



## Chapter 13

### Colonialism and Urban Changes

#### **NOTES:**

##### **De-urbanisation and emergence of new towns**

- By the end of the 18<sup>th</sup> century, the land-based empires in Asia were replaced by the powerful sea based European empires.
- With the expansion of commercial activity, towns grew around the trading centres.

##### **Bases of the European Companies in India**

- The European Companies had set up its base in different places early during the Mughal era.
- The mid-eighteen century witnessed a sudden and quick collapse of India's urban handicrafts. These collapses coincided with the establishment of the British rule in India.
- With the ruin of handicrafts, commercial cities such as Surat, Masulipatnam and Dhaka, which had grown in the seventeenth century declined.

##### **What Is De-urbanisation?**

- De-urbanisation means the decline of old trading centres and ports due to moving of trade to new centres.
- After the Battle of Plassey in 1757, the trade of the English East India Company expanded in Madras, Calcutta and Bombay.
- Apart from being a trade centre, the port cities became centres of colonial administration and political power.

## **Railway and Urbanisation**

- The introduction of railways in 1853 further brought a change in the fortunes of towns.
- The port cities became more closely linked to the countryside from where raw materials and labour were drawn.
- Every railway station became a collection depot for raw materials and a distribution point for imported goods.

## **Municipalities**

- In 1871, Municipal Acts were passed in different provinces of the country.
- Lord Ripon in May 1882 establishes a network of Local Boards throughout the country. The Boards, both urban and rural, were to have a large majority of non officials members which were to be elected and to be held office for at least two years.
- To ensure better administration each local Boards was given jurisdiction over a small area, like subdivision or taluk.
- In 1915 the Government of India declared the gradual removal of unnecessary Government control and to distinguish the spheres of action belonging to the Government and to the local bodies.

## **Railways link**

- With the rapid development of railways in England in the thirties of the 19<sup>th</sup> century, pressure was mounted for their speedy construction in India.
- Lord Dalhousie selected the route of the first railway line from Howrah to the coal fields near Raniganj. The construction of this railway lines commenced in 1850.
- The railway line connecting Mumbai and Thane constructed by The Great Indian Peninsular Railway was thrown opened to passenger traffic on 16<sup>th</sup> April 1853.
- By the end of 1869 more than 6000 kms. of railways were constructed.
- The railway facilitated the movement of Indians from one place to another and it proved to be a potential instrumental for social liberalisation and national unity.

## Police

- In 1791, the Government created s Superintendent of Police for Kolkata. The district was divided into a number of thanas.
- In 1808, Lord Minto appointed a Superintendent of Police for a division.
- In 1860, the Government of India appointed a Commissioner to look into the police administration.
- The police prevented organisation of a large scale conspiracy against foreign control and when national movement arose, they were used to suppress it.
- The first Police Commission appointed in 1902 recommend the creation of Criminal Investigation Departments in the provinces and the Central Intelligence Bureau at the centre.



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