| RESEARCH ARTICLE

# The Study of the History and Development of Ancient Cities around the world

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| ABSTRACT

Cities first appeared between 6000 and 5000 B.C., but they were mostly based on Neolithic agrarian society. Later, with the development of the plough, the wheel-cart, the boat, metallic utensils, etc., and the system of watering fields, the Nile, Tigris, Euphrates, and Indus valleys began the production of excess food grains. As a result, a social structure developed in which some social classes, including societies of traders, artisans, and religious leaders, could seize some of the crops that the peasants produced. These groups relocated to urban areas to engage in non-agricultural occupations. Thus, a culture of certain groups with the ability for writing and accounting, as well as knowledge of the solar calendar and bureaucracy, arose in the river basins. There is evidence that the town cult first appeared around 3000 B.C. After this, the ancient urban process stopped for almost 2000 years. Ancient towns experienced eclipses.

## 1. Introduction

By the 19th century, the world's population had surpassed a billion, reaching 3 billion in 1968. According to current estimates, the world's population may have surpassed the six billion mark. Cities currently house about 50% of the population, and according to a 1969 United Nations report, the urban globe will soon surpass this threshold. The tremendous growth in the 19th and 20th centuries is typically attributed to the migration factor. But now that industrialization is involved, cities are experiencing a surge in the number of manufacturing workers coming from the nearby countryside. As a result, shantytowns—lame settlements with unsanitary conditions—have sprung up in practically all major cities. People unintentionally squatted in and around rubbish piles to create these slums. In metropolitan areas, three-fourths of the population live inhumanely close quarters, with a density per square kilometer exceedingly approximately 75,000 people. What was happening in Kolkata at the end of the 20th century may shed light on the pressures and values that resulted from the urbanization and manufacturing process.

At the Hooghly River's banks, notably at either end of the Howrah Bridge, the city's building density is at its thickest. For kilometers upstream and downstream from the city's center, the wharf-roofs and the industries are connected by a wide, filthy ribbon. Two or three percent of the population, according to an official estimate, reside in Kutcha structures. Over 57% of multi-member families only have one room to call home. There is just thirty square feet or fewer per family member for more than half of the families who are crammed into one room. According to one research, the poor in the Bustees share a single water tap with 25.6 to 30.1 people and a single latrine with 21.1 to 23 people.

The region around a city is referred to as an urban area. Most people who live in cities work in non-agricultural industries. Urban areas are highly developed, which means there is a high concentration of human structures, including homes, businesses, highways, bridges, and trains. Cities, towns, and suburbs can all be referred to as "urban areas" (Chen, Janjic, Mitchell, 1997).

## 2. Literature review

Cities first appeared between 6000 and 5000 B.C., but they were mostly based on Neolithic agricultural society. Later, with the evolution of the plough, wheel-cart, boat, metallic tools, etc., and the system of watering fields, the valleys of the Nile, Tigris, Euphrates, and Indus began the manufacture of excess food crops. As a result, a social structure developed that allowed specific communities made up of religious, governmental, commercial, and artisanal organizations to claim a portion of the crops that the cultivators produced. These groups relocated to urban areas to engage in non-agricultural occupations. Thus, a culture of specific populations with an aptitude for composing and accounting as well as familiarity with the solar calendar and bureaucracy, emerged in the river systems. The city ideology there actually got started around 3000 B.C. After this, the historical urban process stopped for almost 2000 years. Early cities experienced an eclipse (Chen et al., 2007).

### 2.1 New World

The Mayan civilization had its heyday in Central America, Mexico, and Peru, in which the initial urban revolutions flourished. This revolution was built on the cultivation of maize, with Mexico serving as its capital city, and it even reached the New World.

The Incas' mountainous homeland expanded southward within and around the Andes. There is sufficient proof of the empire in the copies of their fortresses, palaces, and temples. Mayapen, Uxmal, and Chichen were the latest new settlements that emerged to relieve the burden on the agricultural area in the Yucatan peninsula, which served as the heart of Mayan civilization (Burian et al., 2007).

### 2.2 Towards Mediterranean coast and south-east Asia

In the year AD, the first urban revolution spread from the cradles of river systems to the seacoasts of the Mediterranean Sea and reached the nations and islands of Southeast Asia (Brown, 2004).

### 2.3 Greek cities

The eastern Mediterranean developed and became the center of urban growth from 3000-1000 B.C. Cities grew rapidly on the Greek mainland in Asia Minor. Of course, they were smaller, with a substantial proportion of the inhabitants engaged in agriculture. Troy, Knossos, and Mycenae were significant hubs for the trafficking of valuable items. Numerous islands served as training grounds for sailors, and the Aegean Sea was home to skilled artisans.

The Greeks viewed town life as a way to participate in a political society. Around 800 to 700 B.C., a number of Greek cities and states emerged. According to Aristotle, in order to live a happy life in the manner of a political society, the city (or polis) must have a population that is self-sufficient. However, Thucydides claimed that the bulk of Athenians was still residing in their native land by the fifth century B.C. Only a few cities had a population that was suitable for leading an independent existence. Greek cities were dependent on the local rural population and operated like parasites. Three characteristics characterize the origins of the Greek city-states:

1- They were major cities like Athens.
2- They were national centers, like megalopolis.
3- They were towns that grew as a result of colonization, such as Ephesus and Miletus, as well as the brand-new Italian and Sicilian colonies, like Selinus and Naples.

Some of the salient qualities of the Greek Cities may be summarized as:

1- Their beginnings were in political communities.
2- Each city had political independence, autonomy, and a source of local government.
3- Ancient Greek cities served as metaphors for the coexistence of the rural and urban worlds. Cities had olive groves and were walled in with stone or wood.
4- In Greece, it was the city states that transformed kinship into citizenship. As a result, brotherhood, collaboration, and community life were fostered. Currently, the tribal organization has been transformed into patriotic state-administrated units under the state's authority by an elected leader.

A wealthy class in the city-state enjoyed exceptional privileges and the authority to levy taxes during times of war and other emergencies. But with time, relations between the wealthy and the poor, or between serfs and their masters, deteriorated. This eventually contributed to the demise of the Greek city states.

The Ganges River in India and the beaches and islands of Southeast Asia became the new centers of urban life by 500 B.C. Due to more advanced tools and weapons, the Hellenistic and Roman Empires experienced urban expansion (Chen & Dudhia, 2001).

## 2.4 Roman cities

Roman towns and cities were like mini states with all necessary activities, including government, culture, religion, and trade. They were also the means of happy living and commerce. Roman cities had an extensive road infrastructure that was seamlessly interwoven into the imperial definition of the empire. While peninsular Italy had a network of about 350 cities during the Augustan period, the alluvial Po Basin had as many as 80 garrison cities. Urban areas where Roman life and culture still dominate can be found throughout the Iberian Peninsula. Among the notable examples were Tarragona, Sagunto, Merida, and Coimbra. In order to maintain the stability of their empire, the Romans created a hierarchy of urban centers, ranging from the simple military camp known as a Castrum through minor market towns centered on a small forum near a road to the enormous regional capitals known as Civitates. Although they had a close road network, the capital cities of Rome, Turin, Nimes, Lyons, Treres, and Autun were all varied in size (Burian et al., 2007).

## 2.5 Cities in the genetic plain

Aryan villages in the Genetic plains expanded from Kurukshetra to Patliputra around 1000 B.C., and the adoption of iron tools, which replaced copper tools, opened up new worlds. The numerous kingdoms established a number of capitals, with Hastinapur, Indraprastha, Ahichhatra (Northern Panchala), Mathura, Ayodhya, Kashi, and Kosambi being among the most significant. The Janapads appeared between 1500 and 500 B.C., and the Atareya and Taitareya Upnishads claim that the Aryan realm of Aryavarta was divided into eight Janapads or tribal regions.

In the post-Vedic era, there weren't many cities. Economic forces are responsible for their emergence. The usage of iron by the Aryans, who were basically Iron Age people, prepared the way for urbanization.

## 2.6 Early south Indian cities

Due to the lack of outside invasions, south India has generally shown consistency in urban development since the fifth century B.C. There is much historical evidence for an independent urban civilisation in the south, including the Tamil epic Sangam. Madurai Vanji, Urayur, Puhar, and Korkai were the principal Tomil cities. The southern cities of Madurai and Kanchipuram are mentioned in Magasthenes' travelogue while he was in the Mauryan court. The trade between the Mauryas and the cities of Madurai and Kanchipuram in the third century B.C. is also mentioned in Kautilya's Artbasastra. Around 1000 B.C., the southern cities engaged in trade with the Arabs, followed by the Greeks and Romans (Hultgren & Williams, 2009).

## 2.7 South-east Asian cities

In comparison to the west, urban development in South-East Asia has continued to be a gradual process. It has because political and religious organizations have spread widely. The tribal cells created a governmental structure based on Buddhist and Brahminical principles. Later, however, in the second century A.D., traders from the west and from India sailed for various islands. Three notable regions where urban centers first arose by the end of the second century included:

a- Kingdoms of Funan ruled over the lower Mekong and its delta.
b- The Champa empire was located close to today.
c- With connections to the opposite side of the Malaya Peninsula, the Longkasuka empire on the Kra Isthmus.

Due to their advantageous geographic location on the trade route between China and India, these regions enjoyed a thriving economy. As the Funan Empire's capital, Vyadhpura developed and became a significant hub for international trade. In Thailand's Valley of the Chao Phraya, Nakorn Pat 'om was another significant coastal port of Dwaravati. On the banks of the Palembang River, Srivijaya State in Sumatra was a trade-based empire. The Khmer Empire's capital was Akor-thom, and Pagan was a thriving city in Upper Burma.

The south-east Asian trading hubs stood in for a culture of affluent priests and skilled craftspeople who produced goods other than food. The rule in commercial cities that also served as capital was economic diversification. They were thus appropriately protected by the location, Temple, Wall, and Ditch and symbolized a universe with a variety of material amenities. Cities had a hierarchical structure with priestly citizens affiliated with the palace, affluent trading communities, and administrative communities, as well as common artisans and foreign traders. Outside the city wall, the underprivileged classes resided (Chen et al., 1997).

## 2.8 Attributes of cities in the Middle Ages

Only in Italy throughout the Dark Ages was there any indication of urban life on the continent of Europe. The church and defense requirements were at the forefront of the urban rebirth in the ninth and tenth centuries. In Italy and France, respectively, 32 defense settlements and 286 bishopric cities remain. Royal burghs were also present in Scotland to establish military control over the area. Both trade cities and military garrisons grew throughout Britain. There were nuclei around which military burgs and commerce towns could emerge in many regions of Europe, including the Flemish and Saxon coasts, as well as in central and Eastern Europe

and some portions of Russia. When cities were being built in the 12th century, the defense was a key component. However, the spread of numerous bastides might be attributed to the regional rivalry of the Lands associated with these castella's or garrison centers. Cities were designated as bastides and given autonomy by charters. During the fourteenth century, these charters of peasant demands were introduced in France, Germany, England, Ireland, and Scotland. To give a guarantee of protection to an agricultural community, including increased production, hundreds of bastides were erected around churches and fortifications. The peasantry was liberated from the control of landlords by the charter. Land ownership and the minimum tax facility on cultivated lands were made available to the farming populace. They were also freed from serfdom and bonded labor. Out of 50 cities in France between Guyenne and Languedoc, at least 20 were absent. Along with being market cities, these places were also important Christian centers (Burian et al., 2007).

The bases of the town's origin occurred simultaneously with commercial and defensive considerations between 1500 and 1800 A.D. Between 1450 and 1710; military requirements eventually became obsolete in favor of the process of economic competitiveness.

The market cities began to punctuate the royal burghs' tributary regions on the continent. Town-country ties were strong enough to support trade throughout the Middle Ages.

In the 17th and 18th centuries, a classic medieval city plan known as baroque planning was used. The formal layout, public squares, attractive gardens, and regularity of design of cities like Madrid, Munich, Vienna, Budapest, Warsaw, St. Petersburg, Copenhagen, and several more in Scotland, England, and France characterized the spirit of this era. According to Mumford, "town plans changed from medieval diversity to baroque uniformity, from medieval localism to baroque centralism, and from the absolutism of God and the Catholic church to the absolutism of the temporal sovereign and the national state." Thirteenth-century baroque cities featured fashionable late Renaissance architecture.

Great cities might develop on the continent in areas with high agricultural output and where trade routes converged, such as the Po Basin, the Netherlands and Belgium, and much of central Germany. Urban consolidation emerged throughout the 17th century as a result of massive commercial activity, which increased capital city profits at the expense of lesser cities. For instance, the expansion of Paris in France was a factor in Nancy, Besancon, and Toulouse's collapse. Capital city growth was significantly influenced by nationalism. The communicational integration of nation states, along with foreign trade and manufacturing, enhanced nationalism itself. Retailers and artisans fled rural communities in favor of London, where they could conveniently access the court as well as the supplies that were most appropriate for the situation. At the end of the 17th century, one-fourth of England's urban population lived in London.

Like Europe, India also experienced rapid urbanization under similar circumstances. Both Ibn-Battuta (1333 A.D.) and Al-Beruni (1017 A.D.) visited India and wrote about its geography. Ibn-Battuta was poetic in his description of Delhi's magnificence and thought it to be one of the world's great cities (Hultgren et al., 2009).

The urbanization that followed Chandra Gupta and Harshvardhan's territories in India got ill almost up until the 14th century as a result of the spread of the central power. Only during Muslim dominion were handicrafts, trade, art, architecture, and agro-industries able to control urban life in places like the Sutlej-Yamuna Divide and Yamuna-Ghaggar area. Cities like Multan, Lahore, Bhatinda, and Kasi, among others, had brisk business and activity. Town life in the south was restricted to areas along the shore and close to ports and harbors. Dwarika, Smnath, Puri, and Tamralpta were thriving business hubs that engaged in commerce with the outside world. Because they were historically crucial nodes of chieftains, the majority of urban centers were sensitive places (Chen & Dudhia, 2001).

### 2.9 Salient characteristics of Medieval India cities
1. India's medieval era was a period of transition, and due to the shaky political climate, planned, and methodical urban growth was not feasible. Only fortified cities supported by chiefs and minor kings were able to expand.
2. Food grains, cloth, swords, carpets, perfumes, and a variety of other handcraft items were traded in the cities beside the river and along the main routes of travel.
3. Only large cities, including Firozshah's capital city of Jaunpur, had a lively existence; small urban centers were the norm.
4. Whether in India or elsewhere, medieval cities were walled and encompassed by an exterior moat. When the town's gates were shut at dusk, it resembled an island.
5. Medieval urban towns were surrounded by agricultural areas, and farmers and laborers frequently lived close to or outside the town limits. Castes of artisans who worked with their hands in handicrafts inhabited the territories inside a town's walls close to its boundary. The administrative authorities and high-ranking army personnel dwellings were located around the palace or castle, church, abbey, and place of worship, while wealthy merchants had their mansions positioned around the

marketplace in the center region. A town's entire organization was separated into social classes that were under the supervision of the chieftain or bishop (Hultgren et al., 2009).

### *2.10 Geographical bases of origin and growth of modern cities*

The industrial revolution, which started on the continent of Europe at the end of the 18th century, is the origin of modern cities. Around 175 million people resided in Europe in 1800, 1.6% of whom were concentrated in 20 cities with a population of over one lakh. Between 1800 and 1890, the number of cities in Europe with a population of one lakh expanded from 20 to 120 cities, a tremendous increase brought on by the impact of the industry. Due to the emergence of steam power and its use in factories, the economic and spatial relationship between cities changed from one based on trade to one based on manufacture. The third-world countries were exploited by the colonial actions of the European nations by the useful raw materials they brought to Europe to employ in their factories to produce goods for everyday use. However, the impact also had an impact on cities in nations outside the continent, albeit somewhat later. But the industrial revolution's greatest positive impact made the cities of Europe into significant urban centers. McGee stated it well when he said that the bulk of third-world nations got their current economic systems from former colonies.

The overall urbanization of Europe and the disproportionate rise of large cities are caused by three key factors. Which are:

1.  The expansion of the railway system in Europe.
2.  The growth of the coalfields
3.  The expansion of the capital cities.

Eight cities in Western Europe with a population of over a lakh were situated on coalfields by the middle of the 19th century, and 16 of them were ports. However, the trains eliminated the drawbacks of expensive interior transportation and slowly moved on to canals and other natural waterways. The steam engine's enhanced capability for point output, as well as the mode of transportation, led to the disproportionate expansion of industrial centers. The growth of the railway in England also fueled the industrial conurbations of the cotton and woolen cities (Burian et al., 2007).

Due to a decline in the number of craftsmen working in handicrafts, the growth of modern cities allowed for an increase in the number of service centers where an increase in the population engaged in tertiary activities were occurring.

Another important aspect emerged in the case of Great Britain when people moved from the smoky "Black country" to the coast to escape the suffering caused by excessive industrial growth and pollution. The growth of the railroad also contributed to the emergence of numerous seaside resorts. Smailes highlighted his observations of the expanding number of vacation resorts.

The rapid industrialization of Great Britain, an island nation with seaside sections now easily accessible from all major population centers, has resulted in the establishment of resorts on a scale unsurpassed in any other nation. Here, resorts are both more numerous and more functionally highly specialized as a class of cities.

Seaside cities are expanding all over the Mediterranean Sea coast in countries like Spain, France, Italy, Yugoslavia, etc. During 1801, urban expansion in Europe as a result of vacation and health resorts was extremely high (254%) and was followed by manufacturing cities (224%), mining and metallurgical cities (217%), seaports (195 London 146), and rural cities (122%).

Around 300 cities in Europe had more than one lakh residents by the middle of the 20th century. There were 700 such cities in all, 215 in Asia, and 155 in the Americas, making this the case for the world's largest urban growth. Conurbation expansion is a stunning byproduct of urbanization in Europe. By the end of the 19th century, 27 of Britain's 40 cities with a population of over a lakh were built on coalfields to create conurbations. Six conurbations in England accounted for 41% of the country's urban population according to the 1951 census. A conurbation of about forty coal cities stretched from Duesenberg to Hern and from Dusseldorf to Hagen in the Ruhr Coal area of northwest Germany (Burian et al., 2006).

The dominance of a national capital or major commercial metropolis in each nation has been a frequent theme in 20th-century Europe. Houston put it well when he said that, compared to all other population movements, which were only ripples, the national sentiment was a great force or a general tidal advance. With the establishment of British rule, urban modernism in India really got started. India conducted its first population census in 1872. This demonstrated that there were only 16 cities with a population of a lakh in 1872, and they were all commerce hubs located either on riverbanks or seacoasts. Due to its trading activity through its abundant mineral-bearing hinterland, Kolkata developed into a prominent metropolis. India had been England's largest export market at that time, and the country had developed into one of the world's major industrial hubs as a result of the industrial

revolution. Additionally, the colonial powers of Europe adopted unfavorable economic policies, and raw materials from India supplied the factories in Europe. Some of the Indian urban centers saw expansion as well as a decrease as a result of it. When compared to 1800 A.D., Kolkata, Chennai, Mumbai, Patna, Surat, Varanasi, and Delhi all had a population growth of around 10%. In 1872, there were 8 lakh people living in Kolkata.

The railway system in India is another aspect that aided in the development of inland cities and even huge cities that were near the railways. Since 1931, the railways have had a significant impact on society. The census of 1941 revealed the existence of 49 lakh cities, and around 2,500 of these cities were on railway lines. A new class of hilly cities in India emerged in the 19th century, especially for the British who wanted to escape the summer heat in a place with a cool, temperate climate. To meet the demands of four consumer areas, India had over 80 hill stations by 1870.

The British ethos was notably present at the major railway hubs, hill stations, and industrial areas. The indigenous and other Anglicized parts of Indian cities today stand in stark contrast to one another. It is due to the alteration of the urban landscape of the current capital cities with the introduction of civil line, cantonments, railroad colonies, and establishment of city hips and with the addition of amenities like clubs, administrative, educational, and hospital campuses, as well as the central commercial areas flanked by the massive buildings of Roman styles.

India's urbanization has changed since gaining its independence. Cities with a population of one lakh or more grew quickly. The country was divided, which resulted in the creation of certain new cities. The number of people living in northern Indian cities increased dramatically as the displaced people settled in and around Delhi. The urban population increased by three to four times because of the subsequent industrial growth. Urban growth was a result of increased trade, commerce, and communication, as well as new administrative structures.

Bases of the origin or urban areas in India were comparable to those in the west. Cities typically began to exist and grow in agriculturally productive areas. The majority of cities have their roots in villages, and many small cities employ a sizable portion of their employees in agriculture. To gather and dispose of food grains, market cities also arose in and around agriculturally productive regions. The influence of religion on the development of cities was significant as well. Varansi, Allahabad, Haridwar, Rameshwaram, etc., have all developed primarily because of the religious sanctity of their respective sites (Best, 2005).

Politics has been a big source of origin in India. The inception, rise, and fall of kingdoms throughout history coincided with the origin, growth, and even deserting of princely states' capital cities. Some examples of their political ancestry are Patliputra, Vijayanagar, Aurangabad, Bijapur, and Golcoda. Following independence, political necessity led to the creation of new state capitals like Chandigarh, Gandhinagar, Bhubaneshwar, Dispur, etc. (Burian, 2004).

## 3. Methodology
Although the research being done now is historical research, the data needed to produce the desired and accurate results were collected using exploratory and library-based methodologies. The use of a critical approach to historical study and events is required in order to arrive at more suitable solutions. In many educational institutions throughout the world, library-based research is a very common method. I utilised it to prepare and write this research piece.

## 4. Results and Discussion
The current research's findings and conclusions were gathered from reputable and reliable sources. Compared to villages in cities, trade, population density, employment requirements, the development of the human resources system, the agricultural and industrial sectors, and the development of the educational system have all grown.

Due to historical transformations and the occurrence of revolutions in the field of political geography throughout history, cities have attracted the attention of social science academics. While cities have always had a significant number of human resources, regardless of the situation, they have also had a significant impact on how human society has changed over time.

Cities have a crucial role in geopolitical positioning. The great powers of the globe have long been interested in it due to the geographic nature of cities, and some of these cities have thought about conquering it to increase and grow their military, political, cultural, and economic might. On the other hand, the expansion of the agricultural, industrial, and commercial sectors, as well as population density, resulted in the creation of sizable cities throughout the world. Based on the development of modern sciences, urban life has been promoted among the inhabitants and the creation of cultural groups in cities. Over time, however, urban life has been displaced by rural life as villagers have developed an interest in urban life and have taken control of it. The aforementioned elements have also had an impact on how cities around the world have developed historically.

**5. Conclusion**

When analyzing the global genesis and expansion of urban centers, it is easy to conclude that a variety of factors, including economic, cultural, social, and political factors, are at play. Economic influences brought forth by either Greek expeditions around the Mediterranean or by the old river valleys played a vital effect. Cities originated and developed as a result of Roman political structure, Aryan states in the Genetic Plain, and later the colonial actions of the European powers. In stark contrast to past urban growth, the 19th-century industrial revolution led to the construction of a wholly new urban agglomeration through industry and a large work force. The growth of contemporary transportation and communication is promoting urban gravitation. Capital cities around the globe, particularly those in Europe and India, as well as the stronghold towns of emperors and state rulers, have fueled the development of urban centers.

**Conflicts of Interest:** The authors declare no conflict of interest.
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