began in 1830-31 under the direct supervision of district collector. But in the absence of proper knowledge of the technique of growing opium, this experiment did not work out. But in 1833, A. recd. developed the technique of growing opium successfully. Consequently the area of opium cultivation grew from 510 acres in 1830 to 1,791 acres in 1833 annually. The opium agriculture began to expand under P. Maxwell. Due to his efforts the growth of opium rose from 1 seer in 1870 to 6 seers in 1846.

Gradually growth of opium cultivation brought prosperity to Kanpur.

Indigo

After Indian farmers discontinued the cultivation of indigo, the European, firms set out indigo plantation in Kanpur. One of these Europeans was general Martin who setup an indigo factory in Najafgarh. Adam Maxwell also began an indigo factory in Kanpur. But indigo trade could not flourish due to the unstable commercial rolling of the East India

Company. Later after 1857, this trade rejuvenated and Shivrajpur became the main centre of indigo plantation.

Cotton

Trade in raw cotton began in Kanpur only after 1857 when industries began to grow here and manufacturing of different types of cloth began. Cotton was grown in Kanpur and exported to Punjab, Akola Berar, Shekhupur and Nankana etc. As cotton industry grew

in Kanpur the amounts of cotton imported to Kanpur grew to 12000000 kgs in 1877 from 80000000 kgs in 1850.

The well known cotton traders of Kanpur were Motilal Bhagirathmal, Laxmi Narain Jagdish Narain Purshottam Das, Banarasidas etc. By the end of 19th century Kanpur became a major centre of cloth manufacturing.

Records mention a number of other specialized markets for specific trades Chowk and Collectorganj was major gold and silver market. Dying business centred in Moosanagar and Amraudha. Traders from Rampur, Moradabad and Bareilly flocked here to trade in wood and wooden articles. Later Musanagar developed as a major market for wooden crafts. Carpenters and artisans mainly worked to make boats, doors, pillars, wheels of carts etc. growing population of Kanpur created demand for many other items such as ice, jaggery, gur, salt which was available in local markets."

Kanpur's location on the banks of Ganga was also responsible for its growth as an urban centre. These trading activities were creating base for making Kanpur "The Manchester of the East"

Related Research of the Field :

- 'Brief Industrial Profile of District Kanpur Nagar'. An official report of MSME Development Institute, Govt. of India.
- 'Qualification and Distribution of Heavy Metals from Small Scale Industrial Areas of Kanpur city, India' Sep 2009. Journal of Hazardous Material 172 (2-3) 1145.9, DOI 10.1016 Authess Manju Rajwat, A1 Ramanathan (JNU) Research Gate
- 'Challenges faced by Leather Industry in Kanpur' a project report submitted in partial fulfillment of the requirements for the course Eco-332, Development theory by Shivam Gupta, Rocky Gupta, Ronam Tamra, IIT, Kanpur – 2007
- Urban Geography of Kanpur. A thesis submitted for the degree of Master of Philosophy of the University of Landon by Syed Acip Ali. Seas.ac.UK.
- The fall of Manchester of the East" Romit Sen.
- Leather Industry in History Development of Leather Industry in Kanpur from 1800 up to Contemporary times. Shodhganga inflibnet Centre.
- How the once flourishing Kanpur textile mills decayed 'April 16, 2016 Ajay Ashirwad Maha Prashasta

The above related literatures are although relates with industry but its not give any historical information we will got through with historical approach of the industries of Kanpur.

DEVELOPMENT OF INDUSTRIES

Kanpur witnessed unprecedented industrialization in the latter half of 19th century. The military and economic interests of the Britishers were solely behind such a great development of industries here. Earlier we discussed how Cawnpore grew as a trade centre.

Traders from far and wide sailed to Kanpur and sold raw materials such as cotton, jute and idigo etc. such raw material was later used in Cawnpore to make finished goods and ready material was then sent to Calcutta from where it was sent abroad. Cawnpore provided cheap labour and necessary resources for the industries to grow here.

The local population of Kanpur also grew at the rate of 8%, from the population of 1,13,601 in 1865, it grew to 1,22,660 in 1872. The growth of population increased the demands and resulted in quick industrialization of Cawnpore.

Beginning of Railways in India brought a great impetus in the national and international trade. Parts of India were connected by Railways. Cawnpore's industrial importance also grew to a great extent. On March 3, 1859, The first east Indian Railway ran between Cawnpore and Allahabad. On August 15, 1865. Calcutta and Delhi were also connected by rail. This development also helped in the economic growth of Cawnpore. It is notable that in 1875 Kanpur imported material worth Rs.50 Lakhs and exported goods worth Rs.35 Lakhs annually.

Onset of Industrialization

After 1857 Cawnpore developed as a major importance of cotton grains, pulses etc. which, grew in the sothera areas of Yamuna. Soon the British Government realized that the requirement of the local people needed to be fulfilled locally itself.

Cawnpore's first cotton factory, the Elgin Mill was set up in 1862. Gradually some other factories also followed such as the Muir Mill (1874), Cawnpore Cotton Mill (1882), Victoria Mill (1885) and Government Harness and Saddlary Factory (1863). Soon Cawnpore became a breeding ground for the Traders and industrialists.

Growing industrialization created a demand for the growth of railways and roads. In 1801, when Cawnpore came under the British East India Company, there were hardly any properly constructed roads. In 1803, a Revenue Board was set up with the aim of constructing roads. Later, a Road funds was established gradually G.T. Road was properly constructed in 1830. The government began to lay emphasis on the proper construction of roads and bridges. In 1846, about Rs.28000 were spent on the construction of roads and bridges.

Industries of Cawnpore emerged as a military cantonment. the trades and businessmen flocked here to meet the demands of the soldiers and their families. Later, some artisans also came and settled here because outh was annexed by the British. The expert artisans of outh created base for the growth of industries in Cawnpore.

Leather Industry

Cawnpore has always earned its name due to its leather industry. The leather goods especially, shoes, bags, purses etc. have earned international fame. The leather industry of Cawnpore actually grew in Bilhaur, Chaubepur and Bhognipur. The leather industry was initially monopolized by the 'Chamaars' who constituted about 10% of the local population in 1901.

In the initial years raw leather was exported to England which later exported finished items. But in due course, this exercise caused a lot of expense so leather goods began to be made locally. Most demanded items included belts, shoes and other useful products for the soldiers and horses. Shoes were largely made locally. These shoes where of two different qualities, the better quality shoes costed about Rs.20 and the inferior quality of shoes costed about Rs.10.

"Bureaucrats, soldiers and come wealthy people used better quality shoes and the inferior quality shoes were meant for the common man. Some other associated items such as souls, nails, laces, polish were made locally. Some other tertiary industries included boxes, cable boxes, hand bags which gave an impetus to the local leather industry.

The first major leather factory set up in Cawnpore was a Harness and saddlery factory in 1860. This factory was the brain child of Capt Stewart. Later this factory was taken up by the British Government and Col Paul Badley took over as the General Manager of this factory in 1867. When, it was known as the Government harness and Saddlery factory. This factory at a time employed about 3000 people and met the requirements of leather goods of the soldiers as well as the horses. Iron moulding and brass moulding was also carried out here. This factory not only catered to the demands of the army but it also met the demands of the local Traders and artisans.

Mr. William Cooper and George Allen the proprietors of the Government Harness and saddlery factory set up the cooper Allen Company in 1880. This Company managed the first government contract in 1883 for the manufacture of shoes for the East India Company and earned huge profits.¹² Later Cooper Allen factory began to manufacture items for the military camps all over India. This company also employed about 3000 people and also provided houses to its employees near ghutaiyya on Bithoor Road. In 1904, Ms Cooper Allen & Co. joined North West Tannery as a joint stock Company. In 1920, it was merged into the British India Corporation.

North West Tannery was set up in 1892 by Mr. Edward Foy and T. T. Bond. In 1897, it became a limited company and in 1904, Ms Cooper Allen and Co. became its managing agent. Commonly known as Flex, this company was also merged in British India Corporation in 1920.

Some other leather industries such as the Jajmau Tannery, Cawnpore Tannery, united provinces Tannery Wander Wens Tannery etc. played a great role in the manufacturing of leather goods in Cawnpore. Soon the town became a major centre of leather industry.

Cotton industry

The favourable conditions of Cawnpore attracted European traders to come and set up their trading centers here. The cotton clothes manufactured by Europeans were better in quality as compared to the ones manufactured indigenously. This resulted in the decadence of indigenous cotton industry of Cawnpore. New Europeanized cotton manufacturing units grew rapidly.

In 1860, the station master of East Indian Railways Fredrick

British founded the "Cawnpore Cotton Committee". This committee recommended the establishment of a cotton mill in Cawnpore in order to help the local cotton traders. On February 6, 1864, the chairman of the committee Huff Maxwell presented his first annual report. This report contained the names of the shareholders of the Company. Thus, in 1864, the first cotton mill Elgin Mill was set up with the opening capital of Rs.3 lakh. Later this capital was increased to 4 Lakh for this purpose 1600 shares were floated in the market, the cost of each was Rs.250. The major share holders comprised of about 38 soldiers, 5 doctors, 22 European citizen and one British lady H Maxwell was the Chairman of the company and Lal Ishaq Lal, Ganeshi Lal, Chhota Lal and John Triton were the directors of the company.

Elgin Mill -

The mother of mills in Cawnpore

Within, the next decade, Muir Mills was set up by Mr. Gavin Jones in memory of Lt. Governor William Muir. The easy availability of cheap labour and easy connectivity of Cawnpore by rail and water inspired Jones to set up Muir Mill and Co. in 1873. The Muir mill was setup with an initial capital of Rs. five lakhs. Muir mill has earned a great name for its cotton bed sheets. It was later purchased by a local industrialist. Mr. Rameshwar Prasad Bagla and Mr. Hari Shanker Bagla who owned in even after independence.

Another notable cotton industry was the Cawnpore cotton mill set up in 1882 by Mr. John Harnwood who was an employee of the Elgin Mill. This mill was located in

Cooperganj Cawnpore Cotton Mill earned great fame during the tenure of its managers, A. F. Horsoman. Later the mill was merged with the British India Corporation.

Soon Cawnpore emerged as a hub of cotton industry. In 1885, Atherton west set the new Victoria Mill with a famous banker Shiv Prasad. By the shares worth Rs.20 Lakh in the market it was known for its yarn and cloth and it provided ample supplies to the local markets. Later on this mill was also taken over by Sir Jwala Prasad Srivastava and Sons.

In addition to these factories, some other local entrepreneurs also set up some industries to meet the needs of local markets. The Swadeshi Cotton Mill (1911) and J.K. Cotton Mill (1921) made great progress.

It is interesting to note that the setting up of cotton mills created new employment opportunities for the local population. However these mills fulfilled the requirements of the local market also increasing demand invited more entrepreneurs to compete in the market. As a result Indian bankers and traders also joined the Europeans to set up cotton industries.

Woollen Mills

Two India towns Cawnpore and Dhariwal were the major centers of woollen cloth. The first woollen mill in Cawnpore was set up in 1866. However the local shepherds were actually the leaders of wool manufacturing. This industry gradually grew and the Cawnpore Woollen Mills and Army Cloth Manufacturing Co. was set up in 1876 as a result of a private settlement among Mr. George Allen, W. E. Cooper and Gavin Jones which turned into a Private Limited Co. in 1882.24.

This company has been commonly known as Lal Imli Cooper Allen was the managing agent of Lal Imli and a Scottish citizen, Mr. Mc. Roberts took over as Managing Director of the Mill in 1884. On the occasion of Russian invasions menace on the Indian frontier the mill manufactured shawls and blankets for the British soldiers. The Lal Imli earned huge profits under Mc. Roberts for the supply of warm blankets for Indian army. In spite of its huge profits, the company could take a proper shape only in 1898. It imported wool from Tibet, Australia and Punjab and largely manufactured wool, blankets, shawls, shirting and phanel. In 1920, the Lal Imli was also merged into the British India Corporation.

The large profits made by Lal Imli inspired local industrialists and they also came out to set up some woollen mills. New Dharmiwal mills were the result of such efforts. These mills also came in the market to get orders and complete.

Jute Mills

Jute manufacturing was mainly located in Bengal in the 18th and 19th century. Goods made from jute were exported to western countries from Calcutta. Therefore the jute mills were also set up in Bengal.

The growing markets of Kanpur inspired the Britishers to set up jute mills in Cawnpore also. In 1883, due to the efforts of Mr. Arnol Bear, the North West provinces Jute Mills Co. was set up near Rail Bazaar. This company was later taken over by ms Gangadhar Baijnath and renamed Maheshwari Devi Jute Mill. However the jute industry of Cawnpore could not complete with Bengal's jute industry because the jute here was imported from Bengal. As a result the items made there after could not complete with the goods made in Bengal. Thus the jute industry could not progress much here.

In addition to these basic industries some tertiary industries also emerged in Cawnpore. Ice, salt and sugar began attract the industrialists set up in Rail Bazar in 1896. The machines of this factory were especially imported from England. Soon Bhargava ice factory and Kamla. Ice factory followed and this industry also made great progress. Sugar trade was also largely carried out in Cawnpore. It is interesting to note that the sugar trade was very common here inspite of the fact that the Cawnpore sugar Mill was set up in Cawnpore in 1894.²⁷ However trading in sugar was very wide here salt trade was imported here from various places. Major salt traders were Radhakirshna Managatrai, Ramniranjan Kalicharan etc. few years after the uprising of 1857, iron trade also emerged here. The first local iron trader was Khushalchand Gangadin later on. Pyaretal Kanhaiyya Lal, Laxmandas, Baburam, Jeevanram Kahaiyyalal, Kedarnath Tulsiram also came into this field soon the local traders began to complete with the Europeans in every trade and industry. By the end of nineteenth century, Empire Engineering Co. Ltd. Ms. De Waldi & Co. Ms Allen Bros & Co. and Ms Ford and Mc Donald were established by European industrialists on one hand and the Ganges floor mills Dwarakadas Jute Mill were set up by the local Indian entrepreneurs.

CONCLUSION

In the last two centuries, growth of large industrial and urban centres has been an important development. The changes in the modes and techniques of production brought concurrent changes in social and economic life. The process of urbanization was rapid in western nations as they adopted new and modern modes of production at a very early stage. However, for the developing countries in Asia, Africa and Latin America, it has been a comparatively recent phenomena. Their recent independence, sluggish growth and a slow rate of change are probably responsible for it. The growth of new, industrial and urban centres not only brought about progress in industries but also gave new dimensions to the lass structure,

What is more interesting and relevant for a historian is the fact that since the early years of the 19th century, these large urban centres not only became the most notable centres of socio-economic and sociopolitical power but also the torch bearers of sociopolitical change. Thus, what we today specifically call as political changes were to a very large extend dominated and determined by the happenings in such urban centres. In ultimate

analysis, the growth of urban centres not only reflected the national polities but it even shaped the policy of different nations to a large extent.

From early times until two hundred years ago, the place where the filthy, overcrowded, smoke-belching city now stands was a lonely stretch of land between Bithoor and Jajmau. It was traditional rural India: mile upon mile of flat brown earth, baked hard as a brick under the heat of the colourless Indian sky. Scattered throughout the region were villages where the mud houses of the peasants seeking protection against the warring armies that had devastated the area for centuries clung closely round the high-walled fortresses of the local chieftain, Life in the villages was governed by the seasons and had not changed for thousands of years. The peasants were poor and hard-working, ploughing the land, driving the cattle out to graze, cultivating the crops, always submissive to their fate and to whichever petty rajah happened at the time to hold power over their lives. Their attitude hid an enormous tenacity and strength of purpose: there is a proverb, 'When the wind blows the grass must bow its head and, like the grass, the villagers bowed before every invasion or conquest, only to return to cultivate the land when the wind of power had passed by.

In 1750 or thereabouts, the small hamlet of Kanpur, overlooking the upper Ganges, 800 river miles from Calcutta, was founded, so legend says, by Hindu Chandel as an act of penance for his misdeed and in honour of Lord Krishna. "The imposing facade of the palace he built, reflected in the swiftly flowing river, contrasted sharply with the mud houses and narrow lanes of beaten earth where 3,000 people lived and toiled. Whole families worked in the fields from morning to night tending the tall feathery bajrah, the dhal creeping close to the ground, and the brilliant yellow mustard. Others 'drove their herds of thin cattle and goats to nearby scrubby jungle and ravines to graze, returning in the evening with bundles of firewood and baskets of dung. The boatmen cast their nets in the shallows of the river for fish and cultivated melon and cucumber on its sandy banks, In the hamlet itself, all menial tasks of fetching and carrying were the duty of the chamars, the untouchable scavengers, When the sun went down, dusk fell swiftly. The cows were milked, the fires lit, the simple evening meal prepared and a light blue haze hung low over the little village, The rhythm of everyday life was regularly interrupted by the excitement of mela days when people in their best and brightest clothes made their way to the riverside temple to celebrate the gods, to bathe and pray.

In 1770 this way of life was effected dramatically by the arrival of a small detachment of the Honourable East India Company troops, campaigning with the Nawab of Oude against their common enemy the Mahrattas. The force had been from Calcutta to guard the ford over the River Gangas into the territory of the Nawab. The men camped beside the hamlet of Kanpur on a dusty treeless plain, cut into ravines by torrents of rain'. Officers and to find their own accommodation and houses were built on prime sites along the river frontage, stretching over a distance of six miles. Behind them were long straight rows of crude huts where the soldiers were housed and behind those again huddled the huts

and crowded bazaars of the thousands of camp followers who served the needs of this little force. Attracted towards it, looking for work, came the chamars and labourers from the outlying districts.

Here, eight weary days' march from Calcutta, the soldiers carried out their military duties living in leaking ruins of huts, dying of sunstroke, rum and boredom. The camp grew rapidly until it became the largest military encampment in northern India, a base camp in the Maharstra Wars. It attracted to it traders of all descriptions : men to build boats and bungalows, to supply grain and liquor, shopkeepers, auctioneers, all in their own ways opportunities, all living off the needs of the troops.

In the National Archives of India the first mention of Cawnpore occurs in 1770 in a report dated 2 May written by Captain Gabriel Harper from Fyzabad, the then capital of Oude; "The day before yesterday two Battalions of the Nawab's Sepoys with two guns marched from hence to take possession of Cawnpore."

Cawnpore was to be a military base for the protection of Oude from the Mahrattas. Indian politics at the end of the eighteenth century were dominated by fear of these marauders. In the Treaty of Allahabad, the Company and the Nabob had undertaken to defend each other against this mutual enemy, and the Company kept themselves informed when 'the Nabob's troops began to gather at Cawnpore. On 16 June 1770 Captain Harper reported from the camp on the bank of the Ganges opposite Cawnpore that 'His Excellency the Nawab marched from Lucknow with a few troops and arrived here yesterday making two long marches. A Battalion of Sepoys, four guns and about twelve hundred matchlockmen and cavalry will remain at Cawnpore which is to be enclosed by a ditch until after the rains, when it is to be properly fortified.

Cawnpore, in the province of Corah on the frontier of Oude, situated on the Ganges where the river could sometimes be forded, was a camp of great strategic value, and it was not long before the Nawab asked the Company for support there. He had received information of 'the intended march of the Mahrattas into the Province of Corah and from thence to Allahabad'. He set out for Cawnpore and requested the troops of the 3rd Brigade, who were already on the march, 'to proceed with all possible expedition to his assistance'. As a result the first Company troops arrived in the new camp.

Thirty years later, with the Cession of 1801, Cawnpore for the first time became British territory. The East India Company's civil servants arrived to take up their duties, to impose Company law and order and to administer the complexities of assessing and collecting revenue from the land. Endless quarrels took place between the civil and military authorities who both resented the sharing of power. Many of the squabbles had to be resolved by reference to Calcutta, The civilising of Cawnpore was achieved only gradually.

The Mahrattas were defeated, peace came to the interior and the ladies started to arrive from England to join their husbands. They exerted their influence to make Cawnpore

as English as possible Social amenities were created for their amusement: the Assembly Rooms for balls and parties, a theatre, a race' course, a school, and finally a church the residents became settled and affluent, a corporate feeling was established and Cawnpore enjoyed 'palmy days'. The decision to bring the railway to Cawnpore, connecting. It with the port of Calcutta, seemed make its future as an important prosperous town certain.

Within the bounds of Cawnpore, as if by will power, the British kept Indian influence at bay. All around the city, however, there was a dark shadow. Decadent, fabulous Lucknow, capital of the Kingdom of Oude, last remnant of the Moghul Empire, was a hotbed of intrigue. Only the River Ganges separated Cawnpore from Oude. Twelve miles to the north of Cawnpore, at Bithoor, the defeated leader of e Mahrattas, the ex Peishwa of Poona, with his adopted son, Nana Sahib, lived out his life in exile, In the Districts there was no tradition of established Indian landowning families to exert a stable influence the shadow as menacing.

Cawnpore was affected by government policy in the wider sphere. The introduction of liberal laws and education was misunderstood and viewed with suspicion. The annexation of Indian States was deeply resented. When Oude was annexed, the feeling of discontent and disquiet began to be felt throughout northern India, from Delhi to Calcutta, and led to the terrible events of the Mutiny in 1857. The Mutiny overwhelmed Cawnpore, it destroyed all that had been established in the past eighty years and swept away almost the entire European population. The ordeal in Wheeler's entrenchment, the massacre at the boats, the slaughter of the women and children at the Bebee Ghur made the name of Cawnpore notorious.

Less than twenty years later Cawnpore re-emerged as a busy prosperous city. Among the many mill hands and technicians who flocked from Lancashire to Cawnpore to take up work offered by this expanding, confident boom-town was my maternal grandfather, who with his wife arrived in 1882 to join the newly established Lalimli Woollen Mill. He found new schemes afoot to start large cotton mills, tanneries and sugar refineries; houses, mills and factories were under construction; roads were being built and railway sidings developed. He and his family settled down to enjoy the social life and contribute thirty-seven years' work to this promising industrial city.

Cawnpore's progress from being an army camp to becoming the Manchester of the East followed no preconceived plan for expansion; events took place piecemeal and pragmatically in response to the circumstances of the time. The history of trade at Cawnpore begins with the establishment of a Company's agency there and the selection of the place as a cantonment in 1778, the choice being doubtless due to its favorable situation on the river and the comparatively accessibility of Lucknow. The town rapidly became the great emporium for the Doab, especially in the matter of cotton and by 1820 had assumed a position from which it has never receded in spite of the temporary set-back caused about the time by the improvement of navigation on jumuna, which diverted much of the trade

from the south and west, and the development of the indigo industry at Najafgarh, which for a brief period threatened to become a formidable rival. The construction of the grand trunk road, and subsequently of the Ganges canal and the metalled road to Lucknow, added to the incentive to trade afforded by the presence of large military arsenal, removed all doubts as to the predominance of Cawnpore, and a further stimulus to commerce was provided by the completion of the east Indian Railway, which synchronized approximately with the opening of the first of the great tanneries and cotton mill. As early as 1847 the volume of trade passing through Cawnpore was very great. The estimated imports of the city in the year were 68, 4580 maunds of grain, 85,000 of other food stuffs 14,775 of spices, 22,500 of salt, 20,000 of cotton, 50,000 of timber, 18,400 of metals and 3,300 maunds of dyes, to say nothing of piece goods the value of nearly nineteen lakh and an unknown quantity of leather and other articles, the total value being about 59% lakhs. The exports consisted principally in cotton, food stuffs, dyes, spices, leather and English goods to a total value of some 34 lakhs per annum. In 1877, just thirty years later, a careful registration of traffic was undertaken, and it was then found that the imports amounted in a to 8,300,000 of cotton, 210,000 of iron and 190,000 maunds of sugar. The exports for the same year aggregated 7,750,000 maunds, including 3,600,000 of grain 1,500,000 of oil-seeds, 275,000 of salt, 450,000 of sugar, 300,000 of cotton and 110,000 maunds of iron. By the time the city had already become the great collecting and distributing centre for the north of India. Hither was sent cloth from the Doab a Bundelkhand for Oudh and the submontane tracts; cotton, such as was not required by the mills, for Calcutta and Oudh; wheat and other grains for Calcutta, since the export trade had already assumed important dimensions; iron from Calcutta and Central India for Oudh and the Doab; salt from Calcutta and Rajputana for Oudh and Bundelkhand; sugar from Benares, Bihar and Oudh for Bundelkhand and the Punjab; and oil-seeds and indigoseed for Calcutta and Bongal. With the rapid extension of the railway system the trade of Cawnpore has grown still more rapidly during the past thirty years, enabling it to overwhelm the once famous marts of Mrzapur and Farrudhabad. The place has become the great centre of exchange for northern India: and this rendered only natural its selection as the site of the Upper India Chamber of Commerce, which was founded in 1889 and has since attained a position of great influence as an assembly which includes practically all the European and many native commercial firms and manufacturing concerns in United Provinces and the Punjab. The returns compiled by the Chamber deal with rail-borne traffic alone, but these are sufficient to illustrate the increase in the volume of trade. In 1907, the imports amounted to 10,346,494 maunds, including 28 lakhs of maunds of grain, ten lakhs of coal, and five lakhs each of sugar, cotton and salt, four lakhs each of metals and hides and three lakhs of oilseeds. The rail-borne exports for the same year aggregated 8,119,177 maunds the chief items being grain, 2,45,000; oil seeds, 990,000; cotton piece goods and yarn, 950,000; sugar, raw and refined, 525,000; hides and skins, 210,000; raw cotton, 230,000; and salt, 130,000 maunds, in addition to an immense amount of metals and manufactured goods. The roadborne trade constitutes a very

great addition to these figures, if one may judge by the seemingly endless strings of carts passing into and out of the Collectorganj market and the heavy traffic carried by the metalled highways. Its volume may be estimated by the fact that during the five years ending with 1900 the average total imports into the city per annum were 13,733,725 maunds, of which 8,303,605 maunds came by rail, 4,869,020 by road and 561,605 by river.

While Cawnpore was the greatest manufacturing centre in India outside the presidency town its development was due almost wholly to European enterprise and initiative. The indigenous manufactures were relatively insignificant and present no features of special interest. The most extensive was that of country cloth, which was still woven in considerable quantities throughout the district, though the industry had suffered much from the competition of factory-made goods. Cotton-printing was to be found in a few places such as Musanagar, but was not unimportant. Vessels of brass and other metals were made of Caownpore, some of the suburban villages and a few other places but the metal trade was concerned mainly with articles from Mirzapur and elsewhere. A certain amount of cheap cutlery was made at Cawnpore, chiefly in imitation of English goods, but the workmanship was not as a rule of a high quality. The pottery of the district presented no peculiar features and the same may be said of the manufacture of glass, almost solely in the form of bangles, which was carried on to some extent in the northern tahsils where reh is abundant. The European industries of the city had found many imitators among native workmen especially in the case of cotton ginning and pressing, tanning and shoemaking, and cotton or wool weaving. At one time there was a considerable exodus of carpet-makers from Murzaput to Cawnpore; but the trade did not flourish, and the weavers now devote themselves for the most part to the manufacture of carpets of cotton instead of wool.

The industry which first made Cawnpore famous was that connected with the tanning and currying of leather and the production of articles made there from. The presence of Government arsenal and ordnance depot at an early date created a large demand for leather goods required for the needs of the army, and as the supply was obtained solely from the bazaar. There soon sprang up a large native industry in boots, harness and accoutrements, which were exported to all parts of India. All the saddlery and the like required for the Company's force was obtained from Cawnpore contractors, though the leather made after the crude native process, was in many respects defective. The disorganization of the trade caused by the Mutiny and the immense demands that then arose for boots and other articles of equipment led to the proposal to abandon the costly and wasteful system of obtaining stores from England, and in its place to obtain suitable equipment locally if by any means leather of a higher quality could be produced. In 1860 an attempt was made to induce the tanners to make leather on the so-called Madras system, and an "experimental harness depot" was started under the superintendence of Captain John Stewart of the Bengal Artillery, then commissary of ordnance at Cawnpore. The undertaking proved sufficiently successful to warrant further experiments, and it was

resolved in 1863 to build a Government factory in which the leather tanned by contractors, chief among whom was Ishri Prasad, could be curried and worked up junder skilled English supervision. A temporary building was ereted on the Isilthe of the entrenchment by the pontoon bridge, and this gave place in 1867 to an enlarged factory to which additions have constantly been made. The Government harness and Saddlery Factory is now an immense employing from 2,200 to 2,800 men, who are engaged factory to which additions have constantly been made. The Government factory in which the leather tanned by contractors, chief among whom was Ishri Prasad, could be temporary building was erected on the site of the entrenchment by the pontoon bridge, and this gave place in 1867 to an enlarged factory to which additions have constantly been made.

Standing at a point, where more than a century has passed, the emergence of Cawnpore as an urban centre presents a very interesting picture. A military cantonment in its infancy, the town grew to become the Manchester of the East in its youth. Cawnpore could complete with towns like Calcutta and Bombay and showed all features of urbanization. History says that nineteenth century was actually the golden period of the town's growth. Its trade, commerce, industry, civic amenities grew rapidly during this period. The town's trade and industry contributed largely during the two great wars. In 1947, Cawnpore was a town of large population, of various social groups, of different castes, of a combination of industries and a glorious tradition of art and learning.

After independence, the efforts of some business houses of Cawnpore and the steps taken by the government together retained the pace of progress in the town. J. K. group on one hand increased private entrepreneurship in industry the efforts of the government on the other hand helped to set up I.I.T. and H.B.T.I. here. However this glorious tradition of entrepreneurship soon began to decline. The obsolete machines and old infrastructure of industries was unable to cope up with latest development of science and technology resulting in the gradual decay of the industries here. The decadence of industry disturbed trade and a gradual fall of Cawnpore as a town.

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