

IMPACT OF INDIAN PARTITION ON KASHMIR'S EXTERNAL TRADE (1947A.D)

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Abstract:-The Dogra period (1846-1947 A.D) is one of the most significant and formative periods of the Kashmir history. During this period remarkable changes took place in almost every aspect of Kashmiri life. These changes were directly the outcome of the presence of European technology and culture which got transmitted to Kashmir during this period. Kashmir was linked with outside world through the network of roads which greatly facilitated its trade with Central Asia and other parts of the sub-continent. But the partition of India in 1947 A.D shattered the entire economic structure which was so laboriously and diligently built through centuries.

Keynotes: - Trade relations, Natural pathways, Technology, conflict, partition, Impact

Introduction: -

The state of Jammu and Kashmir is situated at a place on the globe where the borders of half a dozen countries meet. From the immemorial times the state people had established trade relations with their entire neighbouring world and were deriving great benefit from them. Routes connecting trade centers of the state with those of the bordering countries had been opened. Before any roads for wheeled traffic were constructed, canals and rivers were also used for carrying merchandise from one place to another. It was natural that the people of Kashmir should have greater business intercourse with the country, which was connected with the state through these waterways. The main big rivers of Jammu and Kashmir are

Sindh, Vitasta, Chenab and Ravi. The source of these rivers is the big mountain ranges of Himalayas lying to the North and East of Kashmir and all of them flow into the West Punjab.

Jhelum valley cart road:-

Kashmir did not have any modern highways till 1890A.D. The year 1890-1891A.D, was a landmark in the history of Kashmir as it was, in this year that the construction of Jhelum Valley Cart Road was started. It was the opening of the Jhelum valley road which helped to diminish the isolation of the city from outside influences plus Journeys to Srinagar by the English officers, travelers and missionaries became faster and more frequent. Jhelum valley road being the shortest line of communication between the valley, Hazara and the Indus, the route through the Jhelum valley below Baramulla was used from ancient times. Heiun Tsang and Ou-Kong coming from Gandhara and Hazara followed this route on their way to Kashmir, and it was well known to Alberuni.

But as a trade route the Jhelum valley road did not prove of any considerable importance until it was made fit for wheeled traffic. The road was one of the main trade routes of the state and almost whole of the trade between Kashmir and British India was carried on by this route. It was then the border town of the Punjab province of the then British Indian territories was constructed. The significance of this road was highlighted by Ernest, F Neve in these words:

According to him the chief exports are fruits, consisting largely of apples, pears, and walnuts. Of this over, 100,000 maunds, or about 3500 tons are exported annually. Rice and maize vary between one thousand and three thousand tons, according to the existence of scarcity in the North of India. Linseed, ghee, potatoes, hides wool, woolen cloth are all exported in large quantities. The value of the silk sent out of Kashmir annually amounted alone to over 100,000 sterling's and the timber which is floated down the river to the Punjab represents fifty to eighty thousand pounds sterling a year.

The state people as well as outsiders could enter Kashmir or leave it by any one of the three roads they liked, though usually one preferred to travel by the Jhelum valley road because it was more comfortable and less risky. Important consequences of the improved communications were the growth of the Tourist industry and the External trade of Kashmir with rest of the world particularly with the British India got fillip. The Tourist industry greatly influenced the city economy. When a tourist visited Kashmir his expenses were mainly spread over transport, accommodation and purchase of local products. The benefits of

transport industry were distributed among the bus operators who brought the tourists from outside, the local sight-seeing bus operators, boatmen (*Hanjis*) and owners of the two-wheeled horse drawn vehicles (*Tongawallas*). *Tongas*, *Shikaras* and house boats maintained the construction industry both for manufacture and repair work.

Additional employment was also generated in bakeries, laundries, entertainment places, retailing trade, hotels, restaurants, cooks, bearers and other servants required to man these places.etc. Considerable additional demand for food stuffs, vegetables, fruits, eggs, meat and milk was created which was met from local products. The visitors also bought local products which supported a large number of cottage and small scale industries engaged in making shawls, carpets, embroidery work, *gabba*, *lois*, woodcarving, jewelry, and papier machie articles. Thus, the impact on tourism on Kashmir in general and Srinagar in particular was fairly widespread, and the employment created directly or indirectly through it was considerable.

Trade:-

The following table will show the quantity and value of imports from Punjab to Kashmir through the Jehlum valley Cart Road for the year given below:-

YEAR	QUANTITY IN MAUNDS	VALUE IN RUPEES (Rs)
1898-99	268069	3580083
1899-1900	264635	4042847
1900-01	202228	4068443
1901-02	380041	5743610
1902-03	320901	4540154
1903-04	442685	4644680
1904-05	532891	5152532
1905-06	345789	6012242
1906-07	517475	6334261
1907-08	456790	7730650
1908-09	374488	7730650
1909-10	452009	7897954
1910-11	398164	7192118
1911-12	475008	7552885

1912-13	452118	8543431
1913-14	482926	8963123
1914-15	507190	9176890
1915-16	435157	9710280
1916-17	445538	7145062
1917-18	533719	10216420
1918-19	491091	112588663
1919-20	584253	13243969
1920-21	474520	14522529
1921-22	581530	16686989
1922-23	551264	19780591
1923-24	584251	16741324
1924-25	_____	14084451
1925-26	_____	15875719
1926-27	_____	15335877

Source: - Annual Trade Reports of J&K state from 1898-1927

Exports from Kashmir to the Punjab through the Jehlum Valley Cart Road:

The export trade from Kashmir to the Punjab was mainly in animal being, drugs and medicines, silk, timber and wool manufactured. At the time of compilation of the *First Trade Report* of the valley, it seems that the trade had developed enough.

Exports from Kashmir to Punjab and then to other parts of world

YEAR	QUANTITY IN MAUNDS	VALUE IN RUPEES (Rs)
1898-99	175575	21,10869
1899-1900	208585	19,22673
1900-01	398450	2,49903
1901-02	371177	27,29092

1902-03	392362	46,56241
1903-04	278422	52,50194
1904-05	204141	34,92212
1905-06	698372	43,84392
1906-07	883141	53,88406
1907-08	977305	56,68467
1908-09	968369	55,28040
1909-10	1000602	59,41349
1910-11	970517	60,39130
1911-12	967641	65,97125
1912-13	1848842	82,05936
1913-14	1576580	6,65712
1914-15	1148491	82,05935
1915-16	1058575	63,66802
1916-17	1660081	99,82682
1917-18	1347406	11,352283
1918-19	1311808	11,886666
1919-20	1182819	89,07625
1920-21	1251513	10,314228
1921-22	1214723	92,66302
1922-23	1646331	12,491140
1923-24	1485479	11,749930
1924-25	1530115	13,512653
1925-26	1807883	13,430290
1926-27	1401(woollen)	28,48137 includes only silk and woolen value
1927-28	4852(woollen)	41,35857 includes only silk and woolen value
1928-29	9108(woollen)	35,69483 includes only silk and woolen value
1929-30	8746(woollen)	33,50541 includes only silk and woolen value
1930-31	5301(woollen)	17,33716 includes only silk, woollen and carpet value
1931-32	7428(woollen)	55,0399 includes only silk, woollen and carpet value
1932-33	8858(woollen)	20,38631 includes only silk, woollen and carpet value
1933-34	3294(woollen)	12,25170 includes only silk, woollen and carpet value
1934-35	11535(woollen)	11,395071 includes only woollen and carpet value
1935-36	4689(woollen)	16,06035 includes only woollen and carpet value
1936-37	5021(woollen)	59,5683 woollen value
1937-38	5948(woollen)	72,1753 woollen value
1938-39	35550	5,665 woollen value
1939-40	52062	11,33138 includes only silk value
1940-41	97149	26,5080 includes only papier mache value
1941-42	-----	11,00000 includes only <i>gabbas</i> and <i>numdas</i> value
1942-43	400000(sq.ft)	13,84950 includes only silk and

		carpets value
1943-44	-----	33,970 includes only silk value
1944-45	-----	38,339415 includes only silk value

SOURCE:-*Annual Trade Reports of J&K state from 1898-1945*

Impact of partition:-

With the de-colonization of Indian sub-continent accompanied by partition and conflict between the two succeeding states of India and Pakistan, the problems of the state of Jammu and Kashmir which had close and intimate contacts with both of them increased manifold, needless to say that the status of the Jammu and Kashmir was the bone of contention in that conflict.

Partition was accompanied by several unfortunate circumstances for India in general and Kashmir in particular. The first aspect of partition concerned its consequences for difficulties relating to the division of assets, and liabilities, demarcation of boundaries both of the land and the water. Several administrative difficulties emerged as one political unit had to be bifurcated. The second important aspect of the partition concerned its consequences for economy; it got setback. The partition of country left the two newly independent countries in such a awkward position, where it became difficult to come out without risks. As the rivers provided the cheapest mode of transportation for timber of Kashmir forests, the roads running along the banks of these rivers provided the cheap and fast transportation of fruits, vegetables, wine, woolen and silk materials, carpets, and pretty products of skilled Kashmiri artists and artisans of Pakistan.

With the accession of Jammu and Kashmir with the Indian union, all these highways and water ways became entirely useless for the people of Jammu and Kashmir. The age old economic ties of the people living in the state, particularly on its borders with those living on the other side of the frontiers had been cutoff, there by shuttering the entire economic structure which has been laboriously and diligently built through the centuries.

To make good the loss sustained by the state and its people by this abrupt dislocation of export and import trade, the government of India constructed a new highway at a hugest cost of the three crores of rupees linking Jammu with Pathankot in east Punjab. It was a marvelous feat of road engineering (highly creditable to the public works department of the government of India) the road is an extension of the Srinagar Banihal – Jammu road. Thus instead of the

four water ways, three highways and one railway linking, the state with the outside world we have now one road and it was supposed that this would meet the demands of the people.

Conclusion:-

After partition no report was submitted so therefore it is not easy to know to what extent the Srinagar –Pathankot road has been able to make good the damage that has been done to the country by the sudden closure of her nature-given water-ways, expensively – built highways and wisely designed small and single railway. Yet it is also very difficult to see the irreparable loss that the state people have suffered by the new arrangements and will, continue to suffer until the closed waterways and high-ways and the railway will be re-opened and traffic on them re-started under normal and peaceful condition.

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2. Ibid.
3. Ibid.
4. Of the two streams the smaller one rose on the slopes of Zojila and the other was formed by the drainage of lofty mountains and glaciers which formed the northern boundary of the *Dachinpora* district. *Gazetteer of Kashmir and Ladak*, compiled under the quarter master general in India, the intelligence branch, Calcutta, 1890, p, 752.
5. The natives of the country called it the ‘Behut or ‘Vehut’; an older name still used by those of them who follows Sanskrit literature, is Vitasta or Vidasta. Which the Greeks slightly altered to *Hydaspes*. Cunningham, A, *Ladak, Physical, Stastical and Historical*, 1977, Sagar Publications, NewDelhi, p.111.
6. Ou’kong and Hieun Tsang were Chinese travelers who visited Kashmir in 4th century B.C and 7th century A.D respectively.
7. Albiruni was Irani traveler who visited India along with Mahmud Ghazni in 11th century A.D.
8. Ahmad, Parvez, *Economy and Society of Kashmir, a study in change and continuity (1885-1925)*, 2007, Oriental Publishing House, Srinagar, p.186-227.
9. The Banihal Cart Road formally opened to traffic in 1923. It also attracted a great deal of trade traffic between the Punjab and Srinagar. *Administrative Report,1892-93,p.88 or (Administrative Report of Jammu and Kashmir government 1923-24)*, p.2
10. Khan, Mohammad Ishaq, *History of Srinagar*, 1999, Cosmos Publications, (first published by Aamir publications, Srinagar) in 1978, p.35.
11. See J&K (Government Record), File.No.139 of 1902.
12. *Census, 1941*, p.27.
13. The ancient name of Hazara was Urusha.
14. Ghandhara was the old name of Kabul valley.
15. *JK Chief, Pol.F.No:99 of 1886; Trade Report*, 1900-01, p.4.
16. Neve, Ernest, *Beyond Pirpanjal (life among the mountain and valley of Kashmir)*, Gulshan publishers, Srinagar, 2003 ,P.44

17. This table is prepared by author after consulting the *Administrative Reports of the respective years from 1898-1926*.
18. *The figures have been taken from all Jammu and Kashmir Administrative and Trade Reports, which are available in National Archives of Indian and Jammu and Kashmir Archives Jammu and Srinagar.*
19. *Techno-economic survey of Jammu and Kashmir, National Council of Applied Economic Research, New Delhi, 1969, p.14*
20. 'Partition' the word is so inadequate simply means division, a separate, much than that..... not only friends became enemies, homes became strange places, strange places had to be claimed now as homes. A line was drawn to mark a border and boundaries began to find reflection in people's lives and minds. Identities had suddenly to be redefined. And it is perhaps precisely for this reason that in some ways so many people who see themselves as victims, are complicit in the violence of partition, that there is such relevance to remember.
21. Ferguson, James, *Kashmir (A Historical Introduction)*, city book house, Srinagar, 2009, p.67
22. Korbel, Joseph, *Danger in Kashmir*, Vinod publishers and distributors, new Delhi, 1992,p.2
23. Kumar, Jaswinder, *Indo-Pak Relations*, Deep and Deep Publications, New Delhi, p.18.