

CHAPTER – III

Water Transport

Water transport is the oldest mode of transport even before the coming of railways. It is less expensive and the cheapest mode of transport than land route, railway and air transport. In the ancient and medieval period, inland waterways were considered to be the most important for traffic. There was a considerable volume of river traffic in those days. Modern water transport is classified like (1) Foreign going oceanic (2) National inland water ways (3) costal shipping. Foreign going traffic had enjoyed the largest expansion in modern times. Inland waterways have inherent advantages such as being less expensive, energy saving and no need for more investment. Inland waterways extend to 14,500 Kms. comprising of a variety of river system canals and backwaters. India has a vast coastline of about 5500Kms. Though, India suffers from the absence of an indented coastline and has very few natural harbours, her central position between the old and new world equips her for a very flourishing foreign trade. Most of the trade is concentrated in the three principal ports of Calcutta, Mumbai and Chennai. There is a considerable scope for utilization of coastline shipping for transport of man and materials.

The use of steam vessels in inland navigation was first started in 1823. During the second half of the 19th century, water transport began to decline. The British Government did not make any special effort to develop inland water transport and no attempt was made to recognize and modernize the fleet.

In 1918 the Industrial Commission emphasized the need of co-ordination between railway and waterway, in order to meet the requirement of small scale transport.

India had flourishing shipping and ship building industry in the past. For a long period, India enjoyed the proud position of the mastery of the Eastern Sea, India had ship building at Surat which was afterwards shifted to Bombay. There were several shipyards in Bengal.

In the period of 19th century, Indian marine began to decline. The British were always interested in maintaining their monopoly. Indian shipping

was definitely crushed. Indian ships were not permitted to enter British waters. Heavy import duties were imposed on goods carried in Indian bottoms were used to oust Indian shipping. All these forces destroyed Indian shipping. Considerable efforts were made to cross the path of the attempts of Indian shippers like Tata Sons and C. Pillay who were developing national shipping. ⁻¹

During the World War I, the shipping was greatly disturbed and curtailed. British ships were being utilized for War and India had no ships of her own, So Indian foreign trade was seriously affected. The revival of modern Indian shipping had started with the formation of the Scindia Steam Navigation Company in 1919. For the first time it gave fight to anti-national economic policy of the British Government and perhaps for the first time the right of Indian company to ply in Indian water rate was recognized. ⁻²

The British Government appointed Indian Merchant Marine Committee to consider the matter of the claim of Indian Shipping. In 1923, the committee favoured the claim of the Indian Shipping and recommended the reservation of coastal trade of India for national ship. Establishment of ship-building industry in India was recommended. It also provided for the creation of Indian Personnel for sea service. In 1928, a bill for the reservation of India's coastal trade for Indian ships, was introduced in the Central Legislative Assembly and the principle of coastal reservation for Indians was accepted by overwhelming majority. ⁻³

The World War II gave impetus to shipping, but the ships were requisitioned for war purpose, gave setback to India's foreign trade.

After independence, special steps have been taken in order to fulfil Indian national aspiration in the field of mercantile shipping.

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1. Ashok Mehta, Indian Shipping quoted by V.B. Singh, Economic History of India Bombay (1956) PP. 349.
 2. Ibid PP. 352-353
 3. Ibid P. 353

The territory of the Baroda State scattered in five different blocks at considerable distance from one and another. Of these, the divisions of Baorda, Navsari, Kadi were situated in Gujarat proper and remaining two, namely Amerali and Okhamandal Mahal situated in the Peninsula of Kathiawad. Baroda State had an interrupted coastal line without a sufficient and connected hinter land behind it.

By the treaty of 1752, Damajirao Gaekwad II (1732-1768) made over half of the conquest which he had till then achieved in Gujarat to the Peshwa. The port of Broach had been acquired by the Gaikwad and retained in their own hands by the treaty of 1752. The Gaekwad had share in the port of Surat along with the Nawab of Surat and the Peshwa and the English. But after 1817 the possessions of the Peshwa were transferred to the English as a successor of the Peshwa after the defeat of the Marathas in the last fourth Anglo-Maratha War. Then both Broach and Surat came under the East India Company.⁴

In Gujarat portion of the Baroda State, situated on the mouth of the river the Purna and Ambica Ports of Navsari and Billimora were the two important river ports of the State. The places which were situated near the mouth of the tidal-river the Mahi, facilities existed for opening of the port i.e. Dabka near Padra and Pavada surrounded on the river Mahi and Koral on the Narmada.

Kadi Division of the State was surrounded on all sides by lands. There was no water transport. Sometimes waterway traffic was through the port of Dholera. All ports in Gujarat were almost river ports being fair weather ports. Except Okha (Adatra) and Dwarka, no port was reached by coastal or foreign going vessels. Okha had been taken by the Gaekwads under their control from the Waghers in 1807 and from then it was one of the most potential ports of the Baroda State for coastal shipping.

4. Aitchison, Charles U. Treaty, A collection of Treaties, Engagements & Sanades Vol. VIII P.3 (H.P.O. file No. 32) (Revenue)

Port right of the Baroda State:

In the Baroda State, railway expansion considerably dislocated transport of materials by water and so measures were taken to revive the old industry of constructing river craft at port of Billimora and also sailing ships at Byet under Dwarka.⁻⁵

Baroda Government with a view to developing inland water transport on the Mahi, requested the Government of India to re-open Port of Dabka. Port of Dabka was opened in 1851. Government of India disapproved the request of the Baroda Government to re-open a port at Dabka. Reopening of port of Dabka was helpful to local state railway line for districts of Baroda, Navsari, Kadi and Mehsana being mutually served by days of crisis with food stuff and other materials available in them and thereby obtaining cross traffic and giving great relief to the state subject. Though, capacity of Dabka as a Port from its interior position was very limited being approachable only at spring tides.⁻⁶

Nevertheless, it would render appreciable service in case of scarcity. The Government of Baroda wanted to develop effective water transport for interior territory of the state and thereby relief was to be given to the subjects in period of occurrence of scarcity.

The British Government wanted to make profit from all possible source and monopolized the right of opening ports and forbidding such right of the rulers of the native states. In 1860 the port right of the state was discussed when the Baroda Government opened a port at Dabka on the Mahi. After 1820 the rights of the Peshwa Bajirao-II was then transferred to British as a victorious in the fourth and the last Anglo-Maratha war and as a successor of the Peshwa, the Government of India could forbid the port right of the native state i.e. Baroda who wanted to develop Port.

5. H.P.O. file No. 32 (Revenue) P.1

6. Letter dated 29-6-1918 No. 2845 to Resident C.L.C.Russel from Manubhai Mehta P-2

In 1902, the port right of the state was based on the ground of imperial policy. Baroda Government could levy duties on foreign goods at rates no lower than those levied at the British ports. Baroda Government could enforce such regulations which were considered necessary by the British Government.

The British Government wanted to appoint a British Custom officer at Dabka if it was reopened like that of port of Billimora. The Government of Baroda did not agree on that condition of the Government of India.⁷ Ports of Navsari and Billimora were old standing and in existence before the British and the British were entitled to ports revenue by the 4th Article of the treaty of Bussien in 1802 between English and the last Peshwa, After 1802, British custom officer stationed there.⁸ The arrangement like port of Billimora, the British Government intended to station a British Custom officer at Dabka if it was reopened.⁹

His Highness's Government collected an armar. The Baroda Government used to collect the duce at the ports of Navsari and Billimora was known as "Armar". At Navsari and Billimora through the Agent of the state officer, after the fourth and last Anglo -Maratha war, the British had become the real master of India and exercised the power under paramountty.

In 1846, for making inland traffic custom free in the Baroda state, the Parganas of the state like Gandevi, Navsari, Teladi, Morali, villages of Hathusan and Varivav, the British Government abolished the levy of inland custom by the right of the British Government to levy sea custom at Billimora and Navsari (1751 – 52) remained unaffected and continued till 1925. The ports of Billimora and Navsari states were peculiar but the same could not be made applicable to the proposed port at Dabka which was situated the north of the Tapi river because the Peshwa had some possessions.

7. H.P.O. file No. 32 (Revenue) P.3

8. Ibid P.4

9. H.P.O. file No. 32 P. 2

The arrangement for safeguarding British fiscal revenue at such port i.e. Dabka would have to be similar to those prevailing at the ports belonging to His Highness's Government in the peninsula of Kathiawad such as Kodinar and Dwarka. As at Kathiawar ports, the Baroda Government would appoint their own custom officer and all the revenue from custom duties and other sources would be taken by them.⁻¹⁰

The Government of Peshwa lasted and the British Government appeared on the scene, the British Government exercised certain right in Baroda territory advance interference appeared to have been drawn by the Government of Bombay and Government of India and the Secretary of state for India. The Bombay Government had inherited the exclusive right to open or permit new ports on the foreshore of Gujarat, as successor of the Peshwa and the Gaekwads had all along been excluded from any share of trade of the Gulf of Cambay. The Baroda Government had similar right in the portion of north of the Tapi. They enjoyed the right to open new ports in their territories in Kathiawad in the tribute of which the Peshwa had an equal share with the Gaekwards.⁻¹¹

The Government of India exercised unquestioned authority as paramount power through the Government of Bombay presidency in interest of India as a whole to prevent offences related to water transport like smuggling and other such and to regulate sea – traffic to protect port and custom revenue to take charge of work to permit or forbid the opening of ports in Baroda territory in Gujarat. In pursuance of their imperial obligation for which they might be in some case, responsible to foreign powers, the Government of India must reserve a complete liberty of action.⁻¹²

10. Aitchison, Charles U. Treaty, A collection of Treaties, Engagements & Sanades P.3

11. Huzur Cutchery letter No. 7856 dated 05/05/1890, Letter No. 6913 dated 12/04/1902
H.P.O. file No. 32 p.8

12. Ibid p.6

Baroda Government used to preserve imperial interest. The Baroda Government was all time ready to levy such port dues on goods at rates not lower than those obtaining at the British ports and would enforce such regulations as might be considered necessary for the international purposes. The resident at Baroda had informed the Government of the state at the instance of the Central Board of Revenue that under the existing notification there was no arrangement for the import of foreign goods at the ports of Billimora and Navsari. The port right in that matter belonged to the Baroda Government custom administration was with Government of India.⁻¹³

The ports of His Highness to which the notification applied in sea-custom manual. It might be noted that in 1927 when the Viramgam cordon was re-imposed, the Kathiawad ports of Baroda Government were excluded from the notification of 1866 but Gujarat ports of Navsari and Billimora continued to be included in the notification and continued till then.

13. The Notification of Government of India No. 1186 dt. 26/06/1866, The Indian Sea Custom Manual p.31 H.P.O. file No. 6 p.35

Viramgam Line Cordon

In 1866 an agreement was made with the Government of India by which the Baroda ports in Kathiawad were treated as the British ports for the purpose of custom administration and similar arrangements were made with other India states to form a custom union.⁻¹⁴

During lord Curzon's (1899-1905) regime, attempts were made to put restriction on that free and unaffected right and in 1911 right of Baroda state ports to send goods to the British territories was denied.

While the correspondence was going on, Viramgam cordon was placed against the Kathiawad ports. They did not accept the arrangement of 1866. It was imposed again in 1903.

In 1917 Government of India moved to some arrangement with the Kathiawad states by which the Viramgam cordon might be removed. The Baroda Government was asked to join in the negotiation and it took a lead. Baroda reinforced their old contention and agreed to the term proposed on the condition that the Viramgam cordon had to be reinforced on accounts of action of any states of Kathiawad and their right should not be affected.⁻¹⁵

Government of India reimposed Viramgam cordon to protect Bombay with the result that goods arrived in port Okha from British India and Baroda states own Kadi Prant paid double duty that the state was forced to lose custom revenue. The reimposition of Viramgam Cordon would result in killing of trade at ports of Baroda and ultimately considerable loss of revenue to the Baroda state.

The trade at Porbandar and Jofrabad had attained the 3rd of the stage of development laid down by the Government of India. They intended to take measures for protection of their interest by introducing certificate system at the Viramgam cordon for passage of dutiable, foreign goods imports at those ports.

14. Notification No. 1186 dated 26-6-1866 Section-18, 12.9 Act of 1863 H.P.O. file No. 6 p.34, Residency Letter No. 13829 dated 7/10/1929 H.P.O. file No. 6 p.37

15. Ibid p.37

In 1918, His Highness's Government requested the Government of Bombay presidency to relinquish the right to revive sea – custom revenue from Baroda territory, south of the Tapi in favor of the Baroda Government as an act of friendship towards Government either free of compensation or as a set off against the admitted right of Baroda Government to levy "armar" cesses from anchoring in the British territories reached by the rivers Purna, Ambica and Mavasa. It was hoped that it would enable Baroda Government to consider the scheme for the improvement of the ports in Baroda State to develop water transport in interest of the general public.⁻¹⁶

The Government of India had in contemplation a project for the abolition of fiscal restriction upon the trade between the British territory and the Indian native states. The Bombay Government requested the Government of Baroda for abolishing the fiscal restriction upon trade between Baroda and British India. The Indian states reciprocated with the Government of India in respect of freedom of Home trade. Baroda Government refused to accept the proposal as it would result in almost total extinction of the custom revenue of the state.⁻¹⁷

Baroda state has supported the federal principles. But it was desirable for the state to settle the question of port right. Federal structure committee framed "maritime custom" was to be "federal" subject to special adjustment with maritime status having regards to treaties engagement etc.⁻¹⁸

Baroda had right on her ports in the Kathiawad under treaty of 1817, an engagement of 1865 and agreement of 1917 to develop ports to their full natural capacity and retain for herself the custom duty resulting from such development so long as the state levied at them custom duties not below those levied in British India.⁻¹⁹

16. H.P.O. file No. 32 p.7

17. Letter No. 2113 dated 30/08/1863 H.P.O. file No. 22 p.28

18. H.P.O. File no. 23 p.2

19. Sub Committee's Report First Round Table Conference (1930) p.29 Vol. I Ibid p.30

The policy of the Government of India regarding ports in the Baroda state had gone through three distinct stages.

- (i) State accepted the British Indian tariff to face unhealthy competition in trade. It was a plan of 1865. Baroda agreed and suffered by it. While other Kathiawad states except Bhavnagar refused.
- (ii) In 1894 with new Tariff Act the Baroda Government had to accept the control by the British over customs staff at Kathiawad ports.
- (iii) The third stage was the situation arising from the working of 1917 agreement. The Government of India felt that there should be a limit to the custom revenue derived by the state. Baroda was prepared as an equitable arrangement to accept a limit in return for unrestricted right of development. The limit proposed the custom revenue paid by the people on all goods consumed by them.⁻²⁰

The British Government claimed exclusive jurisdiction in territories of Indian States on ground of personal state e.g. in case of European British subject and Christian foreigners, American and European and local condition as in case of military and Railway. It was a long course of the fight of the Baroda Government for obtaining port rights and Baroda acquired considerable success in regards with her ports in Kathiawad.

20. V.T. Krishnamachari, Ports of the Baroda State, the Diwan of the Baroda State p.3-4

Major Waterways (Inlands)

The rivers within the State were not fordable except during the occasional flood or failed monsoon. Hodi (ship, steamer, boat) Sambandhi Niyam was made in regards with the establishment of ferries and maintenance of boat service. The Baroda Government auctioned permission of ferries and boat service which was based on boat service regulation.

Navsari district was watered by several rivers; the most important of those on which ferries were placed were the Purna, Mindola, Ambica, Venganga, Kaveri and Tapi. On the Purna, the ferry was placed at Keabpar, Navsari and Mahuwa. Four ferries were played on the Mindhola river in Navsari and Palsana taluka. Those on the Ambica were at Khuladia, Phantabara and Vagania Ova in the Gandevi Taluka. The ferry on the Vengana was at the junction of Vengana with the Ambica in the village of Vatoli. The Kaveri was also supplied with one ferry at the village of Abkari. The Tapi could be crossed by 8 ferries at village of Kholwad, Variav, Kathor in Kamrej Taluka.⁻²¹

In Baroda district, there were 22 places at which ferries were supplied; 13 crossed the Narmada, 4 ferries at Chandod, 2 at Tilakwada and Malsar, 1 at Sinor, Barkal, Kanjetha Ambali and Karnali. The Mahi river had 7 ferries at Jaspur Sinthrot, Dabka and Tithor. The Vishwamitri river on which city of Baroda is built had one ferry at cantonment providing a short cut to people from there into the city in the rainy season.⁻²²

In Kadi district there was only one ferry, that on the river of the Sabarmati between Alva and Sadra.

21. Gazetter of Navsari District p.71

22. H.P.O. file No.21 - I p.3,10,12

In Amreli district, Okhamandal had two ferries which played between Dwarka and Rupe4n port, Byet and Armada and Byet Rajpura and Poshitra, Several of the boats were of goods, some of them could carry 100 muns one at Dwarka 500 (mun = 20 kg) while some on the Narmada were safe for 800 muns.⁻²³

The sea trade of the ports was carried on by vessels of various six terms like Kotia, Navdai, Batelo, Dingi, Padav and Machhav. These are the terms which were used for different types of the vessels, many of which were built at Billimora. The freight in respect of goods of all description was charged by weight at a rate from 12 to 13 per anna Khand. The knowledge of sailors about navigation was slight and thought of the compass was not known. They generally stated by the pole star and in the light of the experience they had gained of the sea routes.

The sailing vessels in Okhamandal and Byet belonged to merchant and sailors. Sailing vessels were built by the Vatha carpenters. The largest vessels went to Bombay, Karachi, Calcutta Basra, Aden and Zanzibar. The middle size vessels went to Karachi, Bombay and Malabar coast. The small craft played within the Gulf of Kutch. On their way to Bombay, the larger vessels called at Porbandar, Veraval, Div and Jaffrabad. They took 3 months and half to go and return from Bombay, one month to Karachi, 4 months to Calcutta, 3½ months to Basra 4½ to Aden and 6 months to Zanizibar. The freight charges were generally 3, 5, 10 or 12 per Khandi according to the distance to be travelled. Besides one pali of wheat grain, a sailor was paid for trip to Bombay about 10 anna to be paid. For Karachi, Malabar, Zanzibar there were different charges in form of Kaido. The gain due to for one trip was when the ship came to port. The trips to Bombay and Karachi were taken between September and June, to Basra between September and December and to Malabar coast from September to March. During the rainy season (June to September) they never put vessels on the sea.

23. Gazetteer of Amreli District p.65

In 1863, proposal of abolition of fiscal restriction upon the trade between the British India and Indian States was made.⁻²⁴

In 1890, the committee was appointed to collect information about signal station on the coast line and in Baroda territory, it was found that there was no such signal station. (Residency letter No. 4386, dated 9-1-1890. File No. 23.P.q).⁻²⁵

There were three lighthouses in the State at Byet, Dwarka and Kodinar. Lighthouse at Byet was built in 1876 as a guide to the harbour of Byet and for vessels crossing the mouth of the Gulf of Kutch and at nearly the central part of Samyani island. The lighthouse at Dwarka was built in 1866, it was intended to prevent native craft running on the head land and also served as a guide for anchoring in the small bay opposite Dwarka. In 1886 a large lighthouse was built of stone on the sea-shore at Dwarka in the place of the small one which was situated on the south-west corner of the Peninsula of K5athiawad. The lighthouse at Kodinar was built of stone at Madhwad. It had revolving light and was of great use to vessels on voyage for the ports of Kathiawad.⁻²⁶

Baroda Government levied import and export duties of sea custom at the rate in force from time to time at the British India ports according to Indian imports and export traffic. There was no land custom duties any where in the state on foreign goods imported into Kadi, Amreli, and Okhamandal.⁻²⁷

Certain municipalities in the state had been given power to levy octroi. They levied duties on goods entering at their limit at rates approved by the Baroda Government. The octroi system followed that in force in Ahmedabad and other municipalities in Bombay Presidency.⁻²⁸

24. H.P.O. file No. 23 p.2

25. Ibid p.3

26. Gazetteer of Baroda State Vol. I p.49

27. H.P.O. file No. 22 p.15

28. H.P.O. file No. 30 p. 21,22

In 1918 – 1919 Baroda Government agreed with the British government to fly the British flag of ships owned by them or their subjects with the badge of the State marked thereon, while such ships were on the high sea and within the territorial water of foreign powers. Those ships would however continue to fly the Baroda government's flag when within the territorial water of Indian and other ports of the British Empire and no penalty would attach to them for not hoisting the British flag in those waters.⁻²⁹

The Anglo – Baroda agreement of 1865 with Baroda, free transshipment of goods was allowed from the British Indian ports to the Baroda ports. The Baroda Government wanted exception from paying of port dues when the vessels belonging to or in service of Baroda visited British Indian ports. The proposal was accepted on the condition that similar exemption was granted to the vessels of the British Indian ports. (Bombay, Surat, Bharuch, Kavi)

The vessels belonged to or in service of Baroda state visiting British ports like Broach, Surat, Kavi, Bombay etc. were not supposed to pay port dues, at the same time the vessels belonged to British ports visiting Baroda were exempted from paying port dues.⁻³⁰

The ports on the west coast of India, were divided into two class namely-General System and Brief system. It was done to warn against disturbed weather on the Arabian sea. Ports were warned under "General system" where the ports were to receive warning for bad weather, disturbed weather at the sea into which ships, leaving them. (2) The ports under "brief system" were warned for local bad weather as they were frequented mainly by small boat engaged in local traffic. Okha and Dwarka were placed under "General Traffic" because of their dealings with foreign going traffic.⁻³¹

29. H.P.O. file No. 21 A III p. 20

30. Residency Letter No. 962 of January 1918 H.P.O. file No. 21 A VI p.7

31. H.P.O. File No. 21-A III (Revenue) p.21

Baroda Government always took keen interest in the development of the trade of port Okha. Since the opening of the transshipment of foreign consignments from the British ports to the State's ports and the abolition of the land custom specially at Viramgam there had opened a new era for the trading community to extend their activities in that direction.⁻³²

- Baroda Government had spent considerably in the improvement of harbours and spending more as the Government was anxious to develop the port of Okha. Publicity through press was done to acquaint large business concern. With the facilities available, port Okha was proposed as it would help in developing trade in Okha.⁻³³

The publicity in the press to acquaint large business concern with the facilities available in port Okha was proposed as it would help in developing trade in Okha but it was not desirable as that was not a matter of general interest what was wanted was to persuade that trading community, particularly selected large business house to extend their activities in port Okha by personal representation.⁻³⁴

The daily photograph scheme of publicity on behalf of British India and the Indian state had presented in 28 Feb., 1927. Baroda Government, their war service and the special feature of administration of the state had already appeared in publication and was to bring prominently to public notice the amenities and convenience of port Okha. Daily Telegraph contained information about Port Okha.⁻³⁵

32. H.P.O. File No. 34 p.17

33. Ports of Baroda State in Kathiawad, H.P.O. file No. 21-B p.3

34. H.P.O. File No. 380 (6a), Ports & Harbour (PWD)

35. Diwan V.T. Krishnamachari, No. M/68405/3/1937 to Delhi Telegraph Bombay

Prohibition and restriction were imposed by the Government of India on import of arms and ammunitions, through water route. Since 1901, Baroda Government had agreed to prohibit private imports of arms and ammunition. Because smuggling of arms was done on a large scale from other countries. The Government of India had a highly trained C.I.D. to deal with it (A private letter of Diwan of 31 May, 1935 to the Maharaja Sayajirao from Bombay) So, Baroda Government was asked to help the British Government in that respect.

A bulk petroleum installation at port Okha. (Petroleum – Kerosene, Petrol, fuel oils of various kinds.) was protested by the Bombay port Trust and the Bombay Chamber of Commerce. The Diwan V.T. Krishnamachari took up the question on a permanent footing and asked for it and the Baroda Government was sanctioned to have a bulk oil installation and store in it quantities up to two per cent.

Passport regulations were being observed and necessary report were made to the director, Intelligence Bureau, of passengers coming to port Okha.

The Government of India was provided required information about it. It was the period of growth of nationalist movements and particularly the revolutionary activities in the nation and abroad, with a view to preventing such persons associated with any anti – British activities, especially the revolutionaries and communists in the country.⁻³⁶

As a measure of precaution, a certificate was obtained from the master that the whole crew was back on the steamer before leaving. The police commissioner was to authorise to do so. Though, it was unnecessary as far as Baroda State concerned. It was an undue, unfair interference of the British, a serious encroachment on the State's right regarding ports. The State itself was equally anxious to guard against any import of prohibited articles or undesirable person and would do all it could to safeguard Baroda and British interests. It was not necessary to report arrivals and departure of all ocean going steamers.

36. Records from the Baroda State's Department of Commerce and Industry (1928) H.P.O. file No. 65 p. 25

Industrial concerns like Okha Cement Works, Okha Salt Works etc. needed fuel oil. In 1931 the oil was costly. The installation at Okha would reduce the cost considerably. The Burma Shell Co. refused to curtail rates. The despatches of oil to places in British India and in Baroda situated in hinterland served by the port, the creation of installation at Okha was feasible. The Baroda Government agreed to enforce the tests and regulations which were enforced at British Indian ports under Indian Petroleum Act. Officer of Government of India deputed would carry out the necessary tests and certified the oil as 'non- dangerous'. It was done in the interest of uniformity and efficiency of administration so far as the transport of petroleum from Okha to British India was concerned. Chief Custom Officer carried out 'certificate system' of dispatching goods beyond Viramgam cordon of the total consumption of kerosene, petrol and other oils in the whole of India. These quantities would come to about 10 million gallons a year and the custom revenue and excise duty would range from eight to ten lakhs a year. It was to be done under the scheme which was feasible and economic.⁻³⁷

Regarding transport of petrol beyond the Viramgam cordon, the Bombay Government permitted the entry of petroleum imported through Okha free of duty into British India subject to compliance with the rules for the conveyance of petroleum on Indian Railways. Petroleum would be allowed to be imported into British India from Okha by sea.⁻³⁸

Baroda Government State was given right to establish a bulk oil installation which was to supply to 7 million? Kathiawad and the metre gauge area beyond it were full of potentialities for development. As for the Kathiawad maritime states, the fact that the supply from the bulk oil installation of Okha would be decidedly cheaper, which would help in developing trade in Okha.⁻³⁹

Imports of arms and communities was prohibited by the Government of India since 1901. Baroda Government agreed to prohibit private imports of arms and ammunition.

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- 37. Records from the Baroda State's Department of Commerce and Industry (1928) p.26
 - 38. Diwan V. T. Krishnamachari's letter No. PRT 16185 dated 30/6/1931 to the Resident on "Import of Petroleum at Port Okha" H.P.O. file No. 76 p.27
 - 39. H.P.O. File No. 76 Oil installation at Port Okha

**A COMPARATIVE STATEMENT OF RAILWAY FREIGHTS FROM ---
BOMBAY AND PORT OKHA TO THE IMPORTANT STATIONS OVER B.B.&
C.I.RAILWAY. (NO TRUE -GAUGE) ⁻⁴⁰**

| FROM BOMBAY | | | FROM OKHA | | |
|-------------|------------------|--------------|--|--------|--|
| 1 | 2 | 3 | 4 | 5 | |
| Miles | To | Special Rate | Present Rate | Miles. | |
| 352 | Mehsana | 0-13-10 | B.B. 0-3-6 J.D. 0-2-9 Morvil 0-1-11 0-8—2 | 312 | |
| 325 | Kalol | 0-12-11 | 0-8-5 | 318 | |
| 388 | Wadhwan | 0-13-8 | 0-6-1 | 221 | |
| 348 | Viramgam | 0-13-8 | 0-7-0 | 271 | |
| 340 | Ambaliyasan | 0-13-5 | 0-8-7 | 324 | |
| 373 | Sidhpur | 0-14-7 | 0-8-11 | 334 | |
| 392 | Palanpur | 0-15-3 | 0-9-7 | 352 | |
| 424 | Abu Road | 1--0--4 | 0-10-8 | 385 | |
| 627 | Marwar Jn. | 1--1--2 | 0-13-7 | 487 | |
| 6 | Ajmer | 1--4--3 | 1-- 3--4 | 574 | |
| 524 | Chitorgadh | 1—3-10 | 1—3-6 | 635 | |
| 480 | Indore | 1 --0--3 | 1-2-11 | 591 | |
| 697 | Jaipur | 1 --7—1 | 1—4-3 | 658 | |
| 804 | Hathras Road | 1-12-4 | 1—9-6 | 827 | |
| 906 | Farukabad | 1-10-6 | 1-13-0 | 928 | |
| 992 | Qawnpore(Kanpur) | 1—9-6 | 1-14-11 | 1014 | |
| 845 | Delhi | 1-12-4 | 1—8-9 | 806 | |
| 983 | Bharinda | 1-11-11 | 1-13-5 | 944 | |

Major Ports of the Baroda State

Ports in Kathiawad (Amreli, Okhamandal)

| Sr. No | Name of Ports | Sub – Ports |
|-----------|----------------------|-------------------|
| 1. | Dwarka | Ruen |
| 2. | Adatra (Okha) | Rulaneshwar |
| 3. | Armada | Gomti |
| 4. | Rajpur | |
| 5. | Byet | Madarsa, Samalsar |
| 6. | Poshita | Balapur |
| 7. | Sang Kotda | ----- |
| 8. | Khatemba | Kagiatad |
| 9. | Gorinja | ----- |
| 10. | Kurangle | ----- |
| 11. | Mal Dwarka (Kodinar) | ----- |
| 12. | Velan | ----- |
| | | Kotda, Fatalbara |

40. H.P.O. file No. 6 (Revenue Department) P.10

Okha

Okha is considered one of the most important sea ports of not only of Baroda State but also of the Western India for Kathiawad, Gujarat, Rajputana and Delhi. It is on the extreme West point of Kathiawad (near Latitude 22'25' N and longitude 6915) at the mouth of the Gulf of Kutch, midway between Bombay and Karachi. The Gulf of Kutch is formed by the coast of Kathiawad and Kutch and possess some sheltered anchorages and harbours.

Adatra in Okha was a port of great potentialities. If the development which was contemplated and had materialized, it would have been an important port offering safe harbour in all seasons. Service of expert harbour engineer was taken to decide finally upon improvement scheme.

In September 1925, the Director of Commerce and Industry of the Baroda State, Suba Excise Commissioner and Sar Suba of Okhamandal, prepared a report on Adatra harbour on opening trade center.⁴¹

In 1883, marine survey was carried out which disclosed the potentialities of harbour. It was done by Lient Prassco of Royal Indian Marine. In 1919, survey was done with a view to fix a suitable site for a pier. In 1922-1923, the whole harbour was fully surveyed by Royal Indian Marine and Construction of pier was undertaken.⁴²

Co-operation of Kathiawad states, Jamnagar, Morvi and Bombay Railway and, Baroda Central, India Railway was essential for the development of port for coming through trade available at Adatra. Warehouses were constructed by Baroda Government which were very essential for the development. Efforts were made to arrange attractive facilities of banking made available to exporters and importers. Warehouses were supplied either at nominal rent or free of charge at least for five years for storing dutiable goods and non-dutiable goods. Warehouses and plots were built along railway siding to minimize cost of transport.

41. Ports of the Baroda State in Kathiawad, H.P.O. file No. 21-B p.2

42. H.P.O. file No. 6 p.2

The situation of Adatra harbour was such that it had not very great wasteland to fall back upon for large traffic which was necessary for developing and bringing traffic at the port. It was far away from Baroda State's consuming centres as well as from the State's popular districts. Baroda Government specialized, attracted and developed such trade at Adatra as would give to the State largest revenue and entail the smallest expenditure. Co-operation was sought between trading public and various state departments. Articles of requirement through Adatra were begun to be imported. Traders were assured of having suitable facilities and were induced to import articles of general consumption such as kerosene, petrol, food, motorcars, sugar, piece-goods paper, coal etc. The export of oilseeds from Kadi, tobacco from Baroda, cement and salt from Dwarka, wool from Bikaner and other areas of north Mehsana was increased.

The Baroda Government was determined to provide all facilities that were considered reasonably necessary to the shipping company for the establishment of a regular monthly service of liner or steamer from Europe to Okha.⁴³ His Highness' Government had provided harbour pier through railway and various requirement at much expense with the best technical expert advice of John Ellerman.

Adatra was then known as Port of Okha. It was opened to the traffic on 25th October 1925 for whole year.⁴⁴

The shipping combination controlled by John Ellerman proposed a monthly service between England, Europe and Okha. That service of steamer would leave Glasgow, Liverpool (West Coast of England) one month and alternately Hull (East Coast of England) and Antwerp in the next month. The harbour was supposed to have the guarantee of 500 ton Cargo from Europe per month.

43. H.P.O. file No. 51 p.1 (Port of Okha)

44. H.P.O. File No. 54 p.26 (28/3/1926)

The pier namely 'Sayaji' was of strongly built and equipped on the most modern lines. It was 400ft., long protruding into the sea and conneced with the coast by an approach viaduct 500ft long. Vessels up to 26 feet draft could remain at anchor at the pier, ample space for free movement of ships and for anchorage was provided.

Two steam cranes, each of two ton and lifting capacity with a radius of 40 ft had been excuted on the pier and other cranes for yard and warehouse purposes. Railway tracks were connected with main line and were also carried over the pier and provided all facilities for the direct movement of traffic.⁴⁵ There were 8 cranes in addition to 20 locomotives cranes each of two tons on the pier. The port was equipped with steam tug "Dhairy" of 850 H. P. ⁴⁶

The port was a terminus of the Jamnagar Dwarka Railway (metre gauge). The station was built near viaduct. The railways formed an all metre gauge system connecting the port and thus afforded direct service without transhipment. Route with Ahmedabad, Viramgam, Ajmer, Agra, Delhi, Bhatinda, and Kanpur served rich agricultural and mining districts of Kathiawad, Gujarat and Central India etc. Okha was more favorably situated than Bombay.

Distance in miles:

| | Bombay to | Okha to |
|-----------|-----------|-----------|
| Delhi | 865 miles | 807 miles |
| Mehsana | 353 miles | 311 miles |
| Ahmedabad | 310 miles | 311 miles |
| Viramgam | 348 miles | 270 miles |

Steamers from Europe, Africa, China and Japan visiting Bombay could easily call at Okha without any extra expenses, loss of time or deviation from their regular route. It was nearer to London by sea than Bombay.⁴⁷

45. Discription on Port Okha printed at the Baroda State Press in April 2, 1937

46. Records of Department of Commerce, Industry and Labour (31/11/1936) H.P.O. file No. 64 p.17

47. Ibid p.18

Distance in nautical miles

London to Bombay.....6,185

London to Okha.....6284

To Karachi 219 Colombo to Aden 2,092 Bombay 323, Calcutta 1,231

Calcutta 2,444 Aden to Calcutta 3,323

Aden 1,470 Bombay 1,9000

Okha was thus nearer by land with the producing centres and by sea with European ports. It commanded a more favorable position for trade with Gujarat, Kathiawad, Central Provinces, Rajputana and Malwa, next to Bombay Okha was the most important distributing centre for all those places.⁴⁸

There was steadily increasing traffic with foreign countries and regular service between the U.K. and the Asian continent had been established. Large ocean-going steamers of Hansa, Clan, Anchor, B.L. Ellerman, Wilson and City and Hull Lines, regularly called at Okha direct while steamers from U.S.A., Java, Italy, -China and Japan, Persian Gulf called occasionally as and when shipment were offered.

Coastal traffic at Okha was handled by British India Steam Navigation and other coasting companies. The coastal services connected Okha with Bombay, Karachi, Kathiawad, Western India ports and also Ceylon, Calcutta and Rangoon, Coastal traffic both passengers and goods, the port was served by British India Steam Navigation Co. and Bombay Navigation Company.⁴⁹

The principal imports were sugar, machinery, chemicals, lubricants, sizing materials, rubber goods, automobiles, irons and steel goods, corrugated sheets, brass and copper sheets, medicine and other articles. Principal exports were oilseeds, cotton goods, oil cake, cotton, salt, cement etc.⁵⁰

48. Records of Department of Commerce, Industry and Labour (31/11/1936) p.6,7 (4/1/1937)

49. H.P.O. file No.6-A p.7

50. H.P.O. file No. 64 (Revenue Dept.)

| Years | Steamers | |
|-----------|--------------------|----------------|
| | Ocean going No. | Coastal No. |
| 1935 - 36 | 99 | 233 |
| 1934 - 35 | 101 | 277 |
| 1933 - 34 | 115 | 274 |
| 1932 - 33 | 122 | 288 |
| 1931 - 32 | 107 | 250 |

The statement shows there was a considerable fluctuation in numbers of steamers each year.

| Years | Cargo handled | |
|-----------|---------------|---------------|
| | Import | Export |
| 1935 - 36 | Tons 93, 496 | Tons 1,05,217 |
| 1934 - 35 | 77,477 | 1,17,743 |
| 1933 - 34 | 76,520 | 1,06,007 |
| 1932 - 33 | 83,732 | 89,655 |
| 1931 - 32 | 68,222 | 71,168 |

Cargo handled at Okha considerably increased year by year.

The scale was fixed by the British Indian Traffic Act applied at the port and imports were not subject to any further duty.

At port of Okha, facilities like wharfage Dues and other charges were low. Pilot service charges were included in the general port dues. Harbour was abundant and cheap and so loading and unloading charges were cheap. Owing to scanty rainfall, working season was practically the whole year at port Okha. Warehouses, pier, yard etc. were all served with electric lighting were inter-connected by telephones, and sufficient water supply, cheap warehouses were available at port.⁵¹

51. H.P.O. file No. 6

Loans on imports and exports of goods through Okha could be arranged with Bank of Baroda or Central Bank of India, Bombay.⁵²

| Year | No. of Ocean going steamers | Imports | Exports | Total |
|---------|-----------------------------|---------|---------|--------|
| 1935-36 | 99 | 34496 | 105217 | 139713 |
| 1934-35 | 101 | 77477 | 117743 | 194220 |
| 1933-34 | 115 | 76520 | 106007 | 182527 |
| 1932-33 | 122 | 83723 | 89648 | 173371 |
| 1931-32 | 107 | 68222 | 71168 | 139390 |
| 1930-31 | 75 | 50750 | 26399 | 77449 |
| 1929-30 | 59 | 54588 | 18520 | 73008 |
| 1928-29 | 57 | 60586 | 19941 | 80527 |
| 1927-28 | 48 | 37843 | 13692 | 51535 |
| 1926-27 | 17 | 14160 | 2035 | 16195 |

The statement shows the number of ocean-going steamers that called for the last ten years since opening of the port of Okha in 1926 imports and exports handled at the port. The cargo mostly classified of coal, cement, salt and other several foreign manufacturers. There was a considerable increase in the foreign going traffic at port Okha.

Port Okha was a developed center of trade with connections with U.K. and other foreign countries. Baroda Government had done a lot for the development of Okha in modern times. The Police Department of the port administration was always to help Importers, exporters and others in all possible ways. Department of Information Bureau helped the merchants in getting freight, insurance, transport facilities and cheaper finance.

52. H.P.O. (Revenue) file No. 64

The Port was represented in London by M/s Turnbull Gibson & Co. and M/s Raoji Brothers in Japan for rendering all assistance to the shippers.⁵³

Okha had become the most suitable port of all of the other ports of His Highness possession in Kathiawad and Gujarat with fine natural harbour, modern pier with handling equipment, railway connection by met gauge, growing population and trade.⁵⁴

Charges recoverable from the shippers and importers at Okha had been framed by the Okha Harbour Board and sanctioned by the Government of His Highness the Maharaja Sayajirao under the provisions of sections 12,13,14,15 and 16 of the Okha Port Rules under Council orders No. 12/65 of 18th July 1929 and No. 12/9 dated 30/3/1930.⁵⁵

At the port of Okha, minerals, lubricants, oil, kerosene, petrol were imported direct from the United States of America (New York, Philadelphia, New Orleans etc.). Baroda Government agreed not to levy duty on its foreign import or export trade higher than those levied by the Government of India at their ports. The existing tariff at Okha was the same as the British custom tariff.⁵⁶

53. From London Agent Turnbull Gibson & Co. London, published in Delhi Telegraph on 3rd March 1927.

54. Report of Department of Commerce, Industry and Labour of Baroda State.

55. Records of Okha Harbour Board by the President S.M. Pagar dated 15/6/1936
H.P.O. file No. 55, p.93

56. Ibid

Amreli District

Velan harbaur situated in Kodinar Mahal of Amreli district of the Baroda State had great potentialities of the developments which were contemplated had materialized, Velan (Madhuwan) would have been an important port offering safe harbour in all seasons. The service of expert harbour engineers was asked for to decide upon the improvement scheme.

Velan port was situated on the most southern point of Kathiawad facing south-east towards the Arabian sea and sheltered by a headland from the south-west winds. Railway connection via Kodinar and Jamwaila to Dhari linked up Velan with the remainder of Kathiawad.⁵⁷

Till 1920, there was no coastal trade at Velan, but it was an area having abundant raw materials which were required for the cement, alkali and other industries. Various companies had already set up workshops to exploit raw materials. After 1920, 20,000 tons yearly was expected to be handled as sea-borne traffic at the harbour. It was an important factor for promoting trade at Byet.

In 1921, M/s Meik and Buchman, the expert harbour engineers completed marine survey and prepared detail plans of improvement of harbour. The scheme provided for a combined rubble and concrete pile wharf 1400 long by 125ft with a dredged breadth of the selected side 800ft long with 10ft of low water ordinary spring tide. Crane track extended along with the whole front of the wharf and endless transhipment direct from metre gauge wagons on the railway which was brought on the wharf or from the quay sheds of which there were two each '300x70'.⁵⁸

A marshalling yard and storage godown and had been provided on the main land to avoid congestion at the wharf.

57. Resume of Volan (Madhvad) harbour Project by Baroda State Railway on Sept.1921
H.P.O. file No. 17, Ports in Kathiawar p.59

58. Ibid p.60

Trade of Velan had been facilitated by simplifying the tariff of Kodinar talukas.⁵⁹ In order to develop the trade, Baroda Government decided to incur the loss of revenue.

Byet

Byet island (latitude 22°21'N longitude 60° 06' E) situated about one mile coast of Okha point was an island 6 miles in extent north-west and south-west and less than a mile across its eastern part was composed chiefly of sandhill, its western of rocky table land forming the eastern side of the harbour. Byet in Okha was considered to be the most important port in Kathiawad. His Highness Government took improvement measures. However, real improvement could not be achieved.

In 1912-1913, a scheme for converting Byet harbour into a port capable of accommodating ship drawing water was prepared. In 1913, Dwarka Railway was under construction with the sanction of the Government of India. Baroda Government decided to improve the harbour of Byet. Baroda Government proposed improvement project for Byet Director of Indian Marine Bombay recommended the Government of India for carrying out a large scale survey of Byet. His Highness Government was interested in developing harbours of Byet. Plan of large scale survey of harbour cost Rs. 11,452/- was prepared.⁶⁰

Development of Byet was done by making excellent harbour for deep-sea steamer. The Royal Marine Department approved survey.⁶¹

59. Baroda State Administration Report of 1904-1905 P.6

60. H.P.O. file No. 8 (PWD) p.4

61. Ibid p.15

The project of developing harbour was supposed to involve in large expenditure, but it was only the enterprise and commendable policy of development adopted by His Highness's Government, which made the scheme possible and which had in view the provision of a deep sea-port for the benefit of Baroda and Kathiawad and for the development of the barren lands.

Up to 1911, the port was quite underdeveloped. It was only used as a protection shelter from storms for the country boats and for the local trade by the vessels of the same class. Railway was not constructed and the only means of communication was an interior road running from Adatra a point on the mainland opposite Byet island to Dwarka. There were not many difficulties in transforming Byet into a modern port at moderate cost, providing with usual facilities for conducting trade.⁶²

In 1883, for the first marine survey of Byet (Adatra) was made by Marine Survey Department. Railway definitely helped between Byet and Viramgam (via Dwarka and Virmagam) with suitable accommodation for steamers.⁶³

Dwarka of Amreli district in the peninsula of Kathiawad was a famous place of pilgrim and port of considerable importance. From Dwarka, trade was with Zanzibar, South Africa and other foreign countries. Articles like salt, clothes and other merchandize were sent to foreign country. Trade of Mal Dwarka had been facilitated by simplifying the tariff of Kodinar taluka.

62. A note on Survey of Byet harbour (19/06/1919)
H.P.O. file No. 58 (PWD) p.29

63. Ibid p.31

A large increase in trade during the years 1906-07 was registered. Increase in trade was due to simplification of system of levying port dues and reduction in charges. Reduction of charges had minimized income. Increasing traffic would, it was hoped, soon make up the loss. The income in the previous years before 1908-09 was Rs. 7815 against Rs. 8,043.⁶⁴

Baroda Government was ready to incur the loss of revenue but it had firm aim of promoting trade at the ports of Kathiawad. It was thought that promoting trade will recover the loss of revenue.

64. Baroda State Administration Report of 1908-1909 p.62

Navsari & Billimora

The ports of Navsari and Billimora were the river ports of the Baroda State. Before the coming of Railway, Billimora was the center of much traffic. After the expansion of railway its utility was reduced to a vanishing point because of discriminating rates imposed by the railway against it. The traffic was carried by the railway with the opening of Tapti Valley Railway. Besides railways, the trade by water was confined to the ports of Navsari on the bank of the Purna and Billimora on the bank of the Ambika. In ancient period Dhamdūchha, Devadha, Valothi, Devsar were ports on the Ambika.

The position of the ports of Billimora and Navsari was that they were ports of Baroda Government to which the Notification No. 1180 dated 26-6-1866 applied "the ports of His Government the Gaikwars" and by the notification of 16th July 1927 No. 64 the words were "elsewhere than in Kathiawad". The ports to which the notification was applied were thus only the Baroda ports in Gujarat viz. Navsari and Billimora. In 1880, the list of the state ports was sent to the residency.

By the exchange effected in 1866 did the Baroda Government relinquish all the right possessed by it in the British district north and south of the river Tapi. They levied, therefore of custom duties by the British at the Baroda ports of Billimora and Navsari was the only relic of the anomalous situation created by the partition treaty of 1752. The arrangement of 1865 by which the ports of the Baroda state had been accorded the privilege of the British Indian ports and Baroda Government had in return undertaken to levy at their port duties no lower than those levied by the British had been arrived at when the exchange was made. The British, not unnaturally, apprehended that by giving up their right to levy duties, they would be indirectly helping to divert trade out of its established channels in adjoining British territories and be prejudicing their own fiscal interest. Baroda Government landed over their Nakas.

The trade carried on with ports of Navsari and Billimora and recorded trade with "Indian Ports not British".⁶⁵

Navsari and Billimora had a number of sub ports.

Sub Ports of Navsari

| (I) In the state limits | (II) In British limits |
|-------------------------|------------------------|
| (1) Tavdi | (1) Jalalpur |
| (2) Magab-Bhata | (2) Bodeli |
| (3) Vansi | (3) Matwad |
| (4) Umrath | (4) Panar |
| (5) Danti | (5) Mugla |
| (6) Maroli | (6) Danti |
| (7) Delwada | (7) Karadi |

The only sub-port of Billimora was Mewasa. The sub-ports in the state were not included in the list of authorized landing places given in the sea-custom Manual as only in British India could be included in it.⁶⁶

Goods landed at Vansi could formerly go directly to Navsari custom house through the portion of the creek in Baroda territory. The position was then changed. Vansi was a sub-port of Navsari and no objection could be possibly raised to goods to be charged to custom duty at Navsari and landing there and passing through the creek in British territory. Such goods could be charged by the custom check at Vansi and could go from there direct to their destination without being charged.⁶⁷

In the year 1919, the Director of Commerce, Industry and Labour raised the question of improving the port of Billimora. The Director of Commerce visited Billimora and studied the condition of port and prepared report on export and import trade through the river Ambica. Billimora was

65. H.P.O. file No. 34 (Revenue) p.4 vide English office letter No. 5679 dated 30th enclosure 1882

Manubhai Mehta's letter to D. B. Blackway the Resident at Baroda dated 13-6-1921.

66. Sea Custom Manual Edition of 1928 p.546

67. Residency Letter No. 8670 dated 27/11/1918 to the Govt. of Bombay

surveyed for improving it in February 1921 to October 1921. The motive after the improvement project was to raise the capacity of port of Billimora for promoting trade to a larger extent.⁶⁸

The Government of India had agreed to allow goods to be landed at Vansi if that was convenient to the Baroda Government. Navsari had served as a landing place and it was a Baroda port, so no notification under the British Custom Act was necessary. The sub-port of Vansi was not useful as a landing place till the road to Maroli station was constructed. The arrangement for the import of goods at Navsari would have to come into force immediately after the monsoon and for a time sailing vessels would have to go straight to Navsari like vessels coming from Bhavnagar. Navsari and Billimora ports were declared as warehouse ports. Ports of Indian States could be run as warehousing ports by the states.⁶⁹

In Navsari and Billimora as the custom administration was with the British authorities and so, the declaration could be made by the Baroda Government after consulting the British custom authorities.⁷⁰ There was a British custom officer stationed at Billimora. In Billimora and Navsari the custom levied belong to the British Indian Government according to the agreement with the state and the levied custom was same as the British Indian Ports.

The development commissioner reported that the mills at Navsari and Billimora consumed African and European cotton. Billimora (African cotton) 4,908 (bales) Navsari (African, Egyptian cotton) 5,454,835. In a conference held on 30-10-1935 an agreement was made that quoats like cotton etc would be imported at Navsari and Billimora, as being shipped from Bhavnagar by coasting vessels.

68. Letter No. 1030 dated 29/12/1919, Letter No.6 dated 26/6/1920 of Department of Commerce, industry and Labour of the State H.P.O. file No.21-A p.15

69. Sea Custom Manual Edition of 1928 p.209

70. Baroda State Administration Report of 1905-06 p.67

It was cleared in Hugur Cutchery letter N PRT-dated 30/03/1936. The imports of goods was to be done by obtaining transshipment in steam or outside and taking the country craft direct to Navsari and Billimora.⁷¹

Khaserao Jadhav, District Officer of Navsari took great interest in improvement of harbours. A tax which was levied on ship building at Billimora had been abolished.

The complex port dues, which were raised at Navsari and Billimora were simplified. In the budget of year 1905-06, special arrangement was made for the development of ports of Navsari and Billimora. Simplification of ports dues came into effect during the year 1906.

There was a considerable increase in revenue from Rs. 8,211 to Rs.9,052 and decrease in the dues showed that the trade had increased on account of simplification of taxes. Wooden jetties had been built during 1906 at Billimora and Navsari for facilitating the loading and unloading of goods It cost Rs. 34,000/-.⁷²

Large increase in trade was due to reduction of charges. Though Baroda Government lost considerable income from the dues. The income was reduced in 1905-1906 was Rs. 7815/- against Rs. 8,043 in 1903-1904 Rs. 7,496 during 1906-1907.⁷³ Baroda Government always took great interest in promoting trade by introducing improvement measures in field of development of ports. Sometimes such improvement policy resulted into loss of income and incurring large expenditure. Nevertheless, it was the policy of the Baroda Government to develop trade and commerce.

71. H.P.O. file No. 57 (Revenue) P. 57 - 58

72. Baroda State Administration Report of 1905 - 1906 (1907) P. 87-88

73. Baroda State Administration Report 1908-1909 P.62

River ports of Billimora and Navsari were connected with the ports of Western India, Bombay and Kathiawad. At the ports, grain, forest produce were transported and grain, teakwood etc., was brought.

| Port | Income | Export | Total |
|-----------|-----------------|--------------|--------------|
| Navasari | Rs. 3056238-1-8 | 1975756 | 503199-48-1 |
| Billimora | Rs. 6649856-4-0 | 6462617-4-1 | 13212473-8-1 |
| Total | Rs. 9706094-5-4 | 8438373-11-1 | 18144469-0-5 |

Billimora was 34 miles away from the sea. Administration of the port was given on contract base (1922).⁷⁴

(1) Arrangement regarding the landing place at Vandi Borsi

(2) Arrangement for allocating merchants to obtain transshipment on passing a bond for payment of duty at Navsari instead of depositing the amount in Bombay.

Note on Import of foreign goods at Navsari and Billimora dated 25/5/1934

Government of India allowed limited quantities of specified class of foreign goods, required for the consumption in the adjacent districts of Baroda state and hither to via Bhavnagar, to be imported in to Navasari port with the agreement of Baroda ports and salt work had been concluded. The Government of India wanted to avoid administrative difficulties entailed by direct shipment of goods to Navasari and prepared as an experimental measure to make imports possible by partially relaxing the prohibition of transshipment at Bombay of destined for Navasari.

74. Import of foreign goods into Navasari H.P.O. file No. 6 (Revenue) p.35

IMPORTS⁷⁵

| Items | Approximate quantity | Year |
|--|----------------------|------|
| 1) Sugar | 5,000 tons | 1936 |
| 2) Paper and Newspaper, oilpaper, printing paper | 400 tons | 1936 |
| 3) Iron and Steel sheets | 4,000 tons | 1936 |
| 4) Copper and Brass sheet | 356 tons | 1936 |
| 5) wet and dry dats | 500 tons | 1936 |

75. Ibid p.36

1927-28 to 1936-37 Navasari

| Year | Article | From Porbandar | | From Bhavnagar | | From Bombay | | Total | |
|--------------|-----------|----------------|-------------|----------------|-------------|--------------|---------------|--------------|---------------|
| | | Weight costs | Price | weight costs | price | weight costs | price | weight costs | price |
| 1931-32 | soda acid | ----- | ----- | 300 | 1800 | --- | --- | 300 | 1800 |
| 1933-34 | =Do= | 740 | 4426 | ----- | ----- | ----- | ----- | ----- | ----- |
| 1934-35 | soda acid | 300 | 1800 | 9 | 54 | ----- | ----- | 369 | 1854 |
| 1934-35 | cotton | --- | ----- | ----- | ----- | 4947 | 2,34,900 | 4947 | 2,34,900 |
| 1935-36 | soda acid | --- | ----- | 200 | 1200 | 8 | 48 | 208 | 1248 |
| | cotton | ----- | ----- | ----- | ----- | 6126 | 3,28,750 | 6126 | 3,28,750 |
| 1936-37 | soda acid | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| | cotton | ----- | ----- | ----- | ----- | 700 | 32000 | 700 | 32000 |
| | | | | | | | | | |
| Total | | 1040 | 6226 | 509 | 3054 | 11781 | 595698 | 13330 | 604978 |

H.P.O. File No. 6 (Revenue)P. 1 Navsari, 21 May 1938

The statement showing the goods imported at Navasari port from outside during last ten years i.e. 1927-1928 to 1936-1937

Duty was charged on articles imported from ports of Kathiawar and was not charged on articles brought from British Indian ports.

30% duty was charged on Soda Acid from Porbandaar == Rs. 1867/-
from Bhavnagar == Rs. 915/-

In 1936 Development Commissioner and Director of Commerce, Industry and Labour met in Bombay for laying down the procedure of transshipping goods in country craft from Bombay to Navasari and Billimora.

Transshipment was arranged either in steam or goods were to be loaded on the wharf. Transshipment arrangement would not be applied to the ports of Okha, Navasari or Billimora unless they were declared to be the warehouse ports, similar to Karachi and other British ports. It would be necessary to have a notification in that connection issued by the British. Transshipment was not free but there was custom charge. Goods could be discharged in country craft on the sides under the direct supervision of Assistant Collector of Custom (Preventive Branch). If the goods were to be stored or to be on the wharf the port charge would be extra.⁷⁶

Gujarat ports of the state, Navasari and Billimora and British ports of Surat, Baroda and Kavi merchants paid import duty. Goods from Bhavnagar or Porbandar, those goods chiefly consisted of bag cargo like sugar, corrugated sheets, old newspaper and other articles which could be involved much valuation. The Government of India had fixed some maximum quota on the basis of imports during 1934-35.

76. A note on the proceeding of the meeting held on 20-5-1936 at Bombay by Development Commissioner of the Baroda State

Baroda Government made clear that the import at Navsari and Billimora would be considered as over and above those at Okha. The Government of India would not allow the imports of machinery at Navsari and Billimora. The representatives of Baroda Government proposed that imports of machinery could be allowed at Navsari because industrial development was achieved in the states and for existing mills or new mills at Navsari and Billimora, it was inconvenient to bring from Bombay required machineries from outside. It was necessary to allow imports of machinery at Navsari and it was necessary to be done so that the development of traffic might not be impeded.

Under the Sea Custom Act (1929) every importer would be required to make a deposit at Bombay for the duty payable by importers on the goods imported and transhipped to Navsari or Billimora and final assessment would be made at Navsari and Billimora the excess would be refunded to the merchants. Baroda Government wanted to minimize the inconvenience to the merchants. Baroda Government had to give guarantee through the Bank of Baroda and for duty collected from the merchants at Navasari and Billimora. Baroda Government continued its fight for port right and at last, succeeded in developing water route trade through its ports, inspite of hinderance always made by the policy of the British under the plea of paramountacy.

1930-31 to 1936-37
Part of Billimora

| Year | Machinery | From Porbandar | | From Karachi | | From Broach | | From Bombay | | Total | |
|---------|----------------------------|-------------------|-----------------------|--------------|-----------------------|-------------|-----------------------|-------------|-------|--------|--------------------|
| | | Value | weight in costs | Value | weight in costs | Value | weight in costs | price | costs | price | weight in costs |
| 1930-31 | Machinery parts | ----- | ----- | ----- | ----- | ----- | ----- | 100 | 05 | 100 | 05 |
| 1932-33 | =Do= | ----- | ----- | ----- | ----- | ----- | ----- | 50 | 1 | 50 | 1 |
| 1935-36 | Mill Machinery parts | ----- | ----- | ----- | ----- | ----- | ----- | 200 | 40 | 200 | 40 |
| 1936-37 | Soda Ash | 1200 | 300 | ----- | ----- | ----- | ----- | ----- | ----- | 1200 | 300 |
| 1936-37 | Cotton bales | ----- | ----- | 38500 | 779 | 2000 | 93 | ----- | ----- | 40,500 | 872 |
| Total | | 1200 | 300 | 38500 | 779 | 2000 | 93 | 350 | 46 | 42050 | 1218 |

H.P.O. File NO. 6 (Revenue) P

This statement shows import of machinery at Billimora Bunder from Okha port during 1930-1931 to 1935-1936. Duty was charged on goods brought from ports of Kathiawar and not from ports of British India. 30% duty was charged at Porbandar on Soda ash brought from Porbandar to Navsari which amount to Rs. 360/- (1937-1938)

The extension of Vasad - Kathana Railway encouraged His Highness's Government to re-open port of Dabka on the river of Mahi with a view to provide inland transport in state's territory. The Director of Commerce, Industries and Labour of Baroda state made enquiry into the matter whether it would be possible to develop a port at Dabka.⁷⁷

Baroda Government was allowed to open a port at Dabka, but the Bombay Government appropriated the custom revenue and it was for the Baroda Government to consider whether they wished to open and develop a port at Dabka under the condition stipulated by the Government of India. The right of Baroda Government for opening and developing ports its own territory was always underestimated by the Government of India. The Government of India argued that it would bring loss of railway revenue, possibility of smuggling and other administrative difficulties.

The Baroda Government took keen interest in developing modern transport system. This resulted into general development of the state which was considerably high. The development of transport brought industrial expansion considerably. The number of large industrial establishment of all direction in the state was 169 which gave a percentage of 1.9 to total of such establishment in India (6,8,625) like cotton mills, dyeing, bleaching factories,

77. A letter from the Director of Commerce, Industries and Labour dated 10/10/1925 to the Diwan regarding reopening a port at Dabka H.P.O. file No. 6 p.15

cement works, railway workshop, woolen mills, pharmaceutical works, salt work, printing press, electrical installation, oil mills, cotton pressing ginning works, iron foundries brisk and tile work. The average daily number of persons employed in the state was 8 of population where the compounding figure for India was -5.

Modern Banking system developed. The state had 34,064 account holders in the postal saving banks. That gave percentage of 1.6 to total population as against 8 for India. Baroda Government granted loans on import and export of goods through Okha could be arranged with Bank of Baroda.

Development of port of Okha had given largest revenue to the Government of Baroda Articles of state requirement through port Okha were begun to imported. Sufficient facilities were provided by the Government of Baroda at Okha, traders and merchants were taken in confidence to carry on trading activities at port. Articles of general consumption such as kerosene, petrol, ford motorcar, sugar, piece goods, paper, coal, etc. were made available into interiors of the state. The development of trade by sea resulted into the development of trade in various divisions of the state.

Port Okha was the cheapest port on the Western India for Kathiawad, Gujarat and Rajputana and Delhi and thus provided suitable port between Bombay and Karachi. The sea-borne trade of Gujarat and Kathiawad which were not dealt with at Bombay went either to Porbandar and Veraval(both being open road tracks closed in south-west monsoon) or to Bhavnagar a decaying port in the Gulf of Cambay direct route. The Kathiawar railways carried in 1917-18 tons 850,000 of goods and one might fairly estimate on a large percentage of that trade going through Byet port.

The nearest town to Okha was Dwarka. It was also the administrative head quarter of the district and one of the most important religious centres in India. Dwarka and Byet just across harbour were visited by thousands of Pilgrims from all parts of the country throughout the year both by sea and land. Pilgrims' traffic alone assisted development of the port of Byet and Dwarka and increased facilities for reaching Dwarka and Byet considerably helped in development. Cheap port attracted traders and thereby encouraged trade and commerce, which ultimately resulted into economic progress.

Index of general development of the state was high, highest than that represented by the percentage of urban population of India. The consumption of foreign goods in the state and consequently the amount of import duty on them was likely to be higher than that arrived at on the urban population basis.

In spite of that, at the instance of government of India Baroda bound herself to levy customs duties on the British Indian scale. In 1865, other Kathiawad state except Bhavnagar did not accept restriction and imposed lower rates with the result that Baroda's ports could not build up business and Baroda had to make financial sacrifice over a long period owing to her adherence to agreement of 1865.

After 1917, the other Kathiawar states accepted the British Indian tariff, Baroda began to develop her port at Okha and constructed railways landing to it. Baroda used Rs. 1.5 (1 1/2) crores. The port began to work towards the end of 1926. Viramgam Cordon was imposed in 1927 before Baroda could return the capital invested by the state. It resulted into high rate of duty payment on the side of the Baroda people.

Development of water transport created some problems which resulted into necessities of establishing new network of administration at ports. With a view to prevent smuggling of prohibited articles and undesirable persons, the Bombay Government organized C.B.I. and asked Baroda along with other marine Indian states to help in the system of administration.

The development of transport brought drastic changes in the social life of the people. Western impact had been prevailing in each and every field of social life. Western models or better skill modern world model in social etiquette dress, eating habits, dwelling units, furniture designs, better awareness about private and public hygienic, new modes of entertainment had penetrated deep into public life. Social outlook, dress, food habits, movie styles and even fashion and hair styles penetrated deep into social life.

It is always said that Amreli and the Baroda Government's ports in Kathiawad received the least attention from the rulers of Baroda which is never true. The Baroda Government especially under Sayajirao III took certain measures to improve the ports and proposed various schemes to develop the ports to promote trade and commerce and provide an effective mode of passenger traffic too. The general aversion to adopt new trends, a peculiar feature in the most of the princely states in Kathiawad, came in way of introduction of measures calculated to bring about economic development to raising the living standards of the people. It was true that there were no developed ports like Bhavnagar, Bedi etc. In Amreli, whatever the ports, were they were minor fishing ports, the noticeable item of export being salt only. His Highness Sayajirao's Government paid sufficient attention towards the improvement and development of the ports and thereby developed water transport on modern line.

His Highness's right of developing port was always ignored by the British Government and it was raised time to time in 1906, 1923, 1936 and the Government of Baroda succeeded in 1936 but the question of Navasari was not undertaken. Under Sayajirao III the Government of India's policy of suffocating the port right of Baroda was opposed by Baroda in 1906 on firm ground.