

Chapter –VI

Conclusion

Never in the history of the world has there been a travelling of people from one country to another on such a scale as it is taking place today. The world has indeed become very small which is due to developed modes of modern transport. The last 45 years has seen a rapid increase in the automobiles-ownership throughout the industrial world, the fast expansion of aircraft fleets and a good railway network. In a million years, changes in climate, dwindling food supplies or hostile invaders alone made people leave their homes to seek refuge elsewhere. It was the invention of the wheel which made travel possible followed by the invention of money by the Sumerian that led to the development of trade and the beginning of a new era. Almost at the same time, trade and travel developed in India where the wheel and money were already known at the time of Harppan Civilization 3,500 years ago. Traditions of travel in India are the oldest in the world through primitive crude and rude means of transport and the motive primarily being religion or trade.

Greek historians came to India with Alexander, the Great, recorded well-maintained roads alongwith highway, 1200 miles long and 64 feet wide, men travelled in chariots, bullock-cart, on elephants, camels, horses and oxen. Emperor Ashoka's emissaries travelled to Srilanka, East Asia and West Asia to spread Buddhism. Chinese travellers came to India and left accounts of their well-known and extensive travels within the country which throws sufficient light on the condition of transport in the ancient India.

During medieval age in India, travel was taken to fight wars or went on pilgrimage to holy places. The four sacred centres were scattered in the far – flung corners of India i.e. Puri, Rameshwaram, Dwarka and Badrinath. The rigour of such travel in ancient times can be well imagined. Pilgrimage centres were thousands of miles apart, across the vast continental expanse of India. Forms of transport were slow and primitive. Now with the establishment of modern transport means, the travels have become safe and pleasant.

India's civilization and cultural heritage is not only one of the most ancient but also one of the most extensive and varied. Throughout the ages, many races and people who have either temporarily come into contact with India or have permanently settled within her border, have contributed to this richness. In the long panorama of India's history, there were men who seemed to know life and understand it and out of their wisdom they built a structure which gave India cultural stability which lasted for thousands of years.

The development of modern transport system, resulted to the mass movement of people in India, thus, it is a fascinating subject. What makes it more fascinating is its history. Transport and travelling thrive on the history of the century and it can not be isolated from history, much less in a country like India, whose cultural heritage is a wealth. The relationship of history with transport and traveling and how two put together, contributed towards the development of a country's economy, is an interesting subject in itself.

Indian transport dates back to ancient days wherein trade route linked several rural and urban centres to ports and markets in the country. The historians have tried to establish a link between caves, rock art and travel. Many caves were there on the ancient trade routes in ancient India. The town planning of Harappa and Mohenjo- Daro indicates well-planned road in township for transport purpose. That trend continued till the end of the Mughal era and the coming of the Europeans in India especially before the establishment of rule of the Government of the East India Company.

Transport contributes significantly to our socio-economic needs. It has acquired a fundamental place in the history of human civilization and in the global network system by facilitating mobility of persons and goods from one place to another through various modes of transport. From the advent of human civilization, the means of transport have been changing according to changed condition and development of technology. Nearly ten thousand years ago, man invented wheel and started travelling long distances. Later on, he

fixed wheel to cart or chariot and used animals to pull these vehicles, which gave him speed and comfort. The propulsive means used were mainly animals on land and sails at sea.

At different time, there had been outflux of population in search of food and fodder for their animals. These mass movements of the past were due to social, political, economic and religious reasons. In India, people travelled in search of knowledge and spiritual solace and for trade and commerce purpose. Millions of Indians travelled to remote corners of India on a pilgrimage to sacred shrines. Foreigners like Greek, Chinese, Persians and European came to India and they wrote in their account about the condition of transport of those days. In those days, religion was a great unifying force. Pilgrimages strengthened religious bonds. It provided the impetus for a 'stay-at-home' agrarian society to break out of its narrow geographical confines and exposed people to new manners and customs, different kinds food and modes of dress. It encouraged exchange of ideas and fostered trade. It served as a powerful means of forging unity and understanding between people from widely different regions.

Till the middle of the 14th century, transport facilities in India were poor and inadequate and remained unchanged for centuries. The roads were mere cart tracks and even these were non-existent in many places. Forms of transport were slow and primitive; the distance to be covered was enormous, running through thick jungles and across mighty rivers. Hazards from wild animals, thieves and dacoits abounded. For many people, a long arduous journey extending over many months could well turn out to be a journey of no return.

Till middle of the 19th century, India was a feudalistic society with agriculture as the base where appreciable trade with foreign country was done by land and sea. Villages were isolated from one another. Journey was undertaken either on foot or horses, or camel back or in bullock carts. There were limitations on long distance travel in the absence of good road system.

The transport system was in such a condition that it did not affect the material life of people on large scale which is what now we mean.

In one of the most daring explores in human history and adventure, the Portuguese explorer Vasco – de- Gama discovered the sea route to India on May, 20, 1498 landed on the harbour of Calicut on the Malabar coast. and there was a marked increase in the number of travelers coming to India as a result of geographical discovery which opened up new markets for Indian raw materials and manufactured goods and for a time, India became the largest supplier of a number of commodities to the whole world and it led to the coming of the Europeans on a large number to India and India was to experience another foreign rule under the British who had brought almost all the new things with them like politics, economy, society and culture and India stood on the way of modernism under the British rule that established new era in Indian History.

Before the establishment of good road system during the British rule, India's commercial needs were fulfilled by the dirt roads where pack animals carried the merchandized throughout the country. In the first half of the 19th century there were practically no roads worth the name in the country. There were of course, relics of the roads constructed by the Mughals.

In Europe, travel became easier after the 16th century when stage coaches were built. The most revolutionary step in travel was the replacement of dirt road with hard surface roads in the first decade of the 19th century during the last phase of the Industrial Revolution in Europe.

The British had acquired political power in the country after the battle of Plassey (1757) but they were not yet connected with the transport problems. It was only after 1840 that a little constructional work was taken up by the Governments of Bombay, Calcutta and Madras. Before the coming of Lord Dalhousie and the establishment of the Public Work Department by him, roads were under the charge of the engineers of provincial military. Strategic

considerations and economic motives began to play an important part in the construction of roads.

The era of modernization and expansion of Indian transport system, may be said to have been ushered during the fifties of the 19th century by Lord Dalhousie (1847). Under his rule, not only were the roads vastly improved and extended, but also the postal system was reorganized, telegraph was introduced, Public Work Department was established. Railway construction was also begun and planned in a systematic way, capable of being developed so as to serve and open up the whole India. India was made a "nation" by railways and Dalhousie has been truly described as "the father of Indian Railway."

Before the coming of automobiles, dak travel was well – organized under the British. Railways had already been introduced and expanded. Palanquins were a popular mode of dak travel controlled by the postal department under the East India Company. Because of limited speed, the palanquins proved to be an expensive mode of transport and then it was replaced by the horse – carriage in 1850. Horse – carriage was less expensive and faster than palanquins. By 1850 a number of transport companies emerged.

The discovery and application of steam engine and electricity in the 19th century and the internal combustion engine in the 20th century revolutionized transport. The next spectacular break-through came in 1950 with propulsive aircraft with jet engines opening to the whole world, the immense benefit of air travel. With the introduction of automobiles and steam engines, journey has become both quicker and comfortable. The old means of travel have been gradually replaced by the modern means of transport.

In the Baroda State, under the Gaikwads, who established the modernized transportation and provided the facilities of transport to their subject and thereby achieved overall economic development and social upliftment. The Baroda Government took definite measures to establish good

road system throughout the dominion. Engineering Department in 1876 and Public Work Department in 1891 were established on modern lines which were aimed to undertake systematic programme of road construction and their maintenance.

Road transport has proved one of the most promising and potent means which is suited for short and medium distance. Modern civilization depends on its continuous advancement on the facilities of transport. Both railways and roads are useful and necessary institutions in civilized life and are supplementary to each other. Roads have provided majority of people who are living in far off villages into the main stream of national life.

The Baroda Government especially under Maharaja Sayajirao III developed all modes of transport. It was not an easy task to an Indian state like Baroda whose territories were scattered. Nevertheless, there was tremendous progress in road construction in each and every division of the state. Road construction was greatly discouraged by the difficulties like expensiveness of construction, its maintenance, unavailability of required materials for making roads especially for Kadi, its competition with railways etc. In the first two decades of the 20th century use of automobiles like motor cars, motor cycles has increased. The progress in road construction contributed in modernizing the state, improving economy and society and the region was enriched by the good road system. During the first half of the 20th century length of road increased to 605 kms. Now in the district, the length of road increased considerably from 1507 kms (1961) to 2253 kms (1972 -1973). Now these roads are under Public Work Department and Municipal Corporation. In May 1960 GSRTC began to operate passenger bus service, the routes in district have been increase, the bus service is now made available to the towns and villages of the district which provide good facilities of road transport.

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Thus, in the district of Baroda, the passenger bus service is fairly served. The people of district can travel easily to different parts of not only

Gujarat but also adjoining M.P., Maharastra and Rajasthan through interstate service of state transport.

The district of Baroda is now-a-days served by road transport with connection through national highways, state highways, major districts roads and major rural roads.

The expansion of road transport now-a-days has resulted into tremendous mobility of people which has broken age – old isolation of people – and has brought about diversification of occupation among otherwise static rural folk. Increased transport facilities have led to expansion of educational facilities even in the distant village. Markets have been brought nearer to one other. Thus, it has provided easy, cheap and reliable means of transport which has helped trade and industry and has brought far – reaching socio – economic changes in religion.

The water transport is regarded as the oldest transport mode before the coming of railways. Coastal and river transport was of little significance in view of the lack of good natural harbors and sand – choked river- mouths, the turbulent nature of some of the rivers and the surf – ridden eastern coast and the monsoon – lashed western coast. Canals in India had never played any noticeable role in transport as they were not built for transport purposes.

Baroda State had the benefit of water transport. Baroda Government made constant effort to improve and develop the ports of Kathiawar and Navsari and Billimora. Baroda Government continued the constitutional fight for preserving its right of developing ports especially Okha, Navsari and Bilimora. Baroda Governemnt continued the constitutional fight of preserving its right of developing ports especially Okha, Navsari and Bilimora. The rigid policy of the British Government always hinderd the development of ports and taking of whole profit of export and import trade at port Okha. Baroda Government made Okha one of the major developed ports in the western India along with Bombay and Karachi of those days. After 1925, Okha had

become one of the major ports dealing with export-import trade along with foreign going traffic.

Water transport, in spite of bridge construction over rivers, still has relevance because of environmental consideration and less cost. India has a vast coastline of about 5500 kms. There is considerable scope for utilization of coastal shipping for transport of men and materials which is the most energy efficient and the cheapest mode. The passenger traffic is at present from Andaman, Nichobar, Lakshdweep and Bombay to Goa. Inland waterway extend to 14,500 kms comprising of a variety of river systems, canals and backwater suitable for mechanized vessels. Inland waterways are under Inland Waterway Authority of India with responsibility of development, maintenance and regulation. There are 11 major and 139 minor ports in India. Major ports were under Ministry of Surface Transport of the Union while minor ports are under state Government. The development of Indian shipping is slow and India's share in the world's sea fleet is 1%.

Railway is a wonderful gift to India by the British. They are suited for long distance level travel and they serve as main artery of inland transport.

The first railway line covering 34 kms between Bombay and Thane constructed by the Great Indian Peninsula Railway company opened for traffic on April 16, 1853.

Baroda State was a pioneer among the Indian states to initiate railway construction in its territories in 1869. Ganpatrao Gaikward granted lands free of charge to the Bombay Baroda central India Railway company. It, marked a new era of development of modern transport system in Baroda with the coming of railways in Baroda territories. There was tremendous railways expansion under Maharaja Sayajirao III throughout the dominion which opened up new hinterland , enabled the people of state to have facility of transport i.e. railway for taking journey, for making trade and commerce. Railways resulted into the development of interiors and contributed to the well – being of rural district with economic development and social upliftment.

Baroda State had been in the vanguard of progress and advancement through the tremendous expansion of railways. It has made Vadodara one of the leading districts of Gujarat.

Air transport development in India is recent phenomenon. It developed during the British rule. It has changed the state of travel completely.

Baroda Government was eager to develop civil aviation to provide quick mode of traffic and established communication between the centre of Government i.e. Baroda and the outlying territories of the state. Civil aerodrome (October 1937) at Baroda had become a centre of internal airways and an important place as a centre on Bombay- Delhi air route. Baroda Government had made a considerable effort to develop civil aviation and air mail service. Maharaja Sayajirao III had fulfilled his dream by linking Baroda with the other centers of India by air which was of vital importance to his Government and had tried to make it for maintaining its leading position among the other Indian states in point of air service.

The Civil Aviation Department of Government of India assumed the responsibility for the maintenance of civil aerodromes in country from April 1950. In 1953, Baroda aerodrome under Indian Airlines maintains internal air service to different air ports in country. The Indian Airlines started its scheduled air service to and from Baroda airport from July 14, 1969 and at present Baroda is linked with Ahmedabad, Bombay and other air ports. In short, air link with Mumbai, Delhi, Calcutta and Chennai is provided through inter – connected flights operated by Indian Airlines. Since 1990 the Government of India has permitted private operators to operate trunk routes within India and compete with Indian Air lines. There are a few companies operating along with Indian Airlines on domestic route.

The two Air corporations updated technology in the Industry and today Indian Airlines and Air – India have an all Jet – fleet of the most modern type of air craft.

Mechanized vehicle traffic in India has increased from 3.06 Lakh (1951) to 166.93 Lakhs (1989), the actual number of buses on roads being 2,94,000. 60% of the transport is in private sector while 40% in the public sector. The passenger traffic by public sector is 51% while 49% by private sector through the state transport undertaking. The inter-state bus system is well – developed. Taxis, chauffeur driven cars, car rental systems, matador type vans are some other services in road transport.

After independence several new railways routes have been added to the railway network. The present route length of railway network is nearly 62,000 kms out of which 12% is electrified. India had become Asia's largest and the world's second largest, state owned railway system under a single management. Indian railway has its vital role in economic development. It provides tremendous job opportunities to people. It is directly responsible for the development of tourism industry and infrastructural construction industry. In a vast country like India, it is economical. Replacement of steam engine by diesel and electric engines has definitely increased the speed and mobility. Railway traveling has become faster and more comfortable.

After independence, the rehabilitation of railways and reconstruction of highways and rebuilding the transport network to cater to the developmental need of the economy and society became matter of prime concern. Attention is to be paid to the development of sea, air and the other modes of transport not only because of administrative need of the Government in India, but also for the development of transport to meet the growing demand of society and country's overall development.

Despite the implementation of the five – year plans and achievement therein, transport system still finds itself in a state of inadequacy. The transport sector is heavily dependent on foreign technology, capital and loans which have resulted in the slow rate of its development. The growth of various mode of transports have been during this period has been largely unrelated to each other and thus has failed to develop as a well integrated multi-model system.