

CHAPTER III
NON-AGRICULTURAL
PRODUCTION, TRADE AND
COMMERCE

NON-AGRICULTURAL PRODUCTION TRADE AND COMMERCE

Non-agrarian economy is the backbone of any financial system and is responsible for the growth and survival of the urban settlements but it is also an established fact that their sustenance is possible due to the support of the agrarian economy. The eighteenth century observed relative decline in the non-agrarian produce and its demand and supply due to obvious reasons of declining imperial patronage and political instability. However, both rural and urban skilled and semi-skilled artisans continued production for local consumption. Rural non-agrarian produce included textile of the coarser kind mainly prepared from handlooms, pottery, agricultural implements made of wood and iron, sugar, leather, oil, raw silk, saltpeter, indigo, etc. whereas the urban produce comprised finer textiles, carpets and shawls, decorative metalware and pottery, wood and ivory carving, manufacture of arms and musical instruments, etc. The consumer of these produce largely belonged to the ruling aristocracies and land controlling elites.¹ Rural industrial produce was prepared either in individual family or by the small collectives of artisan families whereas the urban produce was carried out in *karkhanas*/factories located in the crafts town. The owners of urban *karkhanas* were the members of royalty, *zamindar* castes, land magnates and wealthy consumers. We do not find traces of guild system of European type in India during this period except in case of Gujarat, (Surat and Ahmedabad). However, where they were not so perfectly organized.² The chief aim of such guilds was to hold artisan firmly to produce and to have their markets in the internal and

¹ CEHI, Vol. II, p. 246.

² GBP, Baroda, p. 160. Also see CEHI, Vol. II, p. 351 (The existence of trade guild in Gujarat, which were more like caste cum occupation organizations than progressive economic institutions had very little relevance for organizing capital and adopting not to speak of inventing, modern techniques of production by the artisans) and Tirthankar Roy, *The Economic History of India*, pp. 27-28.

external trade systems.³ Since the establishment of English trade and monopoly of East India Company, sharp changes were registered particularly in the textile trade and they became distinct in the second quarter of the nineteenth century. These changes include: manufacture of non-agrarian products; production of agricultural commodities; external and internal trade; capital investment and banking; modes of transportation and communication; artisans system of production and market systems.⁴ These changes led to commercialization of agriculture on one hand and the beginning of industrialization on the other.⁵ The reasons for such changes were transformation in trade, introduction of railways and other means of communications and development of small-scale industries.⁶

This chapter attempts the investigation of the natural endowments and their produce; secondary agrarian products; manufactured goods; handicrafts, external and internal trade network; means of communication, markets, traders, artisans, capital investment and management and finally the sources of urban income and classification of trade centers of varied sizes that catered the South Gujarat territory.

³ CEHI, Vol. I, p. 284.

⁴ Tirthankar Roy, *The Economic History of India*, pp. 42-48.

⁵ *Ibid.*, pp. 51-153.

⁶ *Ibid.*, pp. 114-186.

I

NATURAL ENDOWMENTS

MINES, MINERALS, THEIR EXTRACTION AND USAGE: The first recorded reference to the mineral resources of the South Gujarat territory is available in the accounts of Ralph Finch⁷, Mandelslo⁸ and Thevenot⁹, *Mirat-i-Ahmadi* for c.1760¹⁰, the *Reports* of Copland¹¹ and description by M. S. Commissariat¹² and George Watt¹³. The Table 9 (p. 70) in Chapter I reveal the sites where these mineral resources were found during the nineteenth century.¹⁴ The minerals spotted in the South Gujarat territory are iron ores, gold, sand stone, quartz, granite, gneiss, lime stone, laterite, marble, etc that were used for tool making, building purpose, decoration, glass making and metalling of roads. These minerals were located in Sankheda *taluka* of Baroda *prant* and Songadh *taluka* of Navsari *prant* of the Gaekwad State; Ankleshwar *taluka* of Broach district; Mandvi *taluka*, Olpad *taluka*, Chorasi *taluka*, Bulsar *taluka*, Chikhli *taluka* and Pardi *taluka* of Surat district and Nandod *taluka* of Rajpipla State of the Rewakantha Agency. A description of the mines, mineral resources, their extraction and usage for the *talukas* of Baroda *prant* and Navsari *prant* of Gaekwad State, *talukas* of Broach and Surat districts and *taluka* of Rajpipla State in the study region is offered here.

⁷ Ralph Finch, *Early Travels in India*, (1583-1619), W. Forrest (Ed.), London, 1921, p. 174. Also see *An Atlas of the Mughal Empire*, p. 25 and sheet 7B.

⁸ M. S. Commissariat, *Mandelslo's Travels in Western India*, (1638-39), London, 1931, p. 15. Also see *An Atlas of the Mughal Empire*, p. 25 and sheet 7B.

⁹ Jean de Thevenot, *Indian Travels of Thevenot And Careri*, (Ed.) S. N. Sen, New Delhi, 1949, reprint, 1968, p. 18. Also see *An Atlas of the Mughal Empire*, p. 25 and sheet 7B.

¹⁰ *Mirat-i-Ahmadi*, Supplement, pp. 15, 223 and 250. Also see *An Atlas of the Mughal Empire*, p. 25 and sheet 7B.

¹¹ 'Copland's Report of 1815 in *Transactions of the Literary Society of Bombay*, London, 1, 1819, pp. 289-95; Also see *An Atlas of the Mughal Empire*, p. 25 and sheet 7B.

¹² M. S. Commissariat, *History of Gujarat*, Vol. I, pp. 262-63 & 268-270.

¹³ George Watt, *Dictionary of Economic Products*, Vol. II, Calcutta, 1889-90, p. 171.

¹⁴ GBP, *Surat and Broach*, pp. 38 and 355; GBP, *Rewakantha and Surat States*, pp. 11-12; IGI, 1908, pp. 33-34 and G. H. Desai and A. B. Clarke, *Gazetteer of the Baroda State*, Vol. I, *General Information*, Bombay 1923, p. 53.

The Baroda State evidenced its first Geological Survey in 1892 by Mr. Bruce Foote and the report of the Survey was published in 1898.¹⁵ This report and other sources inform us of availability of iron and gold in the State. Tapi River brought down the iron ore in immense quantities in form of rich magnetic iron-sand during the floods.¹⁶ It is mentioned that this ore was in use in earlier period as well¹⁷ but no accurate reference is found about it. The iron was melted out of the iron-sand, as I find reference to the existence of melting work in Songadh *taluka*.¹⁸ Bruce Foote in his report discussed this melting work during the late nineteenth century and also the process of extraction of its ore in the following words.

The iron sand could be easily collected by coolie labour, and stored at convenient places till the water is at a convenient height and then carried to the works dugouts, which would save all the difficulties of land carriage... The separation of the magnetic ore from the siliceous sand and other comminuted minerals accompanying it could easily be effected by means of "vanners" or "buddles" as may be found most convenient to work either in the dry way or the wet way. It would be easy to adapt a magnetic train to the vanner, which would carry out all the necessary separation yet more perfectly. There are two principal difficulties to provide against and those are the unhealthiness of the Tapti valley during great part of the year, and the danger of an insufficient supply of charcoal if the forests be not conserved...; but a better plan would probably be to locate the works as far down the river near where it becomes navigable close to Galtha in Kamrej *taluka* and to have a sawmill attached to them to which the timber required could be rafted down the river during the rains while the iron sand collected could be carried down in boats to gather with the charcoal made in the forest out of the branches of the trees unsuitable for rafting. The waste from the sawmill would serve as fuel for the steam engines required to work both the saw machinery and the blast of the smelting furnaces.¹⁹

Mr. Foote also informs of a site, which was quarried in remote past.²⁰ This is located in Sankheda *taluka* and is identified as Samdhi *karkhana*.²¹ However, it does not fall in the territory under consideration but definitely

¹⁵ R. Bruce Foote, *The Geology of Baroda State*, Madras, 1898, p. 111, GBP, Baroda, Vol. VII, Bombay, 1883, pp. 27-28 and G. H. Desai and A. B. Clarke, *Gazetteer of the Baroda State*, Vol. I, General Information, Bombay 1923, p. 53. For the Geology of Baroda State see G. H. Desai, *A Statistical Atlas of the Baroda State*, Bombay, 1918, Map. No. 6 and p. 6.

¹⁶ IGI, 1908, p. 33 and *Gazetteer of the Baroda State*, Vol. I, General Information, p. 53.

¹⁷ IGI, 1908, pp. 33-34 and *Gazetteer of the Baroda State*, Vol. I, General Information, p. 53.

¹⁸ IGI, 1908, pp. 33-34. Also see *A Sketch of the Mineral Resources of the Baroda State*, pp. 104-05.

¹⁹ R. Bruce Foote, *The Geology of Baroda State*, pp. 113-14.

²⁰ *Ibid.*, p. 111.

²¹ *Ibid.*, pp. 111-12.

catered the localities of Sinor and Tilakwada *talukas* of the Baroda *prant*. Similarly, reference to slag heaps is available in Naroли Nahani/ Nani Naroли of Velachha *taluka* of Navsari *prant*.²² The iron ore in the Nani Naroли locality was obtained from the mixture of hematite and limonite.²³ The principal melting site was at Vasravi, a village east of Velachha town.²⁴ The other sites in the Velachha *taluka* were Charetha, Shaha and Dehgaria were however were not operational at the time of visits of Bruce Foot.²⁵ Reference to the traces of gold in the riverbeds of the Songadh *taluka* is available.²⁶ The exact location would have been in the high bank of Hiran River, a little southeast of the small village Sigam, six and a half miles by south from Sankheda town.²⁷ The details of quantity of gold then extracted are not available. However, it can be stated that the amount was small. Therefore it cannot be guessed that this gold was used in any sense. Bruce Foote recorded the existence of bluish quartz, which belonged to Champaner system.²⁸ In Sankheda *taluka* of Baroda *prant* good sandstone was quarried at Songir.²⁹ It is located on the left bank of the Hiran River in the Sankheda *taluka* of the nineteenth century.³⁰ It was used for building construction. The Songir sandstone belonged to Bagh group of the cretaceous rocks and remained of economic significance during the period under study.³¹ During the late nineteenth³² and early twentieth century, I had found a reference to the working of a private company, which payed 2 annas

²² *Ibid.*, p. 112 and *Gazetteer of the Baroda State, Vol. I, General Information*, p. 53 and G. H. Desai, *A Statistical Atlas of the Baroda State*, Bombay, 1918, Map. No. 19.

²³ *Ibid.*

²⁴ *Ibid.*

²⁵ *Ibid.*, p. 113.

²⁶ IGI, 1908, p. 34; *Murat-i-Ahmadi, Supplement*, (tr), p. 245; Macmurdo in *Transactions of the Literary Society of Bombay*, Vol. I, p. 264 and George Watt, *Dictionary of Economic Products*, Vol. III, p. 345.

²⁷ R. Bruce Foote, *The Geology of Baroda State*, p. 115 and *Gazetteer of the Baroda State, Vol. I, General Information*, p. 53. Also see *A Sketch of the Mineral Resources of the Baroda State*, p. 100.

²⁸ *Ibid.*, pp. 115 and 37-38. Mr. Grey assayed these sites.

²⁹ *Ibid.*, pp. 121 and 124.

³⁰ IGI, 1908, p. 34.

³¹ R. Bruce Foote, *The Geology of Baroda State*, p. 124.

³² *Ibid.*

for every large and 1 *anna* for every small hand-mill stone removed from the quarry and 12 *annas* for each cartload of building material.³³ Bruce Foote writes about the working and nature and colour of stone obtained from Songir quarry in the following words:³⁴

At the time of my several visits to the Songir quarries they were being worked in a perfectly haphazard way, leading to great waste both of time and material. This was the result of the work being left in the charge of perfectly ignorant uneducated foremen, and of greedy but equally ignorant contractors. The waste arose from the system pursued that of indiscriminate quarrying and breaking out stone anywhere they fancied without reference to the requirements of the future, and piling up the quarry waste all around...The result of this was that the surface around the pits became so covered up with waste material that the pits could not be extended literally except at the cost of removing the huge waste heaps, which would be very considerable. ... The surface of sand stone beds was so greatly obscured by the waste heaps and scrub jungle that I could not in the time at my command arrive at a clear idea of the relation of the several beds exposed in the many different pits, ... There is considerable variety as to the colour and coarseness, or fineness, of grain in the several beds; ... Prevailing colours are whitest at the western end of the quarry area, and reddish-brownish, purplish, in the central part ... The darker beds are as a rule, of coarse texture. The thin-bedded purplish beds are largely quarried for hand-mill stone (querns), which are made of large and small sizes. ... These being thus carried on pack animals is doubtless because of the bad state of the roads generally throughout the country. The want of a good road to convey this beautiful freestone to Baroda and other markets was lamented by Mr. F.A. H. Elliot.

Besides quarrying, stone cutting was also carried out over here. This included slabs, low pillars for verandahs and house fronts.³⁵ The principal markets for the Songir stone was in Baroda city and the towns of Sankheda, Bhadarpur, Dabohi/Dabhoi and Chandod.³⁶ Regarding the transportation of stone it is stated that both the rail means and river-way were in consideration.³⁷ Bruce Foote informs of proposed railway plan for the transportation along Chandod and Baroda route. However, this was not brought to realization during the period under our study. It can be said that the rivers would have been definitely used for sending the Songir stone from one place to another. In the words of Bruce Foote, "Songir stone could thus be

³³ *Ibid.*

³⁴ *Ibid.*, pp. 124 -26.

³⁵ *Ibid.*, p. 126.

³⁶ *Ibid.*

³⁷ *Ibid.*

shipped down the Hiran and the Orsang as far as Narbada" and from there it could be taken to Broach and to Bombay.³⁸ Songir sandstone had been considered better than the Porbander stone both in beauty and durability.³⁹ Beside this, the other building material that was obtained from the eastern extreme of Sankheda *taluka* during the nineteenth century was the hard rock.⁴⁰ These were the granites found at Bhulvan and Bodeli;⁴¹ gneiss found at Bhadrali;⁴² crystalline limestone found at Motipura, Hariuka and Wadeli⁴³ and quartzite found at Achali⁴⁴ and at Lachharras hills.⁴⁵ These hard rocks were used for basic building construction, stone carving and as road metal.⁴⁶ The other building stones that were used relatively in less quantity were available in porphyritic trap located in west and southwest of Vyara,⁴⁷ Songadh fort hill,⁴⁸ Vajpur in Songadh *taluka*,⁴⁹ Vajpur fort,⁵⁰ Hathuran in Velachha *taluka*,⁵¹ Dhantwa and Karjan in Kamrej *taluka*.⁵² These stones were generally used for decorative purposes, for example, in pillars, pedestals for statues and slabs and had been identified by Bruce Foote by their localities. Frequent mention to use of laterite⁵³ as building stone is available in the Dungar hill in Kamrej *taluka*, Kurel in Mahuva/ Moha *taluka* and north of Gandevi.⁵⁴ The Kurel laterite was used in the Navsari town and boats via

³⁸ *Ibid.*

³⁹ *Ibid.*

⁴⁰ *Ibid.*, p. 116.

⁴¹ *Ibid.*, pp. 116-18; Also see *A Sketch of the Mineral Resources of the Baroda State*, p. 96.

⁴² *Ibid.*, p. 118; Also see *A Sketch of the Mineral Resources of the Baroda State*, p. 97.

⁴³ *Ibid.*, pp. 119-20; Also see *A Sketch of the Mineral Resources of the Baroda State*, p. 77.

⁴⁴ *Ibid.*, pp. 122-23.

⁴⁵ *Ibid.*, p. 123; Also see *A Sketch of the Mineral Resources of the Baroda State*, p. 86.

⁴⁶ *Ibid.*, p. 137.

⁴⁷ *Ibid.*, p. 128.

⁴⁸ *Ibid.*, p. 129.

⁴⁹ *Ibid.*

⁵⁰ *Ibid.*

⁵¹ *Ibid.*, p. 130.

⁵² *Ibid.*, p. 131.

⁵³ *Ibid.*

⁵⁴ *Ibid.*, p. 190.

Purna River brought it to Navsari.⁵⁵ Similarly, the laterite stone of Gandevi was used in road construction between Gandevi and Bilimora.⁵⁶ Limestone used for building construction can be traced at Lindiad, Limodra and south of Natu Pir tank in Kamrej *taluka* and south of Nogama and Dinod in Velachha *taluka*.⁵⁷ Agate can be traced at Naroli Nahani in Velachha *taluka* and at Galha in Kamrej *taluka*.⁵⁸ These agates were of considerable beauty and were used for shining and polishing.⁵⁹ The glass making material i.e. sand and quartz in the Baroda State is traceable in Sankheda *taluka*.⁶⁰ Similarly, cement-making stone i.e., clayey sand stone was found in the bed and along the Kim river in Velachha *taluka*.⁶¹ Beside these details about various stones, the existence of hot springs is also recorded in the nearby locality of Songadh *Taluka* in Navsari *prant*.⁶² The hot springs are rich in ore deposits.⁶³ Hence, according to the survey of the first decade of the twentieth century, it can be suggested that people made some medicinal use of the Songadh hot spring during the nineteenth century. References to a variety of mineral resources are found in Broach and Surat districts in the Bombay Presidency. Broach records of conglomerate stone found in Sahol and limestone from Panoli, Samor and Obha in Ankleshwar *taluka*.⁶⁴ Surat district is also recorded for mineral source. The details of minerals of various *talukas* of Surat district are classified in the Table 1 along with the sites and minerals usage. These are sand stone, limestone and iron ore ⁶⁵ besides the sand. The sand that is traceable in Surat

⁵⁵ *Ibid.*, p. 131.

⁵⁶ *Ibid.*

⁵⁷ *Ibid.*

⁵⁸ V. S. Sambasiva Iyer, *A Sketch of the Mineral Resources of the Baroda State*, Bangalore, 1910, p. 71.

⁵⁹ R. Bruce Foote, *The Geology of the Baroda State*, p. 135.

⁶⁰ *Ibid.*, p. 139.

⁶¹ *Ibid.*, p. 132.

⁶² The hot spring had some white ash like material and clay. See *A Sketch of the Mineral Resources of the Baroda State*, p. 105.

⁶³ 'Mines and Minerals', U. S. *Geological Survey*, Bulletin 385, Vol. XXX, No. 5, p. 285.

⁶⁴ *GBP, Surat and Broach*, p. 355.

⁶⁵ *Ibid.* The Surveyor from the native furnace obtained specimens of slags. The local black smiths worked who were most of the time were on move.

district was located along the Dumas side of the Tapi. This sand was metallic in nature and was used for drying up ink instead of blotting paper.⁶⁶

TABLE 1
Mineral Wealth in Surat District during the Nineteenth Century

Surat Talukas	Sites	Minerals	Usage
Mandvi taluka	Tarkeshwar	Nummulitic lime stone and Iron slags	Metalling and masonry work
	Majlav	Calcareous sand stone	Metalling and masonry work
	Nogama	Laterite	Metalling and masonry work
	Bodhan	Iron stone	
Olpad taluka	Jafarabad, Kosad and Waracha	Nodular limestone/ kankar	Metalling of roads
Chorasi taluka	Dumas, Magdala & Athwa	Sand and Nodular limestone	Masonry work
Chikli taluka	-	Dungri stone	-
Bulsar taluka	Bulsar Trap	Gravel called as Dungri stone	Metalling of roads in Surat city
	-	Iron stone	-
Pardi taluka	-	Iron stone	-

Source: GBP, *Surat and Broach*, p. 38; G. H. Desai, *A Statistical Atlas of the Baroda State*, Bombay, 1918, Map. No. 6 and p. 6 and *An Atlas of the Mughal Empire*, p. 23 and Sheet 7B

The location of Rajpipla State in the Rewa Kantha had placed it in the most advantageous situation during the study period as the Rewa Kantha Agency is recorded as an immensely rich administrative territory in terms of mineral wealth in Bombay Presidency.⁶⁷ It was the building stone that was dug out frequently in the South Gujarat territory of the Rewa Kantha Agency besides the small quantity of granite and colored variety of marble obtained from the metamorphic rocks found in the locality. The most noticeable mineral wealth of the Rajpipla State had been the iron slags and the agate and the cornelian.⁶⁸ It is recorded in the *Memoirs of Geological Survey*⁶⁹ and *Gazetteer of the Bombay Presidency*⁷⁰ that in the Rajpipla State territory at Bhilod

⁶⁶ *Ibid.*

⁶⁷ SRBG, XXIII, Bombay, 1821, pp. 101-02, 105, 107 & 109-10.

⁶⁸ GBP, *Rewakantha and Surat States*, p. 11.

⁶⁹ *Memoirs of Geological Survey*, VI, 1852, pp. 3, 216 & 218.

⁷⁰ GBP, *Rewakantha and Surat States*, p. 11.

near Ratanpur and along the west of the village Limodra, i.e. twenty-five miles west of Nandod there were large mounds of iron slags. These iron slags were generally obtained near the iron furnace, which suggest that the ironwork was carried out in the Rajpipla territory during the under study period as well.⁷¹ Besides this, we have reference to the existence of old iron furnace that help in concluding that the iron extraction remained one of the important occupation of the local people.⁷² According to the year 1852 details, the composition of iron slags of Limodra included 53.64% of silica, 5.39% of alumina, 10.49% of lime, 28.96% of the protoxide of iron and 1.52% of magnesia and manganese.⁷³ The Rajpipla State remained famous in agate and cornelians.⁷⁴ These were the precious stone and had been in use since the earliest times.⁷⁵ The identified site is Limodra near Ratanpur. J. P. Willoughby apprises us of the details of the Cornelian mines in the Ratanpur locality of Rajpipla territory in the following words: "The cornelian mines are in the vicinity of Rattonpoor (Ratanpur), whence that village derives its name, *Ratan* in Sanscrit signifying a precious stone. The cornelians were formerly burnt only at a village in the Jugreea purgunna, commonly called Neemodara, but the proper name of which is Limodra."⁷⁶ The business was

⁷¹ *Memoirs of Geological Survey*, VI, 1852, 3, 216 & 218; and GBP, *Rewakantha and Surat States*, p. 11.

⁷² *Memoirs of Geological Survey*, VI, 1852, pp. 3, 216 & 218.

⁷³ GBP, *Rewakantha and Surat States*, p. 11.

⁷⁴ *A Sketch of the Mineral Resources of the Baroda State*, p. 73.

⁷⁵ Ptolemy, Finch, Mandelslo, Thevenot, Copland, Commissariat and George Watt had recorded their existence. See GBP, *Rewakantha and Surat States*, p. 11; Ralph Finch, *Early Travels in India, (1583-1619)*, (Ed.) W. Forrest London, 1921, p. 174; M. S. Commissariat, *Mandelslo's Travels in Western India, (1638-39)*, London, 1931, p. 15; Jean de Thevenot, *Indian Travels of Thevenot And Careri*, (Ed.) S. N. Sen, New Delhi, 1949, reprint, 1968, p. 18; 'Copland's Report of 1815' in *Transactions of the Literary Society of Bombay*, London, I, 1819, pp. 289-95; M. S. Commissariat, *History of Gujarat*, Vol. I, pp. 262-63 and 268-270; George Watt, *Dictionary of Economic Products*, Vol. II, p. 171 and *The Wealth of India, A Dictionary of Indian raw Materials and Industrial Products*, CSIR, New Delhi, Vol. I, pp. 37- 38 & Vol. VIII, pp. 337-408.

⁷⁶ J. P. Willoughby, *Memoir on the Rajpipla State, Prepared in 1821, Selections from the Records of the Bombay Government (SRBG)*, No. XXIII-New Series (NS), Bombay, 1856, p. 269; Bruce Foote had also described the location and extraction of agate from the agate mines of Ratanpur. See R. Bruce Foote, *The Geology of Baroda State*, pp. 181-82 (Appendix I).

formerly monopolized by a few Muslim families, who disposed of the cornelian to the merchants of Cambay, particularly to that of Bohora sect.⁷⁷ The other establishments recorded for preparing the cornelians were the villages of Soolatanpoor/Sultanpur, superintended by a Rajput and Raneepoor/Ranipura, managed by *karoombee*.⁷⁸ The monopoly of working with the mines lay in the hands of the inhabitants of Limodra that had made them offensive in the sub-region.⁷⁹ The *Bhils* were the chief miners.⁸⁰ The method of extraction and usage is discussed in the forthcoming lines.⁸¹ The mining operations were conducted in the month of *Asarh*/ September and lived off till *Baisakh*/ April, when the burning was carried out. The operation of burning was performed by digging a hole i.e., one *gaz* square. In these holes were placed the earthen pots filled with the cornelians. These cornelians were previously exposed to the sun. The bottom of the pot was taken out and a layer of about six or seven inches of cow or goat-dung was strewn above and below them. Finally, after setting them to fire, the stones were ready for the Cambay merchants. The mining operation was not carried out during the monsoon season. In every season new pits were dug. The *Bhils* who worked in these pits were paid at the rate of a rupee for six basketsful containing on an average 25 *seers* each besides some food and digging implements.⁸² Willoughby also provides us the details of profit made in the cornelians employment and trade.⁸³ According to the inhabitants of Limodra, the maximum price they obtained for the stones was fifty rupees per *pucca maund* and the minimum was twenty-five rupees. During the good year they sold cornelians to the amount of about twenty thousand rupees and

⁷⁷ *Ibid.*, and GBP, *Rewakanthi and Surat States*, p. 12.

⁷⁸ *Memoir on the Rajpipla State*, p. 269.

⁷⁹ *Ibid.*

⁸⁰ *Ibid.*

⁸¹ *Ibid.*; *Memoir of the Geological Survey*, Vol. VI, pp. 3, 56 & 219; SRBG, XXIII, p. 110 and GBP, *Rewakanthi and Surat States*, p. 12.

⁸² *Ibid.*

⁸³ *Ibid.*, pp. 269-70.

in a bad one only to the amount of about eight or nine thousand rupees. Willoughby was however by no means satisfied by the information of this type. He apprises of the revenue yielded during the times of Rai Singh ji, the ruler of Rajpipla State. The revenue was Rs. 3,000 per annum.⁸⁴ The principal colours of the cornelians obtained then were red, white and yellow.⁸⁵ The red one was considered the most valuable. Among the other native states of Surat State in the South Gujarat territory, Dharampur and Sachin do not record the presence of mineral stuff. Bansda records of black hard stone that was useful in building and was available in abundance in the Bansda territory.⁸⁶

An examination of the usage of mineral produce of the South Gujarat territory in industry gives the following picture. There was no big clay industry, however the potters continued to work with local clay and manufactured items of daily usage. The possibility of existence of glass industry cannot be denied as the quartz and sand suitable for glass manufacture was available in Sankheda *taluka*. Our sources do not speak of any glass manufacture unit in the sub-region during the period under study but the discussion on the future of glass manufacture definitely finds place in the following words:⁸⁷

Glass made out of this sand with English soda and Surat lime, is of yellowish tint and is in addition, dull and cloudy in aspect. The suitability of this sand for manufacture of glass on a commercial scale will have to be determined by further investigation and this may be undertaken along with that proposed for other sands from Pedhamli etc.

Similarly, the prospects of natural cement industry also figures in the sub-region. We find reference about materials required for the manufacture of Portland and Slag cement in the Velachha *taluka*.⁸⁸ Like glass manufacture, cement industry fate also get lightened up during the twentieth century.

⁸⁴ *Ibid.*, p. 270.

⁸⁵ *Ibid.*

⁸⁶ GBP, *Rewakantha and Surat States*, p. 245.

⁸⁷ V. S. Sambasiva Iyer, *A Sketch of the Mineral Resources of the Baroda State*, Bangalore, 1910, p. 23.

⁸⁸ *Ibid.*, pp. 43-46.

However, the sub-region continued to import these ready products from Germany, England, etc. during the nineteenth century.

Regarding trade transaction in mineral produce and the usage of metal obtained out of the mineral produce, it can be stated that the sources do not provide empirical details. However, references in the *Survey Settlement Reports, Administration Reports and Correspondences of Surat and Broach Collectors* in Bombay Presidency clearly establish such activity. Every town and village essentially traces the existence of ironsmith, gold smith, silver smith, copper and brass worker.⁸⁹ For instance, Broach and Surat district, Kadi and Baroda *prant* in Baroda State trace existence of iron industry,⁹⁰ ironwork⁹¹ and brass and copper work.⁹²

FOREST PRODUCE: The forest extent in relation to the South Gujarat territory has been already discussed in Chapter I.⁹³ The eastern extremes of the South Gujarat territory were rich in forest produce like timber, gum, lac, honey, fire wood, grasses that were used in making ropes and baskets, *kathua*, medicinal plants, *mahura* flowers for yielding liquor, etc. A brief discussion on the above-mentioned produce, production method and trade is offered in this section.

The largest amount of timber was obtained from the forests of Navsari,⁹⁴ Tilakwada,⁹⁵ Dang,⁹⁶ Rajpipla,⁹⁷ Dharampur⁹⁸ and Bansda.⁹⁹ The

⁸⁹ *Memoirs on the Zilla of the Baroche*, p. 57.

⁹⁰ GBP, *Surat and Broach*, p. 180.

⁹¹ GBP, *Baroda*, p. 157. Also see *Gazetteer of the Baroda State*, Vol. I, p. 402.

⁹² *Ibid.*

⁹³ GBP, *Baroda*, p. 28 & 34; GBP, *Surat and Broach*, pp. 39, 42 & 354; GBP, *Rewakantha and Surat States*, pp. 16, 245-46, 254-55 & 258; GSG, *Dang Districts, Dang District*, pp. 13-15; *Administration Report on the Rajpipla State, 1902-03*, p. 35; GSG, *Dang Districts, Dang District*, p. 234; IGI, *Baroda*, p. 98; S. Pillai, *Rajas and Prajas*, p. 24 & 91; A. B. Trivedi, *Wealth of Gujarat*, pp. 39-51 and Irfan Habib, *An Atlas of the Mughal Empire*, pp. 25-26.

⁹⁴ "The Navsari *taluka* contains the largest forest area in the Baroda territory...cover over 600 sq. miles consisting of hill level tracts and of plains". GBP, *Baroda*, p. 28.

⁹⁵ *Ibid.*, p. 40.

⁹⁶ "Dangs had fine timber". *Ibid* and GSG, *Dang District*, pp. 13-15.

⁹⁷ GBP, *Rewakantha and Surat States*, p. 96.

timber was chiefly obtained from the trees of *sisam*, *haldwan*, black-wood, teak, *khair*, *beeo*, *timru*, *sadad*, *tinach* and few others.¹⁰⁰ Dang was extensively rich in teak forests and during the nineteenth century the Dang chiefs gave forests on lease to Surat merchants who had established trade monopoly in timber trade.¹⁰¹ The timber thus obtained was mostly carried to Surat, Bulsar, Bilimora, Kadod, Broach, Gandevi and Navsari for export purposes.¹⁰² The Dang timber was supplied to Bombay Naval Dockyard.¹⁰³ The traders were among the *Parsees*, Hindu and Muslim and were the inhabitants from the Bulsar, Navsari and Surat city region.¹⁰⁴ Black wood *sisam*, *dalbergia* and *sisoo*, which had the fine qualities of strength and elasticity, were used for many purposes by the house-builder, cabinetmaker and wheelwright.¹⁰⁵ The *khier*/acacia catechu was a moderate sized tree producing excellent timber.¹⁰⁶ The heartwood was more durable than teak.¹⁰⁷ It was used in house building, for posts, beams and well plates and also for rice pestles, sugarcane and oil seeds crushers, cotton rollers and ploughs.¹⁰⁸ The *khair* yielded very good charcoal. The *kathodias* extracted *katha* from the *khair* trees.¹⁰⁹ The *haldwan*/Adina cordifolia was a large tree that yielded valuable timber fairly durable and safe from the attacks of white ant or other insects.¹¹⁰ The wood

⁹⁸ About 70 varieties of timber were exported from Dharampur. Chief among them were *sadado*, *haldavan*, *tanach*, teak and black wood. The forests also have many varieties of gum-yielding trees, Medicinal plants and a good deal of *muhuda* flowers from which liquor was distilled. The adivasis are expert in weaving mats and baskets, musical instruments of wind- type made of bamboo but they did not had a regular markets. *GBP, Rewakantha and Surat States*, p. 254. Also See *Rajas and Prajas*, p. 6.

⁹⁹ *GBP, Rewakantha and Surat States*, pp. 245-46.

¹⁰⁰ *GBP, Baroda*, p. 35; *IGI, Baroda*, p. 98 and *GBP, Rewakantha and Surat States*, pp. 245-46, 254 & 258.

¹⁰¹ *GSG, Dang District*, p. 92.

¹⁰² *Ibid.*, and *GBP, Baroda*, p. 34.

¹⁰³ *GSG, Dang District*, p. 15.

¹⁰⁴ *Ibid.*

¹⁰⁵ *GBP, Baroda*, p. 35.

¹⁰⁶ *Ibid.*

¹⁰⁷ *Ibid.*

¹⁰⁸ *Ibid.*

¹⁰⁹ *Ibid.*

¹¹⁰ *Ibid.*

was durable for household accessories and was used in house building. It was used for doors, window frames and beams and it was highly valued for carts, cotton gins and field tools.¹¹¹

Timber Trade: The timber available from Navsari *taluka* was brought to Surat, Kadod and Bulsar in the Surat district, Bilimora in the Navsari division.¹¹² The Dangs timber was carried to Nasik and Khandesh by river route on boats and by *Parsee*, Hindu and Muslim merchants of the Bulsar, Navsari and Surat city region.¹¹³ Sources speak of timber trade between Bansda and Dharampur.¹¹⁴ The Rajpipla timber that was chiefly obtained from Sagbara and southern forests had great demand in timber market. The Rajpipla timber was carried to Surat, Broach and Ankleshwar.¹¹⁵ This timber was carried to these places by carts. On the spot the price of a ready filled cartload of two to six logs varied from Rs. 1 ½ to Rs. 2 and after paying tolls costed between Rs. 3 to Rs. 4.¹¹⁶ The Rajpipla teak, rafters, heavy timber and bamboos formed the list of the export items.¹¹⁷ The wood obtained was mainly firewood and little quantity of timber was sent to Bulsar.¹¹⁸ Reference to timber trade in Broach district shows changes between first half and second half of the nineteenth century. Bulsar and Broach was the fulcrum of timber trade. Timber was brought into the Broach district from two sides i.e., through sea from Bulsar and from Malabar Coast and via land mainly from the forests of the Rajpipla state during the first half of nineteenth century. However with the introduction of railways in British districts and Native States the extent and volume increased. Before the opening of the railway in 1861 the returns show that at Broach there was no import of timber and a

¹¹¹ *Ibid.*, pp. 35-36.

¹¹² GBP, *Baroda*, p. 34.

¹¹³ GSG, *Dang District*, pp. 15 & 91-92.

¹¹⁴ *Ibid.*, p. 96.

¹¹⁵ GBP, *Rewakantha and Surat States*, p. 96.

¹¹⁶ *Ibid.*, p. 97 and SRBG, XXIII, p. 316.

¹¹⁷ GBP, *Rewakantha and Surat States*, p. 97.

¹¹⁸ *Ibid.*, p. 255.

considerable export was carried out that valued on an average between 1837 and 1847 at Rs. 15,970 which rose to Rs. 1,63,720 between 1856 and 1862.¹¹⁹ It means an increase of 925 %. The timber brought through railways from Rajpipla was sent up to the coast of Cambay and shipped for the ports of the Kathiawar and Kutch.¹²⁰ Another destination of timber brought through railways was Ankleshwar in the second half of the nineteenth century from where it was sent to the places in north Gujarat.¹²¹ The *Survey Settlement Reports* of Ankleshwar *taluka* record it as an entrepot of the Rajpipla territory, where a large supply of timber, firewood and jungle produce like wax, honey and drugs is registered.¹²² It was received for export by rail Table 2 gives the comparative details of timber trade in Broach between two halves of the nineteenth century through water and rail routes.

TABLE 2
Timber Trade in Broach during the Nineteenth Century

By Sea					By Rail				
Year	Import Quantity		Export Quantity		Year	In ward Quantity		Out ward	
	Tons	Value in £	Tons	Value in £		Tons.	Value in £	Tons	Value in £
1837-47	-	-	-	1,597	1868	1,464	10,248	4,012	28,084
1856-62	-	71	-	16,372	1869	4,800	33,609	3,897	27,279
1865-70	-	14,828	-	13,356	1870	315	2,205	3,531	24,717
1874-75	-	15,322	161	256	1871	122	854	3,204	22,428
					1872	239	1,673	3,862	27,034
					1873	292	2,044	3,902	27,314
					1874	808	5,656	3,227	22,589

Source: GBP, *Surat and Broach*, p. 437.

Silk Worm: The *tasar* silkworm was found in the forests of the Navsari *taluka*. These worms fed themselves on the leaves of the *sadada*, *bordi*, *karamda*, *pinipri*, *pair*, *nandruk*, *dhaoda*, *chulhar* and *bavol*.¹²³ Silk cocoons were obtained from the

¹¹⁹ GBP, *Surat and Broach*, p. 436.

¹²⁰ *Ibid.*

¹²¹ *Ibid.*, SRBG, No. CXLVI, NS, SSR into the Broach and Ankleshwar Talukas of the Broach Collectorate, Gujarat, Bombay, 1874, p. 142.

¹²² SRBG, No. CXLVI, NS, SSR into the Broach and Ankleshwar Talukas of the Broach Collectorate, Gujarat, Bombay, 1874, p. 142.

¹²³ GBP, *Baroda*, p. 39.

moth¹²⁴ in the month of May, June and July. Raw silk was thus procured from the silk worm. Not much detail on the usage of the Navsari silk is available. A number of experiments in the culture of silk were carried out in Broach at the Presidency level as well as individuals.¹²⁵ In 1829, an Italian Signor Mutti offered his services for cultivation of silk to the government. Later in 1837, Dr. Burns carried experiments in the culturing of Silk worms. Such efforts continued till 1871. However, these experiments could not meet any success. At the individual level, the experiment carried out by Shapurji Pestonji of Broach. He went for plantation of mulberry trees that brought him under heavy debts.¹²⁶ Hence the attempts in silk cultivation met failure. In nutshell it can be stated that despite attempts for production of raw silk, silk remained an import item in South Gujarat territory. The silk industry therefore could not sustain during the nineteenth century.

Gum: Gum or resin was gathered in Navsari *taluka* from the *gugal*, *mukal salai*, *dikamal*, *bibla* or *bia tanach* or *tevas*, *kher*, *kati*, *baval*, *kothi*, *koslumb*, *aim*, *kakad*, *amla* or *avola* and *limbda*.¹²⁷

Lac: Lac was gathered from the *ain*, *palas* or *khakar*, *vad*, *pipal*, *bordi*, *chillar* and *amba* trees in the Navsari *taluka*.¹²⁸

Kath: *Khersal* is a natural *Kath* was sometimes found in the centre of *khair* trees in the Navsari *taluka*.¹²⁹ The *kath* was also manufactured in Dangs.¹³⁰ The heartwood of the *khair* tree was cut into chips about an inch square and as thick as a piece of cardboard. The pieces were boiled in pots. The workers were mainly women. The method of production was as follows:

¹²⁴ An initial stage in the development of silk from silkworm.

¹²⁵ J. Geoghegan, *Some Account of Silk in India*, Bombay, 1872, p. 40-43.

¹²⁶ See R. D. Chocksy, *op.cit.*, p. 220.

¹²⁷ GBP, *Baroda*, p. 39.

¹²⁸ *Ibid.*

¹²⁹ *Ibid.*

¹³⁰ GBP, *Khandesh*, pp. 602-03.

...each woman having before her two rows of six pipkins, each holding about a quart of water. In ten of these, the chips were boiled and the liquid is then poured into two larger pots placed in the centre, where it was kept boiling to exhaust the superfluous water. At the end of the day the liquid in the jars was poured into a wooden trough, and strained by dipping a piece of blanket into it and squeezing the blanket into the trough. The liquid is then allowed to stand, and throw down a sediment, which when dry is *kath'*.¹³¹

The Dang territory had several *kath* manufactories. The people employed in catechu/*kath* making were called *kathodias*.

Salt and Salt Works: Reference to salt availability and salt making is available in the villages of Ankleshwar *taluka*, Pardi *taluka*, Navsari *taluka*, Olpad *taluka* and Mandvi *taluka* and at Maroli, Bardoli Chikhli, Pardi, etc. Both British government and Gaekwad rulers made efforts for salt production in the South Gujarat territory during the nineteenth century. It is pertinent to mention that salt incurred income to the state hence states interest in salt was natural. Sources speak of the establishment of salt works in the villages located near the sea or rivers where the conditions were suitable. The places recorded for salt works in the Gaekwad territory were at the seacoast of Navsari, villages situated between the rivers Purna and Mindhola, on the creek at Masa and on the Ambika River at Bilimora.¹³² The Gaekwad rulers contributed to the salt production through the establishment of salt works at Dabka and some other places like Chokari. ¹³³ Some of the salt works of British were located in Gaekwad territory. The details related to such valuable salt works are as follows:¹³⁴

- | | |
|------------------|----------------------------------------------------------|
| 1. Dehwara | closed in 1850-51 |
| 2. Mara Do | 1854-55 |
| 3. Shatha | Do 1873 |
| 4. Jee ao | Do 1875 |
| 5. Warce | were subordinate to Masa and it is not known when |
| 6. Motto Phullio | they were closed, but probably at the time that the Masa |
| 7. Dhekhli | works was closed. |

¹³¹ *Ibid.*

¹³² R. D. No. 70, 1878 - 1882, File No. 260/6, p. 225.

¹³³ *Ibid.*

¹³⁴ *Ibid.*, p. 229.

It seems that the salt production was not sufficient for consumption. Hence it was imported from other parts of Gujarat. It is reported that Surar and Broach imported salt from Kharaghora by rail.¹³⁵ Besides the salt of salt work sites, sea-salt was also imported from Cambay and was carried to Jambusar.¹³⁶

Liquor-Toddy/ Daru Production, Trade and Income: Almost the entire South Gujarat territory records the availability of *toddy* and *daru* manufactured mainly from *mahura* flower/ *Bassia latifolia*, *khajuri*/date-palm/phoenix *sylvestries* and *lad/brab*/Borassus *flabelliformis*, largely forest produce found in the Rajpipla forests, Navsari forests and Dang forests in abundance.¹³⁷ *Toddy/Daru* were popular drinks among the tribal population in comparison to others in the rural and urban settlements. Besides regular usage these were consumed in large quantity on feasts and festival occasions. David Hardiman fairly traces the drinking culture in the South Gujarat territory in his

¹³⁵ GBP, *Surat and Broach*, pp. 242 & 517.

¹³⁶ *Ibid.*

¹³⁷ 'Toddy is the fermented juice of any kind of palm tree, such as coconut, *brab*, palmyra or date- palm *Phoenix sylvestries*, known locally as *khajuri*, was the tree from which most *toddy* was taken. This tree grew freely through the region. In the early nineteenth century most of the tapping of palm trees was carried out by the peasants who tilled the land on which the trees grew. The tapper and his family drank most of the *toddy* themselves. The juice could be drawn for only a limited period each year, a total of about three months being the maximum duration, which a single tree could bear. It was also considered advisable to fallow a tree to remain fallow every second year. The most productive period for a tree was between November and March each year but a lot of *toddy* was tapped during the lean months from April to June- when the drink was consumed as a food-substitute. The *toddy*-tapping season can thus be said to have continued from about November to June each year' & 'Daru was made chiefly from the flowers of the *mahua* tree (*Madhuka indica*). This large and imposing tree flowered normally for about a couple of weeks in April. During this period the adivasis worked all-out, gathering the sugary-sweet and highly scented white flowers. The whole family would be active, filling and carrying basket-loads to their houses, where the flowers were spread in the sun to dry. As they dried the flowers shrivelled and became brown, like a large raisin in consistency and appearance. After cleaning the dried *mahua* was stored in readiness for distillation...the dried *mahua* was used in part as food... Liquor was made by first soaking the flowers in big earthen pot about a week. Fermentation occurred and a mash was produced. This was then boiled in an earthen pot, the neck of which was sealed around a tube of bamboo. The vapour from the boiling mash passed through this tube into another part which was immersed in water so cool and thus liquefy the vapour, which became liquor...' See David Hardiman, *The Coming of the Devi*, Delhi, 1987, pp. 104-06.

celebrated work *The Coming of the Devi*.¹³⁸ The Assistant Collector of Surat district, F. S. P. Lely reported in 1884 that *toddy* was an important element in the diet of poor and landless of South Gujarat. Many times it was used as medicine and for digestion purposes by the poorer section of the rural as well as urban society.¹³⁹ The *Gazetteer of the Bombay Presidency- Surat and Broach* records for Broach district regarding the export of *mahura* flower. In ranking it was second item of significance after food grains.¹⁴⁰ This flower was used for *toddy* production at the regional level as well as by Bombay arrack distilleries. The carriers were *Parsees*.¹⁴¹ Its transmission from the interior to the place of export provided employment to a considerable number of people from Broach *taluka* villages.¹⁴²

During the nineteenth century the production either of *toddy/daru/liquor* of distilleries is reported in British districts, Gaekwad State as well as the Native States—Rajpipla, Bansda, Dharampur and Sachin and Dangs.¹⁴³ It is pertinent to mention that before the beginning of the last quarter of the nineteenth century the *toddy/daru/liquor* production and sale was free from all taxes like custom duty, transit duty, etc. Hence, it was freely produced and sold in the villages and towns. Reference to liquor bidding is traceable since the times of Maratha rule in South Gujarat. The bidders were mainly *Parsees* and this situation continuously remained in existence till 1878. The above said situation changed after the liquor laws were made in 1878. The chief beneficiaries in the late nineteenth century were the British government, rulers of the Native States and the capitalists who manufactured

¹³⁸ *Ibid.*, 1987, pp. 99-128.

¹³⁹ F. S. P. Lely, 13 October 1884, R. D. 1884, Vol. 9, comp. 1735 in David Hardiman, *The Coming of the Devi*, Delhi, 1987, p. 102.

¹⁴⁰ GBP, *Surat and Broach*, p. 435.

¹⁴¹ *Ibid.*

¹⁴² *Ibid.*

¹⁴³ *Ibid.*, pp. 39-41 & 435; GBP, *Baroda*, p. 34 ; *Gazetteer of the Baroda State*, Vol. I, p. 67; JSR, *Vyara Taluka*, 1907, p. 199; *Statistical Atlas of the Baroda State*, pp. 37-38 ; *Administration Report on the Rajpipla State*, pp. 43-44 ; *Administration Report on the Bansda State*, pp. 13 and *Administration Report on the Dharampur State*, p. 20.

liquors in distilleries. Due to liquor laws, the region evidenced a decrease in consumption but it still remained considerably large and *toddy/daru/liquor* continued to generate lucrative trade. Frequent reference to them occur in the commodities list of the weekly markets, fairs and permanent markets of the various *talukas* of the South Gujarat territory. The liquor trade remained mainly in the hands of Parsees who were either cultivators residing in the villages in South Gujarat territory or the capitalists settled in Bombay.¹⁴⁴ In 1830-31 there were 282 liquor distilleries and 285 liquor shops in the Surat district.¹⁴⁵ The number of the shops increased in 1876. Table 3 gives the details of liquor shops in Surat district's *talukas*.

TABLE 3
Statement Showing the Distribution of Liquor-Shops over Surat District,
1876

Description of Shops	Surat city	Olpad	Mandvi	Chor -asi	Bard -oli	Jalal-pur	Chi-khli	Bul-sar	Par-di	Tot-al
European liquor	11	-	-	-	-	-	-	01	-	12
Country liquor	62	14	53	-	33	24	34	41	30	291
<i>Toddy</i> shops	74	14	-	23	-	-	-	22	-	133
Intoxication	17	01	01	01	04	-	-	01	01	26
Drugs										
Opium	06	01	05	01	04	-	-	01	01	19

Source: GBP, *Surat and Broach*, p. 241.

The number of liquor shops in Surat district in 1876 was 436. It means an increase of 53%. The Mandvi and Pardi *talukas* of Surat district were the largest consumer of *toddy* in the last quarter of the nineteenth century due to extensive tribal population. The average annual consumption in Pardi and Mandvi in two years 1888-89 and 1889-90 was 2.98 gallon per head and that of

¹⁴⁴ GBP, *Surat and Broach*, p. 189.

¹⁴⁵ C. W. Bell, *Report on the Abkaree System in Force in the Presidency of Bombay*, Bombay 1869, pp. 55 & 120-23.

daru was 0.56 gallon per head.¹⁴⁶ Hence the production kept increasing so was the consumption.

As suggested earlier that the *Parsees* were involved in liquor trade in South Gujarat. Table 4 gives the details of the *Parsee* shops in the South Gujarat territory. Throughout the nineteenth and the first quarter of the twentieth century, the *Parsees* involved in liquor trade acted as urban *shahukars* who interacted with the rural inhabitants and generated income out of natural produce.

TABLE 4
Liquor Shops in South Gujarat Territory in the Beginning of Twentieth Century

Places	Liquor Shops	Villages	Average no. of villages per shop
British talukas			
Chikhli	23	63	2.7
Mandvi	33	135	4.1
Pardi	21	80	3.8
Valod	08	40	5.0
Baroda talukas			
Mahuva	31	69	2.2
Songadh	71	211	2.9
Vyara	75	152	2.0
Native States			
Bansda	68	87	1.3
Dharampur	113	163	1.4

Sources: Based on *Administration Report on the Bansda State 1920-01*, *Administration Report on the Dharampur State 1920-21* and List of liquor shops, Surat district, 1914, Collector's Office Records, Surat and *Gazetteer of the Baroda State*, Vol. I, Bombay, 1923.

As far as income, taxation and revenue generated from the *toddy/daru/liquor* is concerned the empirical details are available and are being provided in the tables and texts given below which were the part of urban income generated from rural settlements. The *abkaree* tax and income generated out of *toddy/daru/liquor* in the South Gujarat territory is illustrated in Table 5.

¹⁴⁶ Based on the estimates of *Excise Administration reports, Bombay for 1888-89 and 1889-90* in David Hardiman, *The Coming of the Devi*, Delhi, 1987, p. 104.

TABLE 5
Abkaree Tax in Rupees in South Gujarat in the Last Quarter of the Nineteenth Century

Year	Surat District	Navsari district	Bansda State
1877-78	372,874	99,277	6,348
1887-88	843,994	439,411	58,745
1897-98	1,170,352	604,953	158,364
1907-08	1,460,434	643,432	221,308

Source: - Based on Excise Administration Reports, Bombay Presidency and Gazetteer of the Baroda State, Administration Reports, Annual Administration Reports on the Bansda State. Also see, David Hardiman, *The Coming of the Devi*, New Delhi, 1987, p. 118.

Further, Table 6 provides the details of revenue realized from liquor sale in the Navsari *prant* of Gaekwad State.

TABLE 6
Statement showing the Revenue Realized by the Sale of the Liquor in Navsari Prant in the Last Decade of Nineteenth Century

Year	Navsari	Gandevi	Mah-uva	Kamrej	Pals-ana	Velac-hha	Vyara	Song-adh	Total
1892	335,981	-	-	-	-	-	-	7,528	343,509
1893	135,144	19,252	18,890	5,600	31,702	22,860	102,890	28,900	365,238
1894	74,200	25,358	10,268	1,700	27,991	25,908	167,600	31,500	364,525
1895	95,543	23,904	7,970	2,300	21,548	23,400	125,200	32,117	332,062
1896	83,533	20,008	14,542	15,400	30,750	23,030	143,800	29,802	360,865
1897	68,870	24,090	23,951	16,050	32,793	23,230	177,566	41,800	408,350
1898	23,678	26,439	43,905	11,850	34,026	35,694	165,406	37,423	408,421
1899	52,207	41,126	32,299	28,065	26,032	28,707	145,709	54,300	408,445
1900	118,880	26,200	30,625	12,625	12,148	13,093	81,312	33,500	408,383

Source: JSR, Vyara taluka, 1907. p. 199.

In Rajpipla State the chief source of state income was the *abkaree* revenue. It was derived from country liquor, *toddy*, and European liquors, export duty on *mahura* flowers and hemp drugs.¹⁴⁷ Traces of the existence of *Sadar*/Central distillery located at Nandod, where entire liquor for consumption in the state was manufactured and sent for sale to the shops are found. The rates of the liquor duty in Rajpipla State were similar to Broach district, Baroda State and Mehvas territory. Rajpipla had four tracts for duty purposes. The rates that prevailed there were as follows:

¹⁴⁷ Administration Report on the Rajpipla State, 1902-03, p. 42.

Duty on liquor		
	25° U.P	60° U.P
Highest Duty tract	2 - 4	1 - 4
Second tract	2 - 0	1 - 0
Third tract	1 - 8	0 - 11
Lowest Duty tract	0 - 12	0 - 6

Similarly, in case of Dharampur State the *abkaree* revenue during the years 1898-99 and 1899-1900 was Rs. 117,379 and Rs. 80,519.¹⁴⁸ In the end, it can be observed that the *toddy/daru/liquor* was the important source of income in the South Gujarat territory.

SECONDARY AGRARIAN PRODUCTS IN URBAN SETTLEMENTS

Sugarcane Industry and Sugar mills: The sugarcane industry was significant in the South Gujarat territory as reference to the production of raw sugar and mill sugar is reported during the nineteenth century. Both British government in Surat and Broach as well as the rulers of Native States and Gaekwad State took initiatives in supporting this industry besides the efforts of individuals. It is found regarding the Baroda State that the cane industry was important and had the following infrastructure, means of production and refinement process:¹⁴⁹

The instrument employed in the extraction of juice is a country sugar cane press locally called *Kolhu* which consists of three solid Babool cylinders about 7 to 9 inches in diameter placed vertically and set very close together. The upper parts of the rollers are formed into spiral screws, which work in one another. The rollers are set in motion by means of a lever fixed at the head of one of them and turned in a circular course by a pair or two of bullocks. The roller are supplied with cane by men sitting close by and the juice pressed by them is allowed together into a large vessel...From the vessel mentioned above the juice is removed to a large iron fan in which it is foiled down to molasses. While the juice is being foiled, the dirt coming to the surface is removed and a quantity of the solution of "*Cajanus indicus*" ashes is thrown into it so as to remove its acidity. When the juice attains the desired consistency, it is allowed to cool down and then stored into is earthen jars or pits dug into the ground...Coarse sugar or Gur is not refined into fine sugar in this part of the country...The experiment was undertaken rather under unfavourable circumstances. The price of the Jagree when the experiment commenced was high while that of refined sugar was abnormally low. Consequently sugarcane from which only jagree (gur) is produced in this part of the country, had to be purchased at very high

¹⁴⁸ *Administration Report on the Dharampur State, 1899-1900*, p. 15.

¹⁴⁹ R. D. No. 582, 1876 - 1918, File No. 233/1, pp. 254- 56 and *GBP, Baroda*, p. 159.

prices and the sugar manufactured there from did not prove profitable... A part, however, from the financial consideration, it is to be noted that the object with which the experiment was is under taken, viz: that of teaching the ryots the simple and cheap process of manufacturing sugar has been fully achieved. Many have learned the indigenous process and a few have actually manufactured sugar on their farms though on a very limited scale...Another advantage derived from the experiment is that some of the ryots have learned to prepare jagree after the mode of the Panjabees. This jagree is superior in quality to and more in quantity than what the ryots ordinarily produce and fetches a better price in the market.

In Bilimora, Gandevi and the Navsari *taluka* of the Baroda state, there were primitive sugar mills, which prepared jaggery. For the development of sugar manufacture, a memorandum was issued to cultivate particular kinds of sugar cane in 1883 that were as follows:¹⁵⁰

<i>Prants</i>	Kinds
Navsari	White or Mauritius
	Purple red or indigenous
Baroda	Purple red or indigenous
	Yellowish white

The Total estimated area under sugarcane cultivation according to the returns of 1882-83 of the two *prants* of the Baroda State remained as follows:¹⁵¹

<i>Prants</i>	Area in Acres
Navsari	6,616
Baroda	<u>1,215</u>
Total	7,831

This suggests the significance of the raw product and manufacture out of it. Not only that the good quality sugarcane was imported from Madras. Its usage was made in the Government Sugar Mill at Gandevi.¹⁵² The sugar thus produced had market in Baroda, Dabohi, in the British districts of Surat and Broach and in Bansda, Dharampur and Sachin. Reference to the importation of jaggery is also available in the South Gujarat portion of the Baroda State, which are illustrated in tabular form.¹⁵³

¹⁵⁰ R. D. No. 582, 1876 - 1918, File No. 233/1, p. 247.

¹⁵¹ *Ibid.*, p. 250.

¹⁵² R. D. 1891-1918, no. 666, File no. 263/34, p. 45 L.

¹⁵³ R. D. No. 582, 1876 - 1918, File No. 233/1, P. 259.

<i>Prant</i>	Procreation	Importation	Exportation	Consumption
Navsari	246,300	5,900	221,800	20,500
Baroda	43,400	16,400	5,500	54,300

Oil and Oil Pressing Mills: Like sugar mills, oil production and oil mills remained a significant feature in the South Gujarat territory. Navsari and Bilimora *talukas* of the Baroda State are reported to have 27 and 85 mills respectively.¹⁵⁴

Rice Mills: The last quarter of the nineteenth century evidenced the emergence of small industries in the small and medium size urban settlements. Besides cotton ginning, paper manufacture, rice mills were considered significant. Sources speak of the existence of the rice mills at the following places:¹⁵⁵ i.e., Navsari and Bilimora.

Paper Making: Paper-manufacturing method remained similar as in case of the seventeenth century till the end of first half of the nineteenth century. As such no paper industry is found in the South Gujarat region. It is reported that Navsari *taluka* had units for making the coarse paper by hand,¹⁵⁶ otherwise paper remained an imported item either from other parts of the country or Europe. The annual turn out of units in Navsari *taluka* was 200 reams and the paper was sold at the rate of to ten annas per quire.¹⁵⁷

MANUFACTURING UNITS

TEXTILE, HANDLOOM WEAVING AND ALLIED INDUSTRIAL UNITS:

The South Gujarat territory is recorded as most promising cotton producing zone. Before the event of modern industrialism these were found all over the Central and South Gujarat territory a number of textile workshops both large and small which catered not only Gujarat region but maintained contact in Indian subcontinent and across borders. Surat through out the seventeenth

¹⁵⁴ GBP, Baroda, p. 159.

¹⁵⁵ *Statistical Atlas of the Baroda State*, p. 19 and RSS of the *talukas* of Broach, Mandvi, Pardi, Jambusar, etc. where paddy was grown in surplus.

¹⁵⁶ GBP, Baroda, p. 159.

¹⁵⁷ *Ibid.*

century had a flourishing industry of textile, which consisted of cotton yarns, *chintz* and carpets of silk with gold and silver.¹⁵⁸ Many other silk goods were also manufactured and tailored.¹⁵⁹ Broach was famous for its textiles and produced the best and richest type of *baftas* that were finer than those manufactured anywhere else in Gujarat.¹⁶⁰ Other types of cloth included excellent white and printed calicoes.¹⁶¹ The allied industries like bleaching and dyeing were well developed.¹⁶² It is pertinent to mention regarding textile industry that it not only flourished in large cities like Surat, Broach or Ahemdabad but also quite a few medium size and small towns excelled and developed as manufacturing centers. For instance, Ankleshwar was famous for the manufacture of cotton and silk textiles.¹⁶³ Similarly towns like Nandurbar, Mahmudabad, Nariad/Nadiad, Dabohi, Dholka, Sarkhej, Sidhpur and Vatava in Central Gujarat and Navsari and Gandevi in South Gujarat remained famous either for *baftas* or cotton thread.¹⁶⁴ Among these quite a few were of ancient repute and were carried on by artisans, mostly in their own homes and remained operational even during the nineteenth century.¹⁶⁵ For example, fine *dhotis/dhotees*, *sarees*, *bastas/baftas* were manufactured in Navsari and Gandevi, which were in great demand among the Portuguese, the Dutch and the English factories in Surat during the

¹⁵⁸ *English Factories*, V, p. 130 and Tavernier, *The Travels in Western India*, II, V. Ball, (Tr. and Ed.), London, 1889, p. 3. Also see V. A. Janaki, *Some Aspects of Historical Geography of Surat*, Baroda, 1974, pp. 47-51.

¹⁵⁹ *English Factories*, I, p. 110.

¹⁶⁰ *English Factories*, VII, p. 6.

¹⁶¹ Pelsaert, *Remonstratie, Jahangir's India*, W. H. Moreland and P. Geyl, (Tr.), Cambridge, 1925, p. 43.

¹⁶² *Ibid.*

¹⁶³ *Ain*, II (text), p. 249 and Thevenot, *Travels*, p. 45. Also see I. P. Gupta, 'Urbanization in Gujarat', *Studies in History*, J. S. Grewal and Indu Banga, (Eds.), Amritsar, p. 47.

¹⁶⁴ John Jourdan, *Journal of a Voyage to the East Indies, 1608-17*, William Foster (Ed.), London 1905, pp. 128 and 143; *Mandelslo's Travel*, p. 19; Thevenot, *Travels*, pp. 46 and 56; William Finch, 'Observations of William Finch, Merchant', *Journal of Purchas and His Pilgrims*, VI, p. 28; Alexander Hamilton, *A New Account of the East Indies*, I, London 1892, p. 117; De Laet, *The Empire of Great Mogul*, Bombay, 1928, p. 26 and *English Factories*, I, p. 75 and II, p. 93. Also see I. P. Gupta, 'Urbanization in Gujarat', *Studies in History*, J. S. Grewal and Indu Banga, (Eds.), Amritsar, p. 47.

¹⁶⁵ *Statistical Atlas of the Baroda State*, p.18.

seventeenth and the eighteenth centuries for export to Europe.¹⁶⁶ These continued to remain in demand even during the late eighteenth century as well however the demand was less. In 1788, Mr. Hove a European traveler visited Gandevi to learn the art from *Parsee* weavers.¹⁶⁷ This industry practically died out early in the nineteenth century.¹⁶⁸ However, *Parsee* women continued to manufacture *kasti*/ sacred thread and ornamental borders of *sarees*.¹⁶⁹ The demand of *kasti* among Parsees of Bombay was large, hence the priestly class at these places continued with the production. It is recorded in the second half of the nineteenth century sources that the demand of *kasti* in Bombay was so large that the thread costed Rs. 3 or depended upon the labour displayed.¹⁷⁰ Not only that some of the *Parsee* women took cotton tapes for cots and the rough *dhotees* and *khadi* and completed the orders for traders.¹⁷¹ Besides *Parsee* women *dheds* and other weavers manufactured the *dhotees* and *khadi*.¹⁷² *Dhotees* and *khadi* was the coarse cloth and considered inferior in quality. It was consumed locally and found place as an export item elsewhere and particularly in the *prants* of Baroda State.¹⁷³ Similarly, James Forbes records for Broach that in late eighteenth century it manufactured from the finest muslin to the coarsest type of cloth. This cloth included *nekani* made of cotton fine yarn, was used for making shirts; *ginghin* made of cotton thick yarn, was used by European and others for pantaloons; *adadkia* was used by poor people for making shirts; *kali chokdi* and *lal chokdi* used by female for making petticoats, drawers and bodices; *charoli*, *fofli*, *laliari*, *bhotra* were made of cotton coarse yarn and were used in making pantaloons and bed coverlets; *dodhgaji* were used for *dupatas*; *doria*, *dasar*, *bafta* or *basta* and *charkhani* used for

¹⁶⁶ *Ibid.*

¹⁶⁷ *Ibid.*

¹⁶⁸ *Ibid.*

¹⁶⁹ *Ibid* and GBP, Baroda, 1883, p. 155.

¹⁷⁰ GBP, Baroda, 1883, p.155.

¹⁷¹ *Ibid.*

¹⁷² *Ibid.*, and Gazetteer of the Baroda State, Vol. I, p. 401.

¹⁷³ Gazetteer of the Baroda State, Vol. I, p. 401.

angarkhas (coats) and *jama* (long coats); *parakuni* made of very fine yarn was used by rich men for coats; *karan* was made of white and black yarn; *dhigali* and *loghi* was used by females for aprons; *asavli* made of very fine yarn was used for *jama* (long coats).¹⁷⁴ Many of these varieties and others like *sadi/sari* (females robes), *rumal* (handkerchiefs), *chhit paghdi* (turbans), *dupata* (plaids), towel, table-linen cloth, *kamli* (blanket) continued with their manufacture till the third quarter of the nineteenth century.¹⁷⁵

In the light of the observations regarding the seventeenth and eighteenth century textile industry, produce and its trade transaction, if one compares the situation with the nineteenth century, registers sharp changes. The changes that took shape during the nineteenth century in South Gujarat were regarding the flourishing textile industry of seventeenth and eighteenth century, which evidenced decay particularly in the large cities like Surat, Broach, Jambusar, etc. and increase in export of raw cotton.¹⁷⁶ Traces are found of a similar trend, which was not much different from the rest of the western India or from that of Bengal. In the first half of the nineteenth century, the Indian fabrics were fast yielding to the cheaper machine-made English manufactures and instead of favourable Indian ready goods trade, the trade transformed to export of raw stuff particularly that of cotton which was exported to England for the fulfillment of the needs of the textile factories there. For example in the first quarter of the nineteenth century, English cloth of superior quality could be obtained at half the price of the best *dhoties* and *baftas*, even at the every spot where they were made.¹⁷⁷ The indigenous manufacture, therefore naturally decayed rapidly. Gujarat was well known

¹⁷⁴ James Forbes, *Oriental Memoirs*, Vol. II, p. 222 and GBP, *Surat and Broach*, p. 439.

¹⁷⁵ GBP, *Surat and Broach*, p. 439.

¹⁷⁶ Two factors contributed to the British merchants interest in raw cotton, one, which was short lived, was the expansion of the Chinese market for raw cotton and the second, which asserted itself as a predominant factor towards the end of eighteenth and in the nineteenth century, was the rise of the cotton textile industry in England., GBP, *Surat and Broach*, p. 148.

¹⁷⁷ *Memoirs on the Zilla of Baroche*, p. 57.

for its *chundaris* and *kinkhab* work, which consisted of the weaving of gold into silk foundation. But the foreign *saris* displaced *chundaris*. Surat and Ahmedabad were well known for the manufacture of *kinkhab* or silk brocade. Indian Native States in general and particularly the Gaekwads of Baroda used to buy every year *kinkhab* work worth several lakhs but the changes of taste in the Indian courts also hit this famous industry of Surat and Ahmedabad. By the middle of the nineteenth century, almost all varieties of cloth came to be imported from England, except coarse cloth and *kambals* (coarse blankets), which were used in the interior by rural folk, and the export trade in cloth stopped almost entirely.¹⁷⁸ In this situation the textile industry got stagnated and operated in a restricted manner. If some space was left, it was for growth in handloom industry. In other words, the previous center of excellence continued to produce but because of less demand lost the glamour and the factory goods gradually replaced their produce.¹⁷⁹ It is pertinent to mention that the small towns in the South Gujarat territory, however, continued with the production and demand for consumption provided considerable access to the local markets of the medium and small size urban settlements/towns and periodical markets in the large villages. I offer a brief profile of textile industry, handloom weaving, their produce, demand and trade in relation to medium and small size urban settlements in the South Gujarat territory. I do not enter into the details either of Surat or Broach textile industry that still had relatively large demands and maintained some space in European trade. Before offering the details on the small and medium urban settlements produce, there is a noteworthy feature regarding the changes in the methods of production and trade transaction of these produce. These produce had

¹⁷⁸ CEHI, Vol. II, p. 347.

¹⁷⁹ *Ibid.*

consumers in local markets whereas whatever surplus they had was transacted in the large and medium size urban settlements.¹⁸⁰

Sources record changes in the production method, volume and quality. I offer textiles profile in case of medium and small urban settlements of Broach and Surat districts in detail and in short for the Native States urban settlements.

Monier Williams states about Broach's manufacture in the first half of the nineteenth century in the following words:¹⁸¹

The only manufacture for exportation worth notice in this collectorate is that of cloths in the town of Broache. These consist principally of coloured cotton cloths, so generally known by the term "piece goods"- of coarse, white cotton cloth, called by us *dungarees*, - coarse chintzes, turbans, &c., and the Parsee weavers, of Broache make fine *dotees*, *baftas* and *doreeas* which are esteemed throughout the country: they also make fine checkered cloths, and will imitate any pattern of Scotch plaid, or *doylees*...

The products of Broach and its neighbourhood in the first quarter of nineteenth century included piece goods, coarse white cotton cloth/*dungaree*, coarse *chintzes*, turban, *dhotees*, *baftas*, *doreeas*, fine-checkered cloth, etc. The weaving industry evidenced decay in course of time. It was due to the English cloth of supreme quality that can then be obtained at about half the price of the *dotees* and *bafta* even on the spot where they were made.¹⁸² The total amount realized from export of all kinds of cloth at Broach was Rs. 425,000 and cotton tape was Rs. 600.¹⁸³ Further the cloth manufacture valued at above Rs. 4,00,000 fall below Rs.10, 000.¹⁸⁴ Broach continued to manufacture coarse cotton cloth, a few *dhotees* and *doreeas* of a fancy description. The yarn was all imported from England. Of the exports to Arabia not one-thousandth part was produced. The turn out of Manchester

¹⁸⁰ Broach, Surat, Ankleshwar, Navsari, Gandevi, Jambusar, Mandvi, Olpad, Chikhli, Sinor, Tilakwada, Kathor etc. played a larger role in the displacement of produce from the place of their production

¹⁸¹ *Memoirs on the Zilla of Baroche*, pp. 56-57.

¹⁸² *Ibid.*, p. 57 and GBP, *Surat and Broach*, p. 439.

¹⁸³ *Memoirs on the Zilla of Baroche*, p. 57. Also see R. D. Chocksy, *op.cit.*, p. 219.

¹⁸⁴ GBP, *Surat and Broach*, p. 440. Also see R. D. Chocksy, *op.cit.*, p. 226.

looms superseded them in the Arabian and Persian markets.¹⁸⁵ Yet handloom weaving survived even against the competition of machine made goods.¹⁸⁶ More than 25% of the cotton cloth consumed in Gujarat was supplied by handloom weaving in the third quarter of the nineteenth century.¹⁸⁷ *Dheds* and other artisan classes continuously did the weaving in villages and *qasbas*.¹⁸⁸ Further the changes that Broach underwent by the end of the nineteenth century is recorded in *Revised Survey Settlement Report* in the following words:¹⁸⁹

In ancient times the town of Broach was celebrated for its weaving and dying industries. Its rich *kinkhabs* and other gold and silver embroidered clothes used to find their way to the distant parts of the world. These industries have practically long since ceased to exist. At present handloom weaving is carried on to a small extent. The weavers are mostly Musalman. The Parsi weaver has died out during the last decade or two. Good manufactured were chiefly napkins, towels and coverlets of the annual value of about Rs. 5000. However, steam ginning factories give employment to a large number of hands for free or four months of year. There were at present 4 spinning mills and 11 factories in Broach the same number of factories in Palej and one at Chamargam.

Broach principally manufactured coarse cloth like *dungaree*, raw material, *saris*, *razai* cloth, towels, *rumals*, etc.¹⁹⁰ Saris were made with or without borders and their cost varied between Rs. 1/12 to Rs. 3 for simple, Rs. 3 to Rs. 8 for superior cotton *saris*, Rs. 5 to Rs. 12 with silk borders and Rs. 8 to Rs. 16 if woven in gold thread.¹⁹¹ The handloom woven products competed with the mill goods to a larger extent. Besides *saris*, *cholis*, *dhotees*, *pagris* and coarse *dungarees* remained present in the markets of Broach. *Dhotars* were preferred

¹⁸⁵ *Ibid.*

¹⁸⁶ *Ibid.* (Mr. White, Collector of Broach records in *Administration Report*, 1874 -75, 'dhoturs, sallals, saris and rajais are still woven').

¹⁸⁷ J. M. Mehta, *Rural Economy of Gujarat*, p.116.

¹⁸⁸ The weavers belonged to the following castes: *khatris*, *tais*, *bohras*, *dheds* and few *bhavsars*. The *tais* and *bohras* were Muslims rests were Hindus. Also see R. D. Chocksy, *op.cit.*, p. 227.

¹⁸⁹ RSS, *Broach Taluka, Broach Collectorate*, 1902, p. 9.

¹⁹⁰ GBP, *Surat and Broach*, p. 439 & RSS, *Broach Taluka, Broach Collectorate*, 1902, p. 45.

¹⁹¹ R. D. Chocksy, *op.cit.*, p. 227.

for trade purposes.¹⁹² Cotton *rajais* cost between Rs. 3 to 5 and silk ones varied from Rs. 15 to 25.¹⁹³ In the second half of the nineteenth century, sources indicate revival in production as at Broach some good specimens were exhibited in 1868.¹⁹⁴

Like Broach, Surat district also records decay in textile industry, increase in export of raw cotton and indigenous dependency on handloom weaving units in medium and small size urban settlements.¹⁹⁵ Surat that had remained more famous for its coloured *chintzes* and piece goods in the pre-nineteenth century period was considered significant for spinning and weaving during the nineteenth century.¹⁹⁶ Females in towns as well as villages mostly did spinning of cotton thread.¹⁹⁷ Another significant change, which Surat district underwent, was the beginning of steam factories that probably started in the second half of the nineteenth century.¹⁹⁸ The number of steam-operated units was considerably large. The thread prepared out of hand met great challenge with that prepared out of the steam factory and its use got restricted only to the preparation of coarser variety for local consumption. The spinning and weaving of cotton cloth by hand¹⁹⁹ was carried out at Surat, Olpad, Mandvi, Jalalpur, Chorasi, Bardoli, Chikhli, Bulsar and Pardi alongwith many villages whereas the work by factories was carried out in Jafar Ali Mill (1866) and Mir Ghulam Baba Factory (1876) at Surat.²⁰⁰ Besides these two factories, there were steam worked eighteen cotton ginning and pressing factories. Out of eighteen, three were located at Saen, one at Kathodra, one at Kim, two at Olpad, two at Rander, one at

¹⁹² R. E. Enthoven, *Cotton Fabrics of the Bombay Presidency*, p. 29 and GBP, *Surat and Broach*, p. 439.

¹⁹³ GBP, *Surat and Broach*, p. 439.

¹⁹⁴ *Ibid.*

¹⁹⁵ *Ibid.*, p. 177.

¹⁹⁶ *Ibid.*, pp. 439 & 177.

¹⁹⁷ *Ibid.*, p. 177.

¹⁹⁸ *Ibid.*, p. 178.

¹⁹⁹ *Ibid.*

²⁰⁰ *Ibid.*

Katagram, three at Nawagam, one at Nana Waracha, one at Bhestan, one at Maroli, one at Sachin and one at Isroli.²⁰¹ Among products of repute were *saris* made in this district had the silk borders. Among the products of handloom, the *sarees* stood first, being the most varied in texture, colour and design. The Surat *sarees* price varied between Rs. 1/8 to Rs. 2 whereas the superior kinds of cotton *saris* cost between Rs. 3 to Rs. 8; those with silk borders between Rs. 5 to Rs. 12 and the ones with gold thread Rs. 8 to Rs. 16.²⁰² These were of considerable value. *Rajai* cloth was made with coloured yarns and sold at the rate of 70 yards a rupee.²⁰³ The weavers belonged to the following castes: *khattris*, *tais*, *bohras*, *dheds/dhers* and *bhavsars*.²⁰⁴ After the *sarees*; *cholis*, *dhotees*, *pagris* and coarse *dungaree* formed the backbone of the handloom weaving industry. Mandvi and Chikhli in Surat district record the frequent weaving of coarse *dungaree* cloth at the beginning of the twentieth century.²⁰⁵ The *khattris* manufactured cloth of various patterns and sizes chiefly for women robes and bodices.²⁰⁶ *Parsees*, *Brahmins*, *Borahs*, *Vanias* did the trade in *dungaree* cloth at the local level. They acted as itinerant businessmen at the fairs and markets, moneylenders and bartered small wares for the produce of the country.²⁰⁷

Urban settlements of the South Gujarat territory in Baroda State also excelled in textile and handloom products. The places that need mention are Navsari and Gandevi.²⁰⁸ Both of them are reported to have cotton mills, ginning factories and cotton presses.²⁰⁹ These places excelled in embroidery work, calico printing and dyeing as well. The urban settlements of the native

²⁰¹ *Ibid.*, p. 179.

²⁰² GBP, *Surat and Broach*, p. 439 and R. D. Chocksy, *op.cit.*, p. 227.

²⁰³ *Ibid.*

²⁰⁴ *Ibid.*, p. 179.

²⁰⁵ RSS, *Mandvi Taluka, Surat Collectorate*, 1904, p. 44 and RSS, *Chikhli Taluka, Surat Collectorate*, 1904, p. 50.

²⁰⁶ GBP, *Surat and Broach*, p. 178.

²⁰⁷ RSS, *Mandvi Taluka, Surat Collectorate*, 1904, p. 44.

²⁰⁸ *Statistical Atlas of Baroda State*, p. 18.

²⁰⁹ IGI, *Baroda*, pp. 100 & 102 and *Statistical Atlas of Baroda State*, p. 19.

states- Rajpipla, Bansda, Dharampur and villages in the Dang territory do not refer to any special activity related to either textile or handloom except stray cases of weaving of coarse variety cloth or cotton ginning.²¹⁰ Among the native States only Sachin records handloom weaving that was considered significant in Sachin and its neighbourhood.²¹¹ Muslim *tais* manufactured it at Kotha.

The survey of *Gazetteers, Administration Reports, Revised Survey Settlement Reports* of the *talukas* of Broach Collectorate, Surat Collectorate, Baroda and Navsari *Prants* and Native States fairly establish considerable number of spinning mills, handloom factories, cotton ginning units, etc. which are illustrated in Table 3.

TABLE 3
Handloom Factories, Spinning Mills, Cotton Gins, Etc. in the Nineteenth Century South Gujarat

Taluka/Taluka HQs/Places	Hand Looms		Spinning Mills	Cotton Gins	
	Cotton	Wool		Steam	Hand
Navsari	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified
Gandevi	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	-	Yes, no. not identified
Broach	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified
Broach Taluka	15	-	Yes, no. not identified	12	Yes, no. not identified
Ankleshwar Taluka	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified	Yes, no. not identified
Amod Taluka	47	-	Yes, no. not identified	-	Yes, no. not identified
Jambusar Taluka	121	-	Yes, no. not identified	09	Yes, no. not identified

²¹⁰Administration Report on the Rajpipla State for the Year 1902-03, p. 38; GBP, Rewakantha and Surat States, pp. 249 & 259.

²¹¹ GBP, Rewakantha and Surat States, p. 259.

Wagra Taluka	34	-	Yes, no. not identified	-	Yes, no. not identified
Surat	Yes, no. not identified	Yes, no. not identified	02	18	518
Mandvi Taluka	209	-	Yes, no. not identified	-	Yes, no. not identified
Olpad Taluka	101	23	Yes, no. not identified	08	Yes, no. not identified
Chikhli Taluka	214	25	Yes, no. not identified	-	Yes, no. not identified
Jalalpur Taluka	409	07	Yes, no. not identified	03	Yes, no. not identified
Bardoli Taluka	180	56	Yes, no. not identified	08	03
Chorasi Taluka	62	-	Yes, no. not identified	06	Yes, no. not identified
Bulsar Taluka	455	10	Yes, no. not identified	-	Yes, no. not identified
Pardi Taluka	-	-	Yes, no. not identified	-	Yes, no. not identified
Rajpipla	-	-	Yes, no. not identified	-	Yes, no. not identified
Sachin	Yes, no. not identified	-	Yes, no. not identified	-	Yes, no. not identified

Sources: IGI, Baroda, pp. 100 & 102; Statistical Atlas of Baroda State, pp. 18-19; GBP, Surat and Broach, pp. 178- 179 & 349-440; Administration Report on the Rajpipla State for the Year 1902-03, p. 38; GBP, Rewakantha and Surat States, pp. 249 & 259; RSS, Mandvi Taluka, Surat Collectorate, 1904, p. 44 and RSS, Chikhli Taluka, Surat Collectorate, 1904, p. 50.

Besides textile and handloom industry the other allied units were dyeing, calico printing, bleaching, embroidery, gold and silver work on cloth, woollen looms, silk and silk products. Some of the places that excelled in these allied units in the nineteenth century in the South Gujarat territory were Navsari, Gandevi, Kathor, Kholvad, Surat, Broach and Jambusar.

Dyeing and Calico Printing: Jambusar is recorded as a manufacturing and trade center of indigo in the seventeenth century.²¹² However, the nineteenth century sources do not throw much light in this direction. As far as dyeing activity and calico printing is concerned Baroda State, Surat and Broach districts do trace its existence. The *Gazetteer of Baroda State* records about dyeing in the following words:²¹³

In the southern *Prant* of the Baroda State the dyers were termed *Galiara* and *Rangrej*...The *Galiaras* import a permanent blue colour to the...Khadi by passing the cloth three or four times through a...of Indigo, lime and dates. The *Rangrej* dye the finer *knkhab* cloths for turban, scarfs, &c., but without employing any... In order permanently to colour the fiber.

Gandevi²¹⁴ and Kathor²¹⁵ in Kamrej *taluka* of Navsari *prant* trace the existence of cloth printers and dyers who were involved in flourishing trade and dyeing activity in the late nineteenth century. Besides Gandevi and Kamrej, places known for dyeing and calico printing in Baroda State were Padra, Sankheda, Petlad, Dabohi in Baroda *prant*, Kathor in Navsari *prant*, Nandod, Visanagar, Vadnagar in Kadi *prant* and Damannagar in Amreli *prant*.²¹⁶ Only Kathor was located in the South Gujarat territory however the others served the purpose for the textiles of the South Gujarat territory. The dyers at Kathor were *chhipas* and *bhavsars*. They imported finer cloth from Bombay and Surat and dyed it fast and brilliantly. They had ready market throughout the suspending districts. The scene of their operation was the bed of the river Tapti and their straw huts and long lines of brightly coloured cloth drying in the sun formed a prominent feature of Kathor for the eight months in the year during which the weather allowed them to camp out. The colours employed were generally red, indigo and black.²¹⁷ Surat also traces the existence of *chhipas* and *bhavsars* who besides dyeing, calico printing were involved in

²¹² I. P. Gupta, 'Urbanization in Gujarat', pp. 47 & 55.

²¹³ GBP, Baroda, pp. 156-57.

²¹⁴ JSR, Navsari and Gandevi Talukas, 1891 in R. D. 1891-1918, no. 666 file no. 263/34, p.45 L

²¹⁵ JSR, Kamrej Taluka, Navsari Division, Bombay, 1892 in Sir Suba Office, file no. 271/50, p. 2.

²¹⁶ Gazetteer of the Baroda State, Vol. I, p. 402.

²¹⁷ Statistical Atlas of the Baroda State, p. 18.

manufacture of coarse cloth and as bricklayers during the late nineteenth century.²¹⁸ The best calico prints were prepared by *bhavsars* of Surat. They went to Waracha on the Tapti, which was located 3 miles east of Surat where sweet water was available in abundance.²¹⁹ According to the census of 1872 Broach and Jambusar had 241 dyers and 474 calico-printers.²²⁰ However, these could not establish reputation as happened in case of Surat district.

Embroidery, Brocade and Silk Products: Some embroidery with gold and silver and silk thread was done in Baroda, Navsari and other places and the work both in pattern and execution was of superior description.²²¹ Surat retained its reputation for embroidered work. The demand for silk embroidery, with gold and silver thread got revived in the second half of the nineteenth century.²²² The workmen/*jardost*, who embroidered with gold and silver thread were all Muslims. The preparation of the gold and silver thread and lace used for embroidery was a separate industry. The manufacturers were *khatri*s. Surat enjoyed high reputation in lace making.²²³ But Hindu women, chiefly of the *Vania*, *Brahman* and other high castes worked with silk thread on silk ground. The consumers of embroidered articles were chiefly among the *Parsees* of Surat and Bombay.²²⁴ Beside the embroidered work in silk, Surat and its neighbourhood towns manufactured variety of silk goods. This included *masru*, *elaicha* and *gaji*. The last quarter of the nineteenth century evidenced increase in demand of *gaji* and decrease in demand of *masru* and *elaicha* that went out of fashion.²²⁵ The *gaji* was used in making bodices and

²¹⁸ GBP, *Surat and Broach*, p. 179.

²¹⁹ *Ibid.*

²²⁰ *Ibid.*, p. 440.

²²¹ IGI, *Baroda*, p. 156 and *Statistical Atlas of the Baroda State*, p. 18

²²² GBP, *Surat and Broach*, p. 179.

²²³ *Ibid.*, p. 180.

²²⁴ *Ibid.*, p. 179.

²²⁵ *Ibid.* *Masru* and *Elaicha* were the two varieties of mixed cotton and silk cloth, formerly much used for coats by the men of all well-to-do classes and *gaji* was smooth polished silk cloth.

was worn by the poorer section of the society.²²⁶ The classes that were engaged in silk trade were Muslims, *Parsees*, *Kanbis*, *Khatris* and *Khamars*.²²⁷

Besides silk products, the South Gujarat territory records the silk production. The *tasar* silk worm was found in the forests of the Navsari *prant* i.e., in *rani* and *rasti* tracts.²²⁸ These silk worm feed on the leaves of the *sadad*, *bordi*, *karamda*, *pimpri*, *poir*, *nandruk*, *dhaoda*, *chilhar* and *baaval* trees. The silk was obtained from cocoon in the month of May or June. One is not in the position to comment much on the volume of trade and usage of silk collected in the Navsari *prant* as the sources are silent regarding it.

Wool Work: The South Gujarat territory records the existence of woollen handlooms. These were located at Olpad, Bardoli, Bulsar, Chikhli and Jalalpur.²²⁹ Their number amounted to 120 or more than that.²³⁰ Among the products of wool were *kambals*, shawls, etc. which remained in circulation at the regional level. Olpad is recorded for *kambal* making.²³¹ The outturn was however insignificant but it fed the local and regional markets.

Metal Work: Almost all the villages, *qasbas*, *baldas* and *shahrs* record the presence of metal workers in iron, copper, brass, silver and gold. None of these gained reputation of higher order, however, fulfilled the local and regional needs. Monier Williams refers to blacksmiths and silversmiths and articles made of iron, copper and brass in Broach in 1820.²³² Besides Broach, sources record in 1875 about Amod where knives, tools and agricultural implements were manufactured and also that the products of both the places were as good as that in Europe.²³³ Surat excelled in beetle-nut-cutters. These

²²⁶ *Ibid.*

²²⁷ *Ibid.*

²²⁸ GBP, *Baroda*, p. 39.

²²⁹ See Table 2.

²³⁰ RSS, *Mandvi Taluka, Surat Collectorate*, 1904, p. 44 and RSS, *Chikhli Taluka, Surat Collectorate*, 1904, p. 50.

²³¹ RSS, *Olpad Taluka, Surat Collectorate*, 1896, p. 7.

²³² *Memoirs on the Zilla of Baroche*, p. 57 and GBP, *Surat and Broach*, p. 441.

²³³ GBP, *Surat and Broach*, p. 441.

had good name for sharpness and strength.²³⁴ Certain changes were also observed in metal working in Surat particularly regarding iron during the last quarter of the nineteenth century as a result of the impact of industrialization and introduction of railways in the Gujarat region. Surat evidenced increase in the making of iron pot and pans and plates of iron sheet. This production gave new trade opportunities. The production and trade of these products remained in the hands of Shia *Bohras*.²³⁵ Parsee merchant Manekji Dorabji established an iron factory in 1875.²³⁶ This iron foundry provided employment to some 35 blacksmiths and few others. Production at this unit consisted of iron railings, iron pipes, machinery and casting in iron and brass. As stated earlier that iron was obtained from Rajpipla territory. Good use of iron was made at Pardvania near Ratanpur and Nandod.²³⁷ Nandod remained famous for knife and sword making.²³⁸

Shipbuilding and Boat Making: Among one of the oldest industries²³⁹ of South Gujarat territory shipbuilding deserves a special mention. Seventeenth century sources refer to Broach,²⁴⁰ Surat,²⁴¹ Gandevi²⁴² and Navsari²⁴³ as chief shipbuilding centers with repair facilities. Their glory faded with the establishment of British power, as there were strict instructions from Surat

²³⁴ *Ibid.*, p. 180.

²³⁵ *Ibid.*

²³⁶ *Ibid.*

²³⁷ GBP, *Rewakantha and Surat States*, p. 97..

²³⁸ *Ibid.*

²³⁹ V. K. Jain, *Trade and Traders in Western India*, Delhi, 1990, pp. 84-90.

²⁴⁰ *English Factories in India*, II, pp. 93-118; Mandelslo, *Travels*, p. 14. Also see S. Gopal, *Commerce and Crafts in Gujarat*, p. 199 and I. P. Gupta, 'Urbanization in Gujarat', p. 46.

²⁴¹ *Letters Received*, ii, p. 229; *English Factories in India*, (1634 - 36), p. ix; (1661 - 64), p. 79; (1665 - 67), p. 201; (1670 - 71), p. 31, 218 & 223; Also see A. J. Qaisar, 'Ship-Building in Mughal Empire during the Seventeenth Century', *IESHR*, Vol. V, no. 2, p. 160; S. Gopal, *Commerce and Crafts in Gujarat*, Delhi, 1975, pp. 191, 198 & 214-215; B. G. Gokhale, *Surat in the Seventeenth Century*, Bombay, 1979, p. 45 and I. P. Gupta, 'Urbanization in Gujarat', p. 46.

²⁴² Jourdian, *Journal of a Voyage to the East Indies*, p. 126 (It mentions building of ships in large number at Gandevi); *English Factories in India*, (1634 - 36), p. 136; Also see S. Gopal, *Commerce and Crafts in Gujarat*, pp. 163, 199 & 215 and I. P. Gupta, 'Urbanization in Gujarat', p. 47.

²⁴³ *English Factories in India*, (1634 - 36), p. 136; Also see S. Gopal, *Commerce and Crafts in Gujarat*, p. 215 and I. P. Gupta, 'Urbanization in Gujarat', p. 47.

Council to curtail this activity. However, these centers continued to be so despite the decline of Surat and its replacement by Bombay.²⁴⁴ The nineteenth century sources refer to existence of ship making, boat making and working of ship industry in South Gujarat. For instance, besides Surat and Broach districts reference to ship building is available in Gandevi *taluka* at Bilimora. The Wadias, i.e. *Parsee* ship-builders of Bilimora were indulged in brisk business in shipbuilding.²⁴⁵ Much reference to big ships is not found however boats were made and repaired. Another development was of the plying of ferries, steamers etc. along the western coast of South Gujarat and between the *baras* located along the rivers. Besides Broach on Narmada and Surat on Tapti, the small port towns/*baras* referred in South Gujarat are Bhagwa in Sena creek, Bilimora on river Ambika, Navsari on river Purna, Bulsar on river Auranga, Umarsari on river Par, Kolak on river Kolak, Dehegam on Mahi, Tankari and Gandhar on Dhadhar and Dahej on Narmada.²⁴⁶ Among these Broach, Surat, Bilimora, Navsari and Tankari remained significant for trade purposes whereas rest felt the presence of ships, vessels²⁴⁷—*machlo*, *paulav*, *batelo*, *dao*, *dingi*, *kodiu*, *patimar*; ferries,²⁴⁸ steamers,²⁴⁹ and boats²⁵⁰—*dohodia*, *oria* and *gallbat*—during the last quarter of the nineteenth century. The details of sea traffic and river traffic along these ports are addressed in the *Papers* of Surat and Broach Collectors office. It is being discussed in section II of the present chapter.

Leather Work: Gujarat was known for its leather industry during the ancient and medieval periods.²⁵¹ Almost every village and town had leatherworkers. In the first half of the nineteenth century, Monier Williams registers their

²⁴⁴ Ashin Das Gupta, *Indian Merchants and the Decline of Surat*, Wiesbaden, 1979, pp. 134 -196, 240 - 292Appendixes A.

²⁴⁵ JSR, *Navsari and Gandevi Talukas*, R. D. 1891-1918, no. 666, file no. 263/34, p. 45 L.

²⁴⁶ GBP, *Surat and Broach*, pp. 171-72 & 418.

²⁴⁷ *Ibid.*, pp. 413 -14.

²⁴⁸ *Ibid.* pp. 161- 62 & 413 -14.

²⁴⁹ *Ibid.*, pp. 418 -19.

²⁵⁰ *Ibid.*, pp. 417-18.

²⁵¹ V. K. Jain, *Trade and Traders in Western India*, Delhi, 1990, pp. 67-69, 100 & 230.

presence and working in leather like shoemaking, bag making, belts, etc.²⁵² Leather tanning finds repeated mention in case of Gujarat in the nineteenth century sources.²⁵³ The tanning work was carried in almost all the villages and towns. However, besides Ahemdabad and Panch Mahals, Surat also excelled in it in the South Gujarat territory.²⁵⁴ This tanning industry was not well organized and each tanner or shoemaker worked for himself. Only at a few places there were factories and large tanneries. In small settlements the family carried out the work. There was also a system of contract by which a *chambhar* supplied hides, bark, lime, etc. Most of the owners were Muslims. They were keen businessmen. But slow in adoption of advance processes of manufacture. J. R. Martin records about shoe-workers that they were quite well behaved however were neither skilled nor steady in working. They were generally thriftless, so much so, that there procrastination was a byword.²⁵⁵ Leather worker/shoemaker was regarded as a low caste Hindu, an untouchable.²⁵⁶ In southern Gujarat the tanners were called *khilapas*²⁵⁷ whereas in the north as *chambhars* and in Central Gujarat²⁵⁸ as *dabgars* and *chamars*. The *khilapas* and *dabgars* are usually tanners and drum makers respectively while the *chambhars* and *chamars* worked as shoemakers. They earned from Rs. 10 to Rs. 20 per month depending upon their workmanship—either as labourers or skilled workmen. *Gazetteer of the Bombay Presidency* records about Broach

²⁵² *Memoirs on the Zilla of Baroche*, p. 57.

²⁵³ GBP, Baroda, p. 159; *Gazetteer of the Baroda State*, Vol. I, p. 411; GBP, *Surat and Brouch*, pp. 54, 376 & 441; Mr. J. R. Martin in his monograph wrote that the tanning industry continued to occupy one of the foremost places in western India. See J. R. Martin, *Tanning and Working in Leather*, Bombay, 1903, p. 30 and R. D. Chocksy, *op.cit.*, p. 222.

²⁵⁴ *Ibid.*

²⁵⁵ J. R. Martin, *Tanning and Working in Leather*, 1903, p. 30. "The greatest numbers of this class are found in Gujarat where they have practically a monopoly of the shoe-making and similar trade. In cities they are usually hard working but drunken. They manufacture European style shoes and their low prices give them a monopoly. They prefer to work in families to taking service in factories." A. Gothrie, Report on the Leather Industries of the Bombay Presidency, pp. 20-21.

²⁵⁶ GBP, Baroda, pp. 54 & 376.

²⁵⁷ *Memoirs on the Zilla of Baroche*, p. 49.

²⁵⁸ GBP, Baroda, p. 159.

districts shoemakers that they were extensively employed in making boots, shoes and saddlery for European officers and soldiers.²⁵⁹ These articles were very cheap. In Surat district, the tannery at Vegalpur turned out to be very significant as entire manufacture of leather and its products market in Gujarat and in India.²⁶⁰ It was perhaps the only place, which employed the new and quicker American processes of chemical tanning instead of the bark methods.²⁶¹ A large market was found in Bombay for its products and export items were also sent to England.²⁶² In Broach, by far, the most important branch of the leather trade was the manufacture of the gin rollers. During the ginning season, the cutting of leather washers alone was noticeable. In this way leather tanning as a whole had market of considerable size all over India.

Woodwork and Engraving: The nineteenth century sources record the presence of carpenters and wood engravers in almost all the towns and villages.²⁶³ The wood was used in making agricultural implements, household tools, ships, boats, carts, etc. Superior quality woodwork was done at Navsari and Bilimora.²⁶⁴ Articles prepared in these places were of sandalwood, ebony and other kind of wood that had market in Europe.²⁶⁵ The carpenters of the town of Bilimora and Ajarai had brisk business in ship and cart-building respectively.²⁶⁶ Details of woodwork and engraving are available in case of the settlements of Surat district, Rajpipla territory and Native States in South Gujarat. *Gazetteer of the Bombay Presidency, Surat and Broach* records for Surat: "of the different branches of wood-work, cart-making employments about fifty families of Hindu; ship-building, in the eighteenth century one of the chief

²⁵⁹ GBP, *Surat and Broach*, p. 441.

²⁶⁰ See R. D. Chocksy, *op.cit.*, p. 223.

²⁶¹ *Ibid.*

²⁶² *Ibid.*

²⁶³ *Memoirs on the Zilla of Baroche*, p. 57; GBP, *Baroda*, p. 159; GBP, *Surat and Broach*, pp. 180 & 441; GBP, *Rewakantha and Surat States*, pp. 96-97, 249 & 255; *Statistical Atlas of the Baroda State*, p. 19 and *Gazetteers of the Baroda State*, Vol. I, p. 403.

²⁶⁴ IGI, *Baroda*, p. 98 and *Statistical Atlas of the Baroda State*, p. 19.

²⁶⁵ *Ibid.*

²⁶⁶ R. D. 1891-18, no. 666, file no. 263/34 Gandevi Taluka, p. 45L.

industries in Surat, is now practiced only in the construction of small boats and coasting craft. It gives employment to several families chiefly of Parsis."²⁶⁷ Another woodwork activity in Surat district was that of *lathe*. It was a prosperous branch of wood trade and supported some hundred families.²⁶⁸ Workers of the *lathe* belonged to the classes of *chudgars* or turners of wooden bracelets, *chudi* and the makers of miscellaneous articles. Almost all workers on the *lathe* were Hindus. *Parsee* and Hindu workers made household goods like chairs, tables, couches and other articles of furniture. Woodcarving and inlaying work was another specialty of wood workers of Surat district. In 1875, some sixty families were engaged in woodcarving, out of which fifty were Hindu families and ten were *Parsees*. Among inlayers, there were thirteen families out of which eight were *Parsees* and five were Hindus.²⁶⁹

Pottery: It was an extensive industry in a country where the masses of the people used earthenware for cooking and storing drinking water and other domestic purposes. The presence of potters is realised in all the rural and urban settlements. The potters in Surat district besides other earthen products made the common tiles for the roofs of the villages.²⁷⁰ It is recorded in the late nineteenth century that the Mangalore tiles very rapidly replaced the Surat tiles. Hence the tile industry in South Gujarat was adversely affected.²⁷¹ Similarly, the earthen jars were replaced by the tin jars.²⁷²

Besides these industries, the South Gujarat territory also registers stone masonry work, tent making, candle work, *chandlas*, pencil-making, match-box making, button and soap making, etc.²⁷³ Stone masons of the Baroda and Native States had a good reputation during the nineteenth century due to their

²⁶⁷ GBP, *Surat and Broach*, p. 180.

²⁶⁸ *Ibid.*

²⁶⁹ *Ibid.*

²⁷⁰ J. M. Mehta, *The Rural economy of Gujarat*, p. 114.

²⁷¹ *Ibid.*

²⁷² *Ibid.*

²⁷³ GBP, *Surat and Broach*, p. 441 and *Statistical Atlas of the Baroda State*, p. 19.

ancestral skill. Stone masonry was a hand industry carried on by artisans mostly in their own homes. But owing to the competition of machine made and cheap foreign articles, this industry was heading towards the decline since the late nineteenth century. Several miscellaneous products and their manufacture were carried out in Surat and its neighbourhood.²⁷⁴ This included ornament making and ivory work. *Gazetteer of the Bombay Presidency* records the turning of ivory for toys and ornament, which gave employment to the families of Hindus and Parsees. Spangles or *chandlas*, made of leaves of mica ornamented with minute silver and gold cups and pieces of coloured gelatin arranged in various patterns were worn by Hindu women especially of the middle classes of towns as an ornament for the forehead. The workers belonged to the *mochi* or shoemaker caste but formed a distinct sub-division known as the *chandlagars* or spangle-makers. The ivory work had local demand and considerable amount was exported from Surat to Bombay and the Deccan.

II

It is an established fact that Surat and Broach both enjoyed international reputation as trading and commercial center during the pre-nineteenth century with declining trends towards the first half of the nineteenth century. However, there was a revival in the trade along with changes in the nature of transaction of commodities and trade value during the second half of the nineteenth century. My attempt in this section is not to explore the trading and commercial potential of the two large urban settlements that had been attempted by quite a few scholars.²⁷⁵ Instead, my attempt here is to assess the contribution made by medium and small size urban settlements in trading and commercial activities at the sub-regional,

²⁷⁴ GBP, *Surat and Broach*, p. 180.

²⁷⁵ CEHL, II, pp. 341-42; R. D. Chokshy, *Economic Life in the Bombay Gujarat, 1800-1939*, Bombay, 1968, pp. 218-45 and V. A. Janaki, *Some Aspects of the Historical Geography of Surat*, Research paper series No. 7, Baroda, 1974. pp. 52-83.

regional and beyond frontiers, r-urban continuum in trade transactions and the evaluation of their multidimensionality.

The South Gujarat territory had access to both internal and external trade. The internal trade was carried out through land route and river route whereas the external trade was carried out through land, river and sea. The land route in both the cases finds the usage of roads (metalled and *kachhua*) through out the century and the railways since 1860's.²⁷⁶ Extensive details regarding the cart and railway traffic on these routes are also available, which help in the understanding of rural urban networks. The water route remained in use throughout the century and the second half of the nineteenth century records the introduction of new means of transportation. These were steamers, ferries, vessels and modern ships besides those already in existence.²⁷⁷

Along the land routes and the water routes, one finds reference to the settlements that were trading centers, entrepots and centers of collection and distribution of raw and ready commodities meant for export and import within the sub-region and beyond it. Based on contemporary sources, Table 4 gives an idea of the trade centers that have been classified as large, medium and small on the basis of their functionality²⁷⁸ in the South Gujarat territory and Table 5 refers to the export and import commodities in relation to external and internal trade. The trade centers are classified on the basis of location along the sea route, road route and railway route. Those located on primary/main route are classified as large or middle whereas those that lay

²⁷⁶ GBP, *Surat and Broach*, p. 429.

²⁷⁷ *Ibid.*, pp. 161-62 & 413-418.

²⁷⁸ The trade centers classified as Large: were the place of hectic trade activity in sea trade and land trade; Middle: were the place of lesser trade activity in comparison to large ones on one hand but contributed as an intermediary between large and small for getting trade stuff from the small and diverting them to large ones on the other and Small: were the place where temporary and permanent markets operated and where the transaction of agrarian surplus was carried out and brought to middle level trade centers. See model of R- Urban Continuum in Introduction and Chapter IV.

on tertiary or sub tertiary are classified as small. The other component of the basis of classification is markets, whether permanent or temporary (*hat*, on the occasion of fairs and festivals, market of particular commodity etc.). Large, were the places of hectic trade activity in sea trade and land trade; Middle, were the places of lesser trade activity in comparison to large ones on one hand but contributed as an intermediary between large and small. These served purpose of getting trade stuff from the small centers and diverted them to the larger ones and finally the Small centers were the places where temporary and permanent markets operated and transaction of agrarian surplus took place. This agrarian surplus was brought to middle level trade centers.

TABLE 4
Trade Centers in South Gujarat Territory in Nineteenth Century

Large	Medium	Small
Broach and Surat	Amod, Ankleshwar, Bhagva Bilimora, Bulsar, Chikhli, Gandevis, Jambusar, Mandvi, Navsari, Pardi, Rander, Songadh, Umarsari and Vyara	Amalsar, Amroli, Bagwara, Bansda, Bardoli, Bhadbhut, Bhatkol, Bhestan, Bodhan, Buhari, Chamargam, Chibadkutch, Chorasi, Dehgam, Devgad, Dharampur, Dumat, Gala, Haria, Jalalpur, Jurpur, Kadod, Kankrakhari, Kathor, Kathodra, Kholvad, Kim, Khoon, Kosamba, Kotha, Kusal, Lakhmapur, Miyagam, Mangrol, Mahuva, Maldha, Maroli, Mota, Noagama, Palej, Panch Amba, Panoli, Paria, Sachin, Saen, Sarbhan, Sinor, Sisodra, Songir, Sukaltirth, Soopa, Tankaria, Tarkeshwar, Tavra, Tilakwada, Tithal, Udwada, Vankuwar, Vapi, Vidalia, Variav, Velachha, Vakal and Zankhavav.

Source: *Memoirs on the Zilla of Baroche*, pp. 56-57; *GBP, Surat and Broach*, pp. 159-181 & 412-45; *GBP, Rewakantha and Surat States*, pp. 96-97, 248-49, 253, 255, 257, 259 & 264-65; *GBP, Khandesh*, pp. 602-06; See, Appendix R, in Broach collectorate, *RSS, Broach taluka*, p. 45; *RSS Vagra taluka*, p. 30; *RSS, Jambusar taluka*, pp. 40-41; *RSS, Amod taluka*, p. 28; See, Appendix R, in Surat collectorate *RSS, Olpad taluka*, p. 36; *RSS, Mandvi taluka*, p. 42; *RSS, Jalalpur taluka*, pp. 2-3; *RSS, Chikhli taluka*, pp. 48-49; *RSS, Chorasi taluka*, pp. 35-37; *RSS, Bardoli taluka*, p. 44; *RSS, Bulsar taluka*, pp. 45-46 and *RSS, Pardi taluka*, p. 38.

TABLE 5
Classification of Agricultural and Non-agricultural Produce in South Gujarat Territory during the Nineteenth Century.

Export				Import			
Agricultural Products		Non- Agricultural Products		Agricultural Products		Non- Agricultural Products	
Raw	Secondary	Manufa- cture	Handi- crafts	Raw	Secondary	Manufa- cture	Handi- crafts
cotton, tobacco, coconut date- palm, timber, bamboo & <i>muhura</i>	sugar, jagery, toddy & <i>daru</i>	Salt, rafters, piece- goods, Ironwork, brass & copper work	wood & ivory carvings	sugar cane, spices & salt	sugarcane, tobacco & opium.	metal, woolen products, paper, wood furniture & glass	glass products, paper, precious stones etc.

Source: V. S. Sambasiva Iyer, *A Sketch of the Mineral Resources of the Baroda State*, Bangalore, 1910, pp. 43-46; R. Bruce Foote, *The Geology of Baroda State*, p. 126; *Memoirs on the Zilla of Baroche*, pp. 56-57; GBP, *Surat and Broach*, pp. 159-181, 242, 412-45 & 517; GBP, *Rewakantha and Surat States*, pp. 96-97, 248-49, 253, 255, 257, 259 & 264-65; See, Appendix R, in Broach collectorate, RSS, *Broach Taluka*, p. 45; RSS *Vagra Taluka*, p. 30; RSS, *Jambusar Taluka*, pp. 40- 41; RSS, *Amod Taluka*, p. 28; See, Appendix R, in Surat collectorate RSS, *Olpad Taluka*, p. 36; RSS, *Mandvi taluka*, p. 42; RSS, *Jalalpur Taluka*, pp. 2- 3; RSS, *Chikhili Taluka*, pp. 48- 49; RSS, *Chorasi taluka*, pp. 35- 37; RSS, *Bardoli taluka*, p. 44; RSS, *Bulsar Taluka*, pp. 45- 46 and RSS, *Pardi taluka*, p. 38.

Table 4 & 5 further suggests for computing of external and internal trade potential in the South Gujarat territory.

Based on contemporary sources I will construct details of the sea trade and river trade followed by road trade and railway trade in relation to the administrative territories of Surat and Broach districts, Navsari *prant*, Sinor and Tilakwada *talukas*, the Dang territory and the Native States- Rajpipla, Bansda, Dharampur and Sachin.

Surat Sea Trade: Since the eighteenth century, Indian trade at Surat and its neighbourhood declined fast, prices of agricultural products reached at low ebb, handicrafts evidenced decay and rural and urban unemployment increased.²⁷⁹ The urban settlements suffered highly due to floods and famine and by fire in case of Surat. Not only that there was change in trade transaction of ready commodities as these were replaced by cotton. Surat,

²⁷⁹ Ashin Das Gupta, *Indian Merchants and the Decline of Surat*, Wiesbaden, 1979, pp. 134-196, 240- 292 Appendix A.

being rich in cotton production, switched towards cotton exports due to rise in price in the second half of the nineteenth century. This rise of price in cotton was due to short supply in America.²⁸⁰ Besides cotton, the other agricultural products exported were grains and timber. Cotton was sent from Surat to Bombay and from there it headed towards Europe and elsewhere. The second feature registered in the sea trade of Surat was steady decline and an improvement towards the last quarter of the nineteenth century in the land trade. But the land trade did not compensate for the loss of sea trade. There was a general decline in the trade of Surat as the English trade tended to concentrate at the main ports. A third feature noted was an imbalance in the trade of Surat including land and sea trade by 1815-1816, the imports being higher than the exports in value. This was reversed towards the last quarter of the century with the introduction of the railways when raw cotton, grain, timber, sundries, oil, sugar and molasses, etc., began to be exported from Surat by rail.²⁸¹ The destination of export from Surat were Lisbon, Arabian Gulf, Persian Gulf, Batavia, Siam, Mozambique, Sind and France beyond frontiers and that within India were Malabar, Karnatak, Andhra Pradesh, Bombay, villages of Surat, Broach, Cambay, Jambusar, Bhavnagar, Kutch, Bassein and its villages; whereas the destination of imports to Surat via sea route were Arabian Gulf, Persian Gulf, Penang and East Batavia, Sind, Mozambique and France abroad and among the inland places were Bengal, Malabar, Andhra Pradesh, Karnataka, Bombay, villages of Surat, Broach, Cambay, Jambusar, Bhavnagar, Kutch and Bassein along with its villages.²⁸² Table 6a and 6b give the export and import value of the commodities at the beginning of first and third decade of the nineteenth century in Surat district.

²⁸⁰ D. R. Gadgil, *Industrial Evolution in India in Recent Times, 1860-1939*, 5th edition, (Oxford University Press), 1971, p. 16. Also see, V. A. Janaki, *Some Aspects of the Historical Geography of Surat*, Research Paper Series No. 7, Baroda, 1974, p. 52.

²⁸¹ *Ibid.*, p. 55.

²⁸² *Ibid.*, pp. 55-58.

TABLE 6a
Commodities of Import and Export to Surat by Sea in 1801-1802

Commodities	Import value In £	% to total Imports	Export value in £	% to total Exports
Cotton	-	-	42,685	8.57
Cotton tape, Twist and Yarn	32,168	5.90	22,280	4.47
Grain of all sorts	04	0.00	-	-
Metal	10,591	1.94	2,319	0.47
Oil	3,158	0.58	100	0.02
Piece goods	212,595	39.00	359,830	72.24
Silk	64,514	11.84	9,116	1.83
Sugar and Molasses	22,069	4.05	1,498	0.30
Sundry	124,720	22.88	59,474	11.94
Treasure	74,495	13.67	-	-
Wood (Timber, Bamboo and firewood)	787	0.14	819	0.16
Total	545,101	100.00	498,121	100.00

Source: *GBP, Surat and Broach*, p. 173.

TABLE 6b
Commodities of Import and Export and to Surat by Sea in 1830-1831

Commodities	Import value In £	% to total Imports	Export value in £	% to total Exports
Cotton	-	-	139,390	35.80
Cotton tape, Twist and Yarn	23,585	5.53	4,911	1.26
Grain of all sorts	-	-	-	-
Metal	10,662	2.50	5,482	1.41
Oil	411	0.90	344	0.90
Piece goods	57,121	13.38	105,179	27.02
Silk	45,373	10.63	10,972	2.82
Sugar and Molasses	23,717	5.55	1,163	0.30
Sundry	87,020	20.38	31,078	7.98
Treasure	178,549	41.81	90,410	23.22
Wood (Timber, Bamboo and Firewood)	587	0.31	391	0.10
Total	427,025	100.00	389,320	100.00

Source: *GBP, Surat and Broach*, p. 173.

The comparison of tables 6a and 6b gives an idea of variations in the import and export trade via sea route in Surat district in table 6c and 6d. The reason for variation was political uncertainties and developments abroad as a result of Industrial and Commercial revolution.

TABLE 6c
Percentage Variation of Commodities of Import from Surat by Sea 1801-1802 to 1830-1831

Commodities	1801-1802 Value in £	1830-1831 Value in £	Variation	% of Variation
Cotton	-	-	-	-
Cotton tape Twist and Yarn	32,168	23,585	-8,583	-20.68
Grain of all sorts	04	-	-4	-100.00
Metal	10,591	10,662	+71	+0.60
Oil	3,158	411	-2,747	-86.99
Piece goods	212,595	57,121	-155,474	-73.13
Silk	64,514	45,373	-19,141	-29.67
Sugar and Molasses	22,069	23,717	+1,648	+70.47
Sundry	124,720	87,020	-37,700	-30.23
Treasure	74,495	178,579	+104,054	+139.68
Wood (Timber, Bamboo and Firewood)	787	587	-200	-25.41
Total	545,101	427,025	-118,076	-21.66

Source: *GBP, Surat and Broach*, p. 173.

TABLE 6d
Percentage Variation of Commodities of Export from Surat by Sea in 1801-1802 to 1830-1831

Commodities	1801-1802 Value in £	1830-1831 Value in £	Variation	% of Variation
Cotton	42,685	139,390	+96,705	+226.55
Cotton tape Twist and Yarn	22,280	4,911	-17,369	-77.96
Grain of all sorts	-	-	-	-
Metal	2,319	5,482	+3,163	+136.39
Oil	100	344	+244	+244.00
Piece goods	359,830	105,179	-254,651	-70.77
Silk	9,116	10,972	+1,856	+20.36
Sugar and Molasses	1,498	1,163	-335	-22.36
Sundry	59,474	31,078	-28,396	-47.75
Treasure	-	90,410	+90,410	+904.10
Wood (Timber, Bamboo and Firewood)	819	391	-428	-52.26
Total	498,121	389,320	-108,801	-21.84

Source: *GBP, Surat and Broach*, p. 173.

Table 6c helps us to understand the trends in import of both ready goods and raw stuff whereas table 6d helps us to understand the increasing trends in export of raw cotton, metal, oil and treasure. However, the case of cotton was stronger in comparison to oil and treasure if compared in international context. The decreasing trend continued in case of ready goods

either in the textile or other products manufactures. The trends in import as well as export remained negative in comparison to early centuries. The foremost reason was the emergence of Bombay. Among other factors were the invention of steamship in 1837 and its introduction in India. The introduction of steamship necessitated better and larger ports than those, which were suited for sailing boats and the policy of English to divert traffic to the new ports like Bombay, Calcutta, Madras and Karachi. Not only that the inland trade observed shifts as the internal trade along the river route was taken over by these ports. The reason for this shift was probably safety, economic efficiency and connectivity to harbours. Surat district had six other ports at this time, which took over the country trade of small hinterland. These were on the mouth of rivers and had restricted accessibility through bullock carts. Bilimora, Navsari, Bulsar, Kolak, Umarsari and Bhagva did play a significant role but the trade pattern remained negative in comparison to early years. After the introduction of railways in Gujarat since 1868 some positive changes gathered the momentum for trade, which is explicit in the Tables 7a and 7b for the ports of Surat district excluding Surat in terms of commodities and their import and export trade value.

TABLE 7a
Imports of Surat District Ports by Sea 1844-45 to 1874-75

Commodities	1844-45 value in £	% of total	1859-60 Value in £	% of total	1874-75 Value in £	% of total
Cotton	144	0.05	-	-	3,243	4.60
Cotton tape Twist & Yarn	22,458	7.50	22,067	1.93	196	0.28
Grain of all sorts	6,681	2.23	1,407	0.12	2,047	2.90
Metal	17,510	5.85	28,043	2.45	3,732	5.29
Oil	-	-	1,033	0.09	1,392	1.97
Piece goods	55,602	18.58	126,045	11.00	34	0.05
Silk	25,168	8.41	66,405	5.80	-	-
Sugar and Molasses	17,470	5.84	11,101	0.97	3,371	4.78
Sundry	63,891	21.35	379,506	33.13	56,063	79.52
Treasure	88,464	29.56	508,649	44.40	-	-
Wood (Timber, Bamboo and fire wood)	1,898	0.63	1,252	0.11	427	0.61
Total	299,286	100.00	1,145,607	100.00	70,505	100.00

(N.B.: - The figures for 1844 - 45 are exclusive of Bilimora and Navsari for figures are not available)

Source: *GBP, Surat and Broach*, p. 173.

TABLE 7b
Exports of Surat District Ports by Sea 1844-45 to 1874-75

Commodities	1844-45 value in £	% of total	1859-60 Value in £	% of total	1874-75 Value in £	% of total
Cotton	105,142	25.04	178,834	26.56	47,465	10.68
Cotton tape Twist & Yarn	-	-	6,192	0.92	8,080	1.82
Grain of all sorts	28,971	6.90	91,498	13.59	109,903	24.72
Metal	881	0.21	1,208	0.18	103	0.02
Oil	1,271	0.30	10,387	1.54	19,980	4.49
Piece goods	84,676	20.17	134,737	20.01	4,188	0.94
Silk	353	0.08	5,417	0.81	53	0.01
Sugar and Molasses	13,536	3.22	3,462	0.51	18,289	4.11
Sundry	147,623	35.15	197,846	29.39	158,768	35.71
Treasure	21,725	5.17	9,695	1.44	30,585	6.88
Wood (Timber, Bamboo and fire wood)	15,768	3.76	34,004	5.05	47,228	10.62
Total	419,946	100.00	673,280	100.00	444,642	100.00

(N.B.: - The figures for 1844 - 45 are exclusive of Bilimora and Navsari for figures are not available)

Source: GBP, *Surat and Broach*, p. 173.

Table 7a and 7b suggests varying trends in both import and export of commodities. Except the sundry stuff of import that indicates accelerated growth. Import stuff evidenced declining trend whereas the cotton that was the chief commodity of export in the second and third quarter of the nineteenth century also evidenced decline during the late years of the third quarter of the nineteenth century in the river ports of Surat district. Table 7c gives details of import and export trade from the various river ports of Surat district at the end of 1874 the export exceeded the imports.

TABLE 7c
Statement of the Trade of Ports other than Surat in the District of Surat in 1874.

Ports	Imports in £	Exports in £	Total in £
Bilimora	25,858	98,645	124,503
Bulsar	6,268	78,637	84,905
Umarsari	1,679	12,772	14,451
Navsari	2,531	9,788	12,319
Kolak	1,255	3,232	4,487
Bhagva	12	1,229	1,241
Total	37,603	204,303	241,906

Source: GBP, *Surat and Broach*, p. 173.

Based on the data of export and import figures available from *Gazetteer of the Bombay Presidency, Surat and Broach* in 7a, 7b & 7c percentage of export and import trade has been computed in table 8 for the period 1800-1875.

TABLE 8
Percentages of Import and Export to Total Sea Trade of Surat 1800-1875

Year	Imports in £	% to total	Exports in £	% to total	Total in £
1801-1802	545,101	52.25	498,121	47.75	1,043,222
1810-1811	462,204	51.03	443,546	48.97	905,750
1820-1821	443,376	52.19	406,124	47.81	849,500
1830-1831	427,025	52.31	389,320	47.69	816,345
1835-1836	28,529	9.96	257,996	90.04	286,525
1843-1844	304,043	54.02	258,826	45.98	562,869
1844-1845	286,984	49.33	294,790	50.67	581,774
1850-1851	278,578	42.66	374,368	57.34	652,946
1855-1856	410,533	46.76	467,363	53.24	877,896
1859-1860	1,048,841	66.81	521,098	33.19	1,569,939
1865-1866	258,954	26.36	723,437	73.64	982,391
1869-1870	121,692	35.05	225,797	64.95	347,171
1874-1875	32,902	12.04	240,339	87.96	273,241

Source: *GBP, Surat and Broach*, pp. 166-178.

Thus one can conclude at this stage that Surat districts sea trade during the nineteenth century underwent phases of decline and revival in the first three quarters of nineteenth century and ultimately got subordinated to Bombay commanding the Surat trade region as having hold over the transaction of the agrarian surplus, manufactured goods and capital management and investment.

Surat Land Trade: - With the demand for raw cotton for the Lancashire industries and the rising industrial population of England, roads were constructed in India to reach the rural areas or at least the district and *taluka* headquarters which gradually developed as collecting centres for a small region. Surat being situated in cotton-rich area received a fair share of the road mileage.

In pre-1876 period, the situation and extension of roads was as follows:²⁸³

Of the five section of made roads, three – one of them, of three miles, between the town of Surat and the ford across the Tapi at the village of Wariav; a second, of a quarter of a mile near the village of Puna, about four miles from Surat; and the third, three-quarters of a mile long from the halting station, called Kim Choki, to the bed of the river Kim – were on the main line of communication with northern Gujarat; the fourth, four miles long, ran eastwards from Surat to the village of Fulpara; the fifth was westwards from Surat to Dumas at the mouth of the Tapi, a distance of eleven miles.

By 1876, there were 314 ½ miles of road in the Surat district. Of these the most important were:²⁸⁴

1. Surat to Rander (metalled) with a bridge across the Tapi (1700 ft.) 8 miles
2. Surat to Saen Railway Station (metalled and bridged) 8 ¼ miles
3. Surat to Kadrama (bridged) 7 miles
4. Wadoli to Mandvi (metalled and bridged) 36 miles
5. Mandvi to Deogarh 10 miles
6. Surat to Dumas (gravelled and bridged) 36 miles
7. Bardoli-Uchrel-Karod-Moticher 20 miles
8. Bardoli-Kikwad- Manekpur 11 miles
9. Bardoli-Wankaner- Walod-Buhari 165 miles
10. Bardoli – Sarbhon-Kaliawari (across the Purna river, bridged) 16 miles
11. Kaliawari –Sisodara-Supa-Astagam-Matwar to Chikhli 20miles
12. Chikhli East-west Road 15 miles
13. Bulsar- Dharampur (metalled and bridged) 14 miles
14. Bulsar –Pardi (across rivers Auranga and Par (bridged and metalled) 10 miles
15. Pardi to the Highway from Peint (Nasik) 14 miles

Table 9 gives the details of all kind of roads in the various *talukas* of Surat district.

TABLE 9
Roads in the Talukas of Surat District during the Nineteenth Century

<i>Taluka</i>	Lines	Length in Miles	Metal-led Miles	Gravel-led Miles	Bridged Miles	Partly Bridged. Miles
Olpad	6	41 ½	16 ¼	-	23 ¼	7
Mandvi	3	39	-	-	-	29
Chorasi	13	36	-	23 ¼	23 ¼	1
Bardoli	10	63 ¾	-	-	-	43 ¾
Jalalpur	15	52	-	2 ½	2 ½	38 ¾
Chikhli	5	30 ½	-	-	15 ½	7 ¾
Bulsar	6	26 ¾	1 ½	-	20 ½	3
Pardi	6	25 ¼	11	-	11 ½	9
Total	64	314 ½	28 ¾	25 ¾	96 ½	139 ½

Source: GBP, *Surat and Broach*, p. 159.

²⁸³ Surat Collector's Report No. 588 dated 7th July 1856.

²⁸⁴ GBP, *Surat and Broach*, pp. 159-60.

Beside these major roads there were several feeder roads to the nearest railway stations.²⁸⁵ By 1868-74, Surat further improved its transport links with the construction of railway lines. In 1874, the district had 73 ½ miles of railway; the portion of the B. B. & C. I. Railway was opened for traffic in 1862-64. In the Surat district it had 15 stations namely Surat, Amalsar, Bilimora, Navsari, Bulsar, Kim, Saen, Sachin, Pardi, Dungri, Udware, Kankrakhari, (closed in 1873) Amroli, Maroli, Daman and Haria. According to the *Revised Survey Settlement Reports* of the late nineteenth century, the feeder roads connected these stations with each other and with rural settlements, which were the scene of rural markets held periodically.²⁸⁶ In the beginning of the nineteenth century and even earlier, there were three main lines of traffic from Surat to the interior along the road route. One was to the north to the towns of north Gujarat and the second southward through Khandesh, one stream going to the Deccan to Aurangabad and Hyderabad and the other northward to Malwa, Indore, Ujjain and further to Agra, etc.²⁸⁷ The line of traffic in eastward direction along the Tapti Valley reached as far as Burhanpur, Berar, etc.²⁸⁸ The Tapti valley line of traffic remained most important. It evidenced the metalling of road in 1831.²⁸⁹ The Bombay-Berar route on the Tapti line covered Surat via Bombay and reached through the Bhor Ghat to the Deccan. In 1876, 20,000 to 40,000 pack bullocks used the Tapti Valley road.²⁹⁰ It was estimated that on an average about 1000 to 1200 carts passed this way every year with a trade valued at Rs. 400,000.²⁹¹ The commodities that entered this traffic were listed by the Surat district office as consisting of wheat, millet and pulse from Khandesh, and a return traffic of

²⁸⁵ *Ibid.*, p. 160.

²⁸⁶ See Appendix R in RSS, *Olpad Taluka*, pp. 35-36; RSS, *Mandvi Taluka*, p. 42; RSS, *Chorasi Taluka*, pp. 34-35; RSS, *Bardoli Taluka*, p. 44; RSS, *Jalapur Taluka*, p. 2; RSS, *Chikhli Taluka*, p. 48; RSS, *Bulsar Taluka*, pp. 45-46 and RSS, *Pardi Taluka*, p. 38.

²⁸⁷ GBP, *Surat and Broach*, p. 162.

²⁸⁸ *Ibid.*

²⁸⁹ *Ibid.*

²⁹⁰ *Ibid.*

²⁹¹ *Ibid.*

salt from Surat.²⁹² But the salt traffic was diverted to rail carriage by the end of the nineteenth century and the native trade suffered. Very often bullock carts from Khandesh had to go back unladen, which made the traffic uneconomic, and it slowly declined.²⁹³ Between 1862-64, with the opening of the B. B. & C. I. Railway, the trade with northern Gujarat through the earlier route almost ceased. The old traffic to the south through Khandesh also ceased with the coming of the railways. But timber trade from the Dangs and Khandesh forest to the coastal towns became an important feature. The transaction was carried out through the railways. The timber was taken to Surat, Bilimora and Bulsar from these forests by the *Kanbis*, *Vohoras* and *Bhatelas* and transported by rail to the towns of central and north Gujarat like Baroda and to Viramgam in Saurashtra.²⁹⁴ In 1874, timber amounting to the value of Rs. 117,820 was sent by rail from Bulsar, Bilimora and Surat to Baroda, Ahmedabad and Viramgam, and from the ports of Surat, Bilimora and Navsari to Dholera, Goga and the Kathiawar ports.²⁹⁵

Traffic by the old road routes suffered during the second half of the nineteenth century but the traffic by rail increased. Many trade centers developed and the destination was generally the main port of Bombay. The Surat section of the line was 73 ½ miles with 15 stations. These were Surat, Navsari, Amalsar, Bilimora, Bulsar, Kim, Saen, Sachin, Pardi, Vapi, Dungri, and Udware. Table 10 and 11 give the details of passenger and goods traffic and variations in them during 1868, 1870 and 1874 of the above said places.

²⁹² *Ibid.*

²⁹³ *Ibid.*

²⁹⁴ *Ibid.*, pp. 162-3.

²⁹⁵ See report of Mr. Bellasis, First Assistant Collector of Surat, No. 42, dated 15th October 1850 in *Ibid.*, p. 163.

Table 10: Passengers and Goods Traffic by Rail within Surat district 1868, 1870 and 1874

Name of the Station	1868			1870			1874		
	No. of Passengers	% to total Passengers	Goods in Tons	% to total goods	No. of Passengers	% to total Passengers	Goods in Tons	% to total Passengers	% to total goods
Daman	26,281	3.07	651	1.40	34,758	3.40	1,110	1.30	2.65
Udwara	-	-	-	-	13,476	1.32	-	-	-
Pardi	27,743	3.24	1,167	2.50	28,675	2.81	2,257	2.63	3.61
Haria	-	-	-	-	-	-	-	-	0.08
Bulsar	91,042	10.64	4,150	8.89	1,18,594	11.61	5,841	6.81	6.39
Dungri	8,541	1.00	1,395	2.99	14,997	1.47	10,500	12.25	5.09
Bilimora	47,894	5.60	2,433	5.21	64,470	6.31	3,767	4.39	7.15
Amalsad	41,723	4.88	4,403	9.44	67,716	6.63	4,530	5.28	8.34
Navesari	127,033	14.85	5,579	11.96	1,53,579	15.03	7,077	8.26	9.61
Maroli	-	-	-	-	-	-	-	-	2.95
Sachin	14,969	1.75	800	1.71	24,350	2.38	1,707	2.00	1.83
Surat	414,797	48.49	23,189	49.70	434,970	42.58	45,301	52.85	46.01
Amroli	20,356	2.38	726	1.56	17,874	1.75	656	0.76	0.55
Saen	16,133	1.88	1,173	2.51	22,572	2.21	1,400	1.63	2.48
Kim	18,962	2.22	995	2.13	25,565	2.50	1,577	1.84	3.26
Total	8,55,474	100.00	46,661	100.00	1,021,596	100.00	85,723	100.00	100.00

Source: GBP, *Surat and Broach*, p. 165.

TABLE 11: Passengers and Goods Traffic by Rail within Surat District 1868- 1874 (Continue)

1868			1870					
Name of the Station (1)	No. of Passengers (2)	Goods in tons (3)	No. of Passengers (4)	Variation over 1868 in passengers (5)	% of variation (6)	Goods in tons (7)	Variation over 1868 in goods (8)	% of variation (9)
Daman	26,281	651	34,758	+ 8,477	+ 32.26	1,110	+ 459	+ 70.51
Udwara	-	-	13,476	+ 13,476	+ 134.76	-	-	-
Pardi	27,743	1,167	28,675	+ 932	+ 3.36	2,257	+ 1,090	+ 93.40
Haria	-	-	-	-	-	-	-	-
Bulsar	91,042	4,150	118,594	+ 27,552	+ 30.26	5,841	+ 1,691	+ 740.5
Dungri	8,541	1,395	14,997	+ 6,456	+ 75.59	10,500	+ 9,105	+ 652.69
Bilimora	47,894	2,433	64,470	+ 16,576	+ 34.61	3,767	+ 1,334	+ 54.83
Amalsad	41,723	4,403	67,716	+ 25,993	+ 62.30	4,530	+ 127	+ 2.88
Navsari	127,033	5,579	153,579	+ 26,546	+ 20.90	7,077	+ 1,498	+ 26.85
Maroli	-	-	-	-	-	-	-	-
Sachin	14,969	800	24,350	+ 9,381	+ 62.67	1,707	+ 907	+ 113.37
Surat	414,797	23,189	434,970	+ 20,173	+ 4.86	45,301	+22,112	+ 95.36
Amroli	20,356	726	17,874	- 2,482	- 12.19	656	- 70	- 9.64
Saen	16,133	1,173	22,572	+ 6,439	+ 39.91	1,400	+ 227	+ 19.35
Kim	18,962	995	25,565	+ 6,602	+ 34.82	1,577	+ 582	+ 58.49
Total	855,474	46,661	1,021,596	+166,121	+ 19.42	85,723	+ 39,062	+ 83.71

Source: GBP, Surat and Broach, p. 165.

Table 11: Passengers and Goods Traffic by Rail within Surat District 1868- 1874

1874					Variation 1868-1874				
No. of Passengers (10)	Variation over 1868 in Passengers (11)	% of Variati on (12)	Goods in tons (13)	Variation over 1868 in goods (14)	% of variation (15)	No. of Passengers (16)	% of variation (17)	Goods in tons (18)	% of Variation (19)
28,911	-5,847	-16.82	1,778	+668	+60.18	+2,230	+8.49	+1,127	+183.25
12,377	-1,099	-8.16	-	-	-	+12,377	+123.77	-	-
26,230	-2,445	-8.63	2,422	+165	+7.31	-1,513	-5.43	+1,255	+107.54
4,661	+4,661	+46.61	57	+57	+0.57	+4,661	+46.61	+57	+0.57
101,014	-17,580	-14.82	4,288	-1,553	-26.59	+9,972	+10.95	+138	+3.32
14,262	-735	-4.90	3,413	-7087	-67.50	+5,721	+66.98	+2,018	+144.66
62,572	-1,898	-2.94	4,796	+1,029	+27.32	+14,678	+30.65	+2,363	+97.12
50,515	-17,201	-25.40	5,594	+1,064	+23.49	+8,792	+21.07	+1,191	+27.05
153,071	-508	-0.33	6,445	-632	-8.93	+26,038	+20.50	+866	+15.52
12,308	+12,308	+123.08	1,978	+1,978	+19.78	+12,308	+123.08	+1,978	+19.78
24,448	+98	+0.40	1,228	-479	-28.06	+9,479	+63.32	+428	+53.50
491,789	+56,819	+13.06	30,868	-14,433	-31.86	+76,992	+18.56	+7,679	+33.11
7,091	-10,783	-60.33	371	-285	-43.45	-13,265	-65.16	-355	-48.90
22,398	-174	-0.77	1,665	+265	+18.93	+6,265	+38.83	+492	+41.94
21,994	-3,570	-13.97	2,184	+607	-38.49	+3,032	+15.99	+1,189	+119.50
1,033,641	-12,046	-1.18	67,087	-18,636	-21.74	+178,167	+20.83	20,726	+43.78

Source: GBP, Surat and Broach, p. 165.

According to Table 10, total tonnage of goods at Surat station in 1868, was 23,189; in 1870, 45,301 and in 1874, 30,868. The passenger traffic however increased steadily. In 1868, it was 414,797; in 1870, was 434,970 and in 1874, was 491,789. Besides Surat, phenomenal increase can be seen in case of Bulsar and Navsari in comparison to other places along this railway route.²⁹⁶ The railways, although it increased the movement of goods to some extent, do not seem to have revived the old glory of Surat as an all India port or a port of worldwide fame. The railway traffic to other stations within the Surat district also affected the concentration of trade at Surat. Within the small region of the district there were 15 other stations which benefited by the coming of the railways thereby reducing the centrality which Surat had achieved in the past by virtue of its possessing certain natural nodality. In this way these places, which were not considered that significant before introduction of railways, started emerging as small urban settlements from the nucleated villages.

Table 10 and 11 further suggest that Surat held the leading position in the district in railway traffic both in passenger and good traffic. On the whole, the passenger traffic was much greater than the goods traffic. The total amount of goods moved by rail at the district stations was 46,661 tons in 1868; 85,723 tons in 1870 and 67,087 tons in 1874. It means a decrease of 21.74% between 1870 and 1874. Surat moved by rail 23,189 tons in 1868, 45,301 tons in 1870 and 30,868 in 1874. Goods traffic of Surat declined by 31.86 % between 1870-74 with the general decline in trade.

The chief articles of inward trade by rail of the stations within Surat district were grain and sundries. The outward trade was also in grain and sundries but sugar and molasses, cotton and timber were also carried by rail into Surat district. Table 12 and 13 provides the commodity wise inward and outward trade of Surat district.

²⁹⁶ *Ibid.*, pp. 164 - 65.

TABLE 12
Commodity Wise Inward Trade of Surat District Station by Rail 1868-1874
in Tons

Commodity	1868	% to total	1870	% to total	1874	% to total
Cotton	387	2.08	237	0.52	407	1.20
Cotton Yarn	338	1.81	337	0.75	373	1.10
Grain	2,592	13.92	17,285	38.03	10,969	32.44
Metal	449	2.41	675	1.49	608	1.80
Oil	66	0.35	56	0.12	180	0.53
Piece goods	677	3.64	697	1.53	769	2.27
Silk	-	-	-	-	-	-
Sugar and Molasses	869	4.67	1,661	3.65	1,388	4.11
Sundries	12,902	69.29	24,201	53.24	18,482	54.66
Timber and Firewood	341	1.83	304	0.67	637	1.89
Total	18,621	100.00	45,453	100.00	33,813	100.00

(Separate figures for Surat are not available)

Source: GBP, *Surat and Broach*, p. 164.

TABLE 13
Commodity Wise Outward Trade of Surat District Station by Rail 1868-1874
in Tons

Commodity	1868	% to total	1870	% to total	1874	% to total
Cotton	4,126	14.71	6,667	16.56	4,297	12.91
Cotton Yarn	144	0.51	156	0.39	137	0.41
Grain	8,641	30.82	9,540	23.69	5,720	17.19
Metal	220	0.79	227	0.56	156	0.47
Oil	555	1.98	421	1.04	352	1.06
Piece goods	430	1.53	411	1.02	528	1.59
Silk	-	-	-	-	-	-
Sugar and Molasses	6,942	24.76	5,126	12.73	5,388	16.19
Sundries	6,438	22.96	16,949	42.09	13,360	40.15
Timber and Firewood	544	1.94	773	1.92	3,336	10.03
Total	28,040	100.00	40,270	100.00	33,274	100.00

(Separate figures for Surat are not available)

Source: GBP, *Surat and Broach*, p. 164.

The imports by rail to Surat district showed a considerable increase reaching a peak in 1870, (144.10%) declining thereafter in 1874 with the general decline of the trade of the stations in the district as a consequence of the concentration of land trade also at Bombay. However, there is a general increase of 81.59% between 1868 and 1874. The import of piece goods was almost insignificant by 1868 and there was no import of silk at all. The import trade of cotton yarn as well as of raw cotton was also not very significant.

The export trade by rail of the station of Surat district showed an increase in 1870 (43.62%) and thereafter a decline as in the case of the inward traffic. The general increase between 1868 and 1874 however was 18.67%. The main commodities that entered the outward traffic were grain, raw cotton, sugar and molasses and sundries. By 1874, timber had also become one of the major items of outward traffic. Timber registered the highest increase in tonnage of the outward traffic of Surat district in 1874. The outward traffic of grain was about half of the inward traffic in grain, nearly half of the grain imported being consumed in the district itself. Cotton, on the other hand, was an important item of the outward traffic but was not significant in the inward traffic. The railway stations were collecting centres for the nearby cotton lands and the farmers brought the cotton to the stations generally in bullock carts. This feature in the trade of Surat district is related to the changing agricultural pattern in the district, namely, the emphasis on the cultivation of cotton as the commercial product, at the expense of food crops, which necessitated the import of food to the district. The chronic disease of India's rural areas, namely, the deficiency in food, which was not compensated for by an increase in industrial production because industrial raw materials were being exported to feed the industries of England, was beginning to make its impact by the middle of the nineteenth century and continued in the next century with further deterioration.

In the end, regarding Surat district's trade for three quarters of the nineteenth century, it can be said that both in the sea and land trade there was a definite change in the commodities that entered the trade. There was an increase in the export of raw materials. The export of manufactured goods almost ceased. In the export trade, commodities like grain, sundries like fruit of the *mahura* tree, timber and bamboos now predominated. The wheat of Khandesh was brought by bullock cart and sent to Bombay by rail. The pulses went mainly to Kathiawad port by ferry services across the Cambay

Gulf to Bhavnagar. The *mahura* flowers were transported mainly by rail from Baroda, Rajpipla and Kaira and were sent to Uran (Thana District), a distilling port. The timber and bamboo came from the forests of Khandesh and Dangs and went to Dholka, Cambay, Bhavnagar, Gogo and the Kathiawad ports also by water. Timber went through Bulsar. The imports consisted of rice from Konkan a small part of which was re-exported to Kathiawad by sea. But a large part of it went to Ahmedabad by rail. Grain, molasses and tiles came from Bulsar and Pardi, tobacco from Cambay, cotton from Broach, iron from Bombay, cocoanut from Goa, fish from Bombay, Daman and Diu, etc.

On the exploration of local network in markets for assessment of internal trade Table 14 is extremely helpful for the understanding of first three quarters of the nineteenth century Surat district in the South Gujarat territory. Table 14 gives the details of temporary market where brisk business in local commodities was carried out. The characteristic feature of tracing such network is to prepare a basis for the identification of small urban settlements in the region under study. Similarly, for the last quarter of the nineteenth century, I put stress on the internal trade in order to register the functioning of small trading centers that emerged due to their location on road route or railway route in the changing circumstances. The *Revision Survey Settlement Reports* of the *talukas* do help us in this direction. Table 15 gives us an idea of commodities going out of the *talukas* in the Surat district.

TABLE 14
Statement Showing the Character, Number and Distribution of the Surat
Rural Weekly Fairs, 1876

Taluka	No. of Markets	How often held	Articles of sale	Sellers	Buyers	No. of visitors	
						Min.	Max.
Bardoli	4	Weekly	dates, coconuts without shells, molasses, spices, vegetables, salt, tobacco, coarse cloth for the use of poor and low castes, bamboo manufacture and brooms.	Vanias, Kachhias, Bohoras, Chhipas, Darjis, Kanbis & Musalmans	Kolis, Dublas, Chodhras and tribesmen	260	500
Chikhli	1	Weekly	dates, coconuts shells, spices, vegetables, salt, & coarse cloth.	Grocers, Kachhias, Bohoras, Darjis, Machhis.	Do	400	500
Bulsar	3	Weekly	copper, brass and iron pots, coarse cloth, liquor, toddy, dates, and shelled coconuts.	Vanias, Kachhias, Bohoras, Chhipas, Parsis, Musalmans & Machhia.	Do	1000	2000
Pardi	5	Weekly	grains, of all sorts, dates, coconuts with and without shells, salt, spices, fish, copper and brass vessels, leaves (used for dining dishes), fire wood, mats and coir.	Khatris, Kachhias, Bohoras, Chhipas, Parsis, Musalmans, Machhis & Kumbhars	Do	100	3000
Mandvi	3	Weekly	dates, Shelled coconuts, oil, spices, vegetables, fish, perched, gram and coarse cloth.	Brahmans, Vanias, Kanbis, Gandhis, Bohoras, Bhois and Kolis.	Do	410	500

Source: GBP, Surat and Broach, p. 181.

TABLE 15
Internal Trade, Commodities and Markets in Last Quarter of the Nineteenth
Century of Surat District

<i>Talukas</i>	Outward Commodity Center from Where Sent		Markets	
			Weekly/ monthly/ permanent Commodities available	
Mandvi	rice, juwar, oil-seeds, cotton and grain	-from Kim via rail to Surat -from the villages to Bardoli, Olpad and Hansot -from the villages to Kim and Sayan -from the villages to Tarkeshwar and Bodhan	Mandvi Qasba, Devgadh & Sarkul	tobacco, ginger, chilies, clothes, salt, sweetmeat, vessels, opium, vegetable, <i>bhang</i> , <i>ganja</i> and <i>karianoo</i> .
Pardi	paddy, pulses, molasses and oil-seeds	-from Pardi to Daman - from Pardi to Udvada	Kopralli, Lakhmapur, Paria, & Chibadkach	cloth, brazen copper, earthen vessel, fish ginger chillies condiments, spices, <i>kodra</i> , <i>nagli</i> and <i>lar</i>
Chorasi	juwar, oil- seeds, cotton and grain	-from villages to Rander and Surat -from villages to Bhimpur, Varacha, Sachun, Wad and Bhatha	Markets in the city of Surat and Rander	Agrarian surplus and manufactured stuff
Chikhli	molasses	-from Chikhli to Bilimora	Wad Unai	drugs, cloth, corn &c. cloth, copper and brass pots
Bulsar	molasses rice, coarse grain, <i>kodra</i> , <i>nagli</i> , pulses, castor- oil seed and sugarcane	-from villages to Bulsar, Untri, Atgam, Undach Luwar, Falia and Vagaldhara	Faldhara, Bhutsar and Chichai	dates, kernel, & cloth
Olpad	Juwar and cotton	-from villages to Rander and Surat	Olpad, Amroli, Sayan and Kim	cotton
Jalalpur	molasses & fruits	-from villages to Navsari & Amalsar and finally to north Gujarat	Jalalpur, Abrama, Sisodra, supa, Astgam, Satem and Munsad	Fruits particularly mango in the season
Bardoli	timber	-from villages to Navsari & Surat	Bardoli, Mota, Sarbhon, Haripura, Kadod, Walod, Buhari and Kamalchod	Grains and seed, condiments, clothing, beads, shells &c.

Source: RSS, *Mandvi Taluka*, pp. 5 & 15; RSS, *Pardi Taluka*, pp. 4 - 5 & 15; RSS, *Chorasi Taluka*, pp. 3-5 & 16; RSS, *Chikhli Taluka*, pp. 6 - 7 & 30; RSS, *Bulsar Taluka*, pp. 5 & 18; RSS, *Olpad Taluka*, pp. 5-6; RSS, *Jalalpur*, p. 7 and RSS, *Bardoli Taluka*, p. 5.

Broach Sea Trade: Like Surat, Broach is recorded as a significant trading center of international fame since the ancient times.²⁹⁷ It enjoyed the same glory during the medieval centuries.²⁹⁸ Because of its commercial benefits even the European showed interests in it and its hinterland.²⁹⁹ It became the headquarters of the British district in the second decade of the nineteenth century and commanded its unbeatable position throughout the nineteenth century in the sea trade and land trade. However, when the nature of trade during the medieval period in compared to that of the nineteenth century, one finds this contradiction. During the nineteenth century the export of ready goods declined and it was replaced by raw stuff mainly cotton and food grains. The reasons for the change are similar as in case of Surat district. Besides *Gazetteers*, information on sea trade of Broach district for early decades of the nineteenth century is available in the *Memoirs of Monier Williams*. Thus, based on the *Bombay Presidency Gazetteers* and *Memoirs of Monier Williams*, I attempt the valuation of Broach's sea trade potential, growth and decay trends in trade.

It is recorded that Broach district had five ports/*bandars*, viz Broach, Tankaree/Tankari, Jambusar, Dehgam, Gandhar and Dahej.³⁰⁰ The trade of the two first was considerable and that of the last three remained

²⁹⁷ W. Schoff, *The Periplus of the Erythrean Sea, Travels and Trade in the Indian Ocean by a Merchant of the First Century*, New York, 1912, (2nd ed.) New Delhi, 1974, p. 39.

²⁹⁸ V. A. Janaki, *Gujarat As The Arabs Knew It*, Baroda, 1969, pp. 27-28; For Details, see H. K. Naqvi, *Urbanization and Urban Centres under the Great Mughals*, Simla, 1972; S. Gopal, *Commerce and Crafts of Gujarat, 16th and 17th Centuries*, New Delhi, 1975, pp. 186-217; B. G. Gokhle, *Surat in the Seventeenth Century: A Study in Urban History of Pre-Modern India*, Bombay, 1978, pp. 73-93.

²⁹⁹ B. G. Gokhle, *Surat in the Seventeenth Century: A Study in Urban History of Pre-Modern India*, Bombay, 1978, pp. 73-93; Ashin Das Gupta, *Indian Merchants and the Decline of Surat, c. 1700-c.1750*, Wiesbaden, 1979, pp. 1, 9, 54, 59, 62, 90, 141, 145 & 154 and Lakshmi Subramanian, *Indigenous Credit and Import Expansion, Bombay, Surat and West Coast*, New Delhi, 1996; "Power and the Weavers Merchants and Rulers in the Eighteenth Century Surat", *Politics and Trade in the Indian Ocean World*, (eds.) Rudrangshu Mukharjee and Lakshmi Subramanian, Delhi, 1998, pp. 52- 82.

³⁰⁰ *Memoirs on the Zilla of Baroche*, p. 58.

insignificant. Monier Williams records about these ports in the following words:

...there was no foreign trade with these ports: the whole was a costing trade; south, to Bombay and all the intermediate ports, north as far as Mandvi in Kutch and no farther. The imports are sugar unwrought metals, woollen, coconuts, spices and all kinds of Europe and china goods in use among the natives, with a small portion of teak timber, bamboos, and rafters from Daman and the other ports in that neighborhood and government stores; the exports are cotton grain other products of the soil and a few manufacture.³⁰¹

He also gives the details of the custom accounts of the different ports in the Broach Collectorate.³⁰²

TABLE 16
Account of the Customs Levied at the Sea Custom-Houses of the Different, Bandars of the Broach Collectorate for the Years 1815-1820

Years	Broach Rs.	Jambusar/ Tankaree Rs.	Gandhar Rs.	Dehgam Rs.	Dahej Rs.	Total Rs.
1815-16	1,21,586	-	-	-	-	1,21,586
1816-17	94,257	-	-	-	-	94,257
1817-18	99,953	*33,026	*781	* 186	(Not Opened)	1,33,948
1818-19	82,693	39,364	1,542	779	70	1,24,450
1819-20	74,631	26,200	2,148	1,178	66	1,04,225

Source: *Memoirs on the Zilla of Baroche*, p. 58. (* For nine months)

Broach district did not have harbours along its coastline, but the river estuaries offered shelter to the coasting vessels during the stormy months of the rainy season.³⁰³ Broach and Tankari remained important for trade purposes. Some details of trade transaction and trade traffic through sea and river help us to estimate the trade potential, which are as follows:

³⁰¹ *Ibid.*

³⁰² The rate of customs is three and a quarter percent. On the valuation of imports and exports generally; but on certain exports three percent. The value of the imports and exports at the Broache custom-house, on which the former rate was levied, was in 1815-16, Rupees 14,77,726 $\frac{3}{4}$; and of the exports, on which the latter rate was levied, Rupees 3,89,599 $\frac{1}{4}$. These duties formed about half the sum above shown; the rest consisted of customs on goods in the lump or piece, various items, fees, etc. The value of the cotton exported on the Company's account cannot, however, be included in the above valuations for any year., See *Ibid.*

³⁰³ *GBP, Surat and Broach*, p. 418.

1815-16: the statement by Monier Williams regarding the extent of the sea trade reveals that in 1815-16 the imports into the city of Broach were valued at Rs. 14,77,726 and the exports at Rs. 3,89,599.³⁰⁴ These do not include the export of raw cotton, which if taken into account amounted to Rs. 8,00,000, would give for the entire export and import trades a total value of Rs. 26,67,325;³⁰⁵

1820: the traffic from the ports of Broach district employed thirty *batelas* of thirty to eighty tons burden (85 to 225 *khandis*);³⁰⁶

1837-47: during the ten years period, when regular trade returns account is available, the average yearly value of both imports and exports was Rs. 1,15,00,910;³⁰⁷

1849: the shipping increased to seventy-nine vessels of an aggregate burden of 3425 1/3 tons (9,591 *khandis*);³⁰⁸

1849: Malwa opium was occasionally tempted through the steamers to visit Tankari. But the trade did not continue after the opening of the railways 1861.³⁰⁹ Opium was no longer carried by sea;

1856-62: the average yearly returns remained Rs.97, 03,390 in import and export trades;³¹⁰

³⁰⁴ *Memoirs on the Zilla of Baroche*, p. 58.

³⁰⁵ James Forbes, *Oriental Memoirs*, Vol. II, p. 23 and GBP, *Surat and Broach*, p. 424.

³⁰⁶ 'They were vessels without decks and rigged with a single must and a very large sq mile with a small mizen and zib, all made of coarse cotton cloth, which is very light. The men who navigate them are called *kharwas* of whom about one half are Hindoo, and the other half Musulman. They were for the most part natives of Surat. The crew of the largest of the above vessels commonly consists of fourteen, and of the smallest, eleven men including the *Tindal* or commanded. The *Tindal* gets eight rupees and the lesser four rupees each besides provisions for a trap to Bombay and back. There were the only vessels belonging to the port that go to sea. The average of a passage to Bombay from the town of Broach may be five days and of the return, eight days'; see *Memoirs on the Zilla of Baroche*, p. 57 and *Ibid.*

³⁰⁷ GBP, *Surat and Broach*, p. 425.

³⁰⁸ *Ibid.*, p. 418.

³⁰⁹ *Ibid.*, pp. 418-19.

³¹⁰ *Ibid.*, p. 425.

1865-70: during this period the average was reduced to Rs. 63,43,690. Whereas in 1874 the returns had fallen as low as Rs. 39,12,970 i.e., one-third part of the value of the corresponding returns twenty-five years before,³¹¹

1869: an attempt was made to establish a line of steam ferry boats from Broach to Goga but the venture was not successful and the steamboats were withdrawn in 1875,³¹² and

1873-74: the corresponding returns show forty boats registered with an aggregate burden of 210 tons (558 *khandis*), or on an average to each vessel, a capacity of five and a quarter tons (14 $\frac{3}{4}$ *khandis*).³¹³ Some trade was carried through the Narbada River as well. The trade was done between Broach and Tilakwada during the rainy season when navigation was possible. The value of the goods conveyed by this route in 1874 was estimated at about Rs. 1,50,000, of which Rs. 1,47,000 were imports into Broach and Rs. 3,000 represented the value of the exports.³¹⁴ The imports were chiefly grains, cornelian stones, timber, and firewood while the export items consisted of salt and cocoanuts.³¹⁵

By 1815; the ports of Broach were not involved in foreign commerce instead carried out trade with the Northern Konkan Malabar, Kutch, Kathiawar and Karachi ports.³¹⁶ The whole trade was a coasting trade and centered on Bombay and all the intermediate ports and north as far as Mandvi in Kutch.³¹⁷ The imports were sugar, unwrought metals, woolens, coconuts, spices and all kinds of Europe and China goods in use among the natives, with a small portion of teak, timber, bamboo, and rafters from Daman and the other ports in that neighbourhood and government stores.³¹⁸ The items for

³¹¹ *Ibid.*

³¹² *Ibid.*, p. 419.

³¹³ *Ibid.*, p. 418.

³¹⁴ *Ibid.*, p. 424.

³¹⁵ *Ibid.*

³¹⁶ *Ibid.*, pp. 423-24.

³¹⁷ *Ibid.*, pp. 424.

³¹⁸ *Ibid.*

export were cotton, grain, other products of the soil and a few manufactures.³¹⁹ Since 1837, the chief articles of trade from the Broach ports to the south of Gujarat and the ports of the northern Konkan are the flower of *mahura* tree and wheat for export; and, molasses, rice in husk, betel-nut, plantains, bamboo and teak for import.³²⁰ The exports to Bombay were cotton and grain, and the imports were iron, coal, ropes and miscellaneous articles.³²¹ The imports from Malabar and from the ports located to south of Bombay included coconuts, coir-rope, betel nut, pepper, sandalwood, teak and other kind of timber.³²² Towards the west and north to the Kathiawar ports and to Kutch, the exports were grain, cottonseed, *mahura* flowers, tiles, and firewood; the imports, were chiefly stones for building.³²³ The traffic with Karachi was almost the same as that with Kutch. It was carried on only to a very limited extent.³²⁴ A vessel occasionally sailed to Zanzibar and brought back white dates on rare occasions.³²⁵

Broach's Land Trade: The land trade in Broach district was carried out through road and railway routes.

Broach district does not record made roads till 1863. Cart traffic driven by oxen remained operational on these unmade roads during fair weather months whereas in the rainy months men of *bhloi* caste carried the palanquins.³²⁶ In post-1863 period, the district evidenced the construction of roads despite limitations in terms of raw materials and geographical locations.³²⁷ These were constructed at the expense of government and local

³¹⁹ *Ibid.*

³²⁰ *Ibid.*

³²¹ *Ibid.*

³²² *Ibid.*

³²³ *Ibid.*

³²⁴ *Ibid.*

³²⁵ *Ibid.*

³²⁶ *Ibid.*, p. 412.

³²⁷ *Ibid.*

funds. These road lines were thirteen in number and were divided into northern and southern groups.³²⁸

Northern Group of Road-lines:

1. Running from Jambusar in the north of the district through Amod south to Broach. This line was partly bridged and gravelled. Its length remained twenty-eight miles.
2. Running northwest from the Palej railway station to the town of Amod. Its length was thirteen and a half miles.
3. Road joining the town of Wagra with the main line from Jambusar to Broach. It was seven miles and was bridged.
4. Running west joins the town of Broach with Dahej. It was twenty-five miles long.
5. Running along the right bank of the Narbada from Broach west to Dasan. It was five miles long.
6. Running east from Broach and joined Broach with Sukaltirth, the famous place of pilgrimage. It was ten and a half miles long.

Southern Group of Road-lines:³²⁹ These groups of roads were centered to the towns of Hansot.

1. Running from Hansot to southwest to the village of Katpor. It was nine miles long.
2. Running from Hansot to Sahol on the right bank of the Kim River. This road, in connection with which is a bridge over the Kim, is the highway for the passage of the produce of the lands of the Ankleshwar sub-division southwards to Surat. It was eleven miles long.
3. Running southeast from Hansot to the Panoli railway station. It was nine miles long.
4. Running east from Hansot to Ankleshwar. It was twelve miles long and metalled and partly bridged.

Besides this southern group road lines centering around Hansot there were some other roads:³³⁰ three miles long, which ran towards north from the town of Ankleshwar to Borbhatha; a short line of one and a half miles that ran north-west from Sahol to Elav and a line running east from Ankleshwar to the frontier of the Rajpipla territory. It was nine miles long. During late nineteenth century reference to macadamized and unmade roads is found in *Revised Survey, Settlement Reports* of the *talukas* of Broach district. The macadamized roads were traceable within municipal limits. In Broach *taluka* the macadamized roads covered the distance between Kukarwada and Dahej

³²⁸ *Ibid.*

³²⁹ *Ibid.*

³³⁰ *Ibid.*, p. 413.

and between Amod and Jambusar.³³¹ These roads had access to Broach in long run. Though RSS report of Jambusar *taluka* does not refer to any new road line in the late nineteenth century. However, description of roads in the *taluka* gives some idea of the roads condition, which is as follows:³³²

There were no major roads in taluka. Cotton, which forms 40 percent of the total area under cultivation, was carted mostly to Palej (22 miles from the town of Jambusar and 40 miles from the western village) or to Broach, which was 30 miles from Jambusar. The road from Jambusar to Broach was metalled up to the 9th milestone from Broach. During the period of heavy traffic it gets very bad. This so called trunk road of the district becomes worse than a country track in February and March. The Jambusar and Broach road has swallowed up several lakhs of rupees during the last 25 years. The only way in the fertile tract of country beyond easy reach of the main line of communication by connecting narrow gauge railway with Broach. The B.B.&C.I. Railway Company would not the construction, it was feared that the branch line would develop the trade of the port of Broach and Tankari to the detriments of the main line...

The road from Jambusar to Tankaria bander was merely a straight line entrenched on the other side but wanting in bridges and culverts to rendered it use. The road only nine miles long should be metalled in two ways. It should not be as well made as the 10-miles road from Surat to Dumas and the 5-miles road from Surat to variav leading was difficult to conceive... However, the present road may be the traffic to Tankaria will continue as long as the alternative road to Palej was equally bad.

Due to the new railway stations in the district new roads were constructed to connect the stations with the hinterland regions. Two roads were made in the *taluka*: one from Jambusar passing through Amod to Broach, and the other from Amod to the Palej Railway station. They were composed solely of the materials dug from the trenches on both sides and stones.³³³

Much cannot be stated on the road traffic in the district except cart traffic for the first half of the nineteenth century. In 1820, Monier Williams wrote that the goods imported from Bombay and Surat 'passed into the interior in large two-wheeled carts drawn by eight and ten yoke of oxen, which came Broach to Jambusar for the purpose'.³³⁴ In 1849, the cart traffic was that considerable that every year about 2000 carts left Broach for the

³³¹ RSS, *Broach, Broach Collectorate*, 1902, p. 39.

³³² RSS, *Jambusar, Broach Collectorate*, 1903, pp. 3 & 40.

³³³ RSS, *Amod, Broach Collectorate*, 1903, p. 28.

³³⁴ *Memoirs on the Zilla of Baroche*, p. 57.

inland part of Gujarat and the west of Malwa.³³⁵ Those involved in cart traffic trade between Gujarat and Malwa were Broach *Nagoris*, who emigrated from Nagor in Malwa.³³⁶ During the second half of the nineteenth century the cart traffic trade evidenced decline. However, based on information from RSS Report of the *talukas* of Broach district Table 17 gives the details of road trade, commodities and markets during the late nineteenth century.

TABLE 17
Internal Trade, Commodities and Markets in the Last Quarter of the
Nineteenth Century of Broach District

<i>Talukas</i>	Outward Commodity Center from Where Sent		Markets Weekly/Monthly/ Permanent Commodities Available	
Broach	salt, rice, mahura flower, toddy, cotton, coconuts, bamboos, coal, wood, kerosin oil, molasses, iron sheets, and iron bars.	-from Broach to Amod, Jambusar -from the Dehgam Hansot	Sukaltirth, Bhadbhut, Tavra, Palej and Chamargam.	Articles of domestic utility, cotton tobacco, salt, and <i>karianoo</i> .
Jambusar	grain, cotton	-Kathiawad to Tankari from Surat to Dumas	Jambusar to Tankari, Dehgam	Articles of domestic utility, cotton, kodra and <i>nugli</i>
Wagra	grain, cotton	Bhensali, Dahej road to Amod	Dahej road and Derol	Agriculture produce and cotton
Amod	Stone cotton and grains	Broach to Jambusar Karod- Palej Broach - Palej	Broach, Palej, Samni and Sarbhan	Agriculture produce, khadi, raw cotton, juwar, wheat, rice and tuver

Source: RSS, *Broach Taluka*, pp. 6-7; RSS, *Jambusar Taluka*, pp. 3-4 & 40-42; RSS, *Vagra Taluka*, pp. 30-31; RSS, *Amod Taluka*, pp. 3-4.

Railways gave tough competition to sea trade and cart traffic trade in the Broach district during the second half of the nineteenth century. It

³³⁵ See Mr. Davies's Statistical Account, 1849 in GBP, *Surat and Broach*, p. 425.

³³⁶ *Ibid.*

changed the position of Broach from provincial mart to an important railway station on the route to Bombay-Baroda and Central India Railway.³³⁷ Railway line passed between the inland *talukas* and the ports and finally was linked to Bombay. The exports from the railway stations of Broach district amounted to Rs. 1,35,54,900 whereas the imports amounted to Rs. 50,73,550 in 1874.³³⁸ The total value of the district trade by sea and rail in 1874 was, according to this calculation, was Rs. 2,25,41,420. It was an increase of 96.17 percent as compared with Rs. 1,15,00,910, the average total value of the sea traffic for the ten years ending with 1847.³³⁹ The details of railway passenger traffic and trade goods for the period 1868-1874 from Broach district's railway stations reveal the increasing trends that are illustrated in Table 18a and 18b.³⁴⁰

TABLE 18a

Year	Passenger Traffic	Goods Traffic in Tons
1868	296,468	53,261
1870	440,485 (highest)	-
1874	404,017	71,584 (highest)

Table 18b gives the details of passenger traffic and trade traffic of Broach, Palej, Ankleshwar, Panoli and Chamargam railway stations for the period 1868-1874.

TABLE 18b

Passenger Traffic and Trade Traffic of Broach Districts Railway Stations.

Year	Broach		Palej		Ankleshwar		Panoli		Chamargam	
	Passenger Traffic	Trade Traffic (tons)	Passenger Traffic	Trade Traffic (tons)	Passenger Traffic	Trade Traffic (tons)	Passenger Traffic	Trade Traffic (tons)	Passenger Traffic	Trade Traffic (tons)
1868	184,782	37,620	37,733	2,689	47,262	9,976	9,704	248	16,987	2,728
1870	242,328	-	-	-	-	-	-	-	-	-
1874	216,210	42,913	73,120	11,305	71,340	12,373	11,345	1,362	31,502	3,631

Source: GBP, *Surat and Broach*, p. 426.

Ankleshwar was the railway station on the B. B. & C. I. Railway. It established its significance as an entrepot of the Rajpipla territory, whence a large supply of timber firewood and jungle produce such as wax, honey and

³³⁷ *Ibid.*, p. 426.

³³⁸ *Ibid.*

³³⁹ *Ibid.*

³⁴⁰ *Ibid.*, pp. 425-26.

drugs are received for export by rail.³⁴¹ According to the reports of the Agent of B. B. & C. I. Railway³⁴² on the to and fro goods traffic, it can be stated that Ankleshwar was a growing market town. For this reason new road lines were constructed and the older ones were repaired. The *Revised Survey Settlement Report* reveals the fact in the following words:³⁴³

The B B & C I Railway traverses this taluka from north to south and adds very considerably to the prosperity of the district the comfort of the inhabitants and the convenience of all Government officials. By appendix A it will be seen that 35,043 passengers paying fares amounting to Rs. 15,299 went from the Ankleshwar station in 1871 and 34,789 paying fares ...tons of cleaned cotton, 522 tons of grain and 4360 tons of the articles were entered outwards paying a freight of Rs. 63,189; 28 tons of cotton, 736 tons of grains and 1220 tons of other articles were entered inwards paying a freight of Rs. 16,879. A very excellent local funds road now nearly completed has been constructed to connect Hansot with the railways station and town of Ankleshwar. This road is of the greatest importance to the district generally as it opens communications with the entire western position. Another capital line of road has been opened out traversing the district south to north from Elav to Hansot. The Keem one of the most dangerous rivers to cross during the rains in this part of Gujarat has been spanned by a splendid masonry bridge which is of incalculable value to all the southern and western villages opening out as it does the Keem railway station and the cotton ginning works in the immediate neighbourhood. There is road from Ankleshwar Railway station to Nandod in the Rajpipla distant 33 miles but it is in a very primitive condition. In my opinion this is a line of road worthy of great attention and if the Rajah knew his own interest he would do his utmost to improve that position of it passing through his country. By this route timber, firewood, bamboos for building purposes wax, honey, hides, drugs and jungle produce, find their way; piece goods, metals hardware salt and other necessities of life reach Nandod and the Rajpipla. A short road joins the Bhatta to Ankleshwar and terminates at the ferry over the river Narbudda. It is simple track and often impassable in the rains on accounts of the floods but as there is direct railway communication between Ankleshwar and Broach money can be better spent elsewhere than here. There is also road from the Panoli railway station to Hansot, 12 miles; another from Hansot to Kuthpur, 8 miles and from Hansot to Sahol, 11 miles all of which are useful lines for drawing the resources of the district to the markets and towards the railway.

The commodities that were transacted outside the district through rails included cotton, food grains, *mahura* flowers, opium and piece goods whereas the items that were imported through rails included yarn, metal, sugar, piece

³⁴¹ SRBG, No. CXLVI, NS, RSS into the Broach and Ankleshwar taluka of the Broach Collectorate, Bombay, 1874; p. 142.

³⁴² *Ibid.*, p. 143.

³⁴³ *Ibid.*, pp. 144-145.

goods and timber.³⁴⁴ The stations from where these commodities were transacted most are as follows:

- i) Broach station excelled in cotton export;
- ii) Broach and Ankleshwar exported grains most;
- iii) Mahura flower was carried to Broach and then forwarded to Bombay;
- iv) Opium was brought from Malwa and then forwarded to Bombay;
- v) Piece goods were exported from Broach railway station;
- vi) Cotton tape and twist were imported via Broach railway station and
- vii) Timber was brought from Rajpipla to Ankleshwar and dispatched by rail to northern Gujarat.

As far as internal trade of Broach district is concerned the information is available in *Gazetteers* and *Revised Survey Settlement Reports*. The internal trade of the district was centered in the towns of Broach, Jambusar and Ankleshwar and to a lesser extent in Amod and Hansot.³⁴⁵ Ankleshwar and Hansot were the market towns.³⁴⁶ The former was a railway station on the B. B. & C. I. Railway and the other the chief town of the *mahal* of that name. Neither was a very large market. Ankleshwar showed growth and served as the entrepot of the Rajpipla territory, whence a large supply of timber, firewood and jungle produce such as wax, honey and drugs were received for export by rail.³⁴⁷ Reference to periodical markets in the rural settlements is not found. The wholesale traders of Broach and Jambusar dealt with Bombay merchants in cotton, piece goods, coconuts, *mahura*, sugar and spices. From the Broach and Jambusar dealers, the traders of Ankleshwar, Amod and Hansot got their supplies. Almost every village had a shopkeeper who was either a *Vania* or *Ganchi* (oil presser) or in some cases a Muslim *Bohora*.³⁴⁸ He sold grain, clarified butter, oils, molasses, dates and dry spices. He did not have direct dealings with Bombay or other non-local capitalists but obtained articles for sale from the trader in the district town. In the towns the shopping was done by the townspeople from the shops located in permanent markets

³⁴⁴ *GBP, Surat & Broach.*, pp. 426-37.

³⁴⁵ *Ibid.*, p. 437.

³⁴⁶ *SRBG, No. CXLVI, NS, RSS into the Broach and Ankleshwar taluka of the Broach Collectorate*, Bombay, 1874; p. 142.

³⁴⁷ *Ibid.*

³⁴⁸ *GBP, Surat and Broach*, p. 437.

or some times from peddlers or the weekly markets.³⁴⁹ As far as the availability of the sale articles is concerned, these were available in the *taluka* headquarters. In case of village shops in particular articles like sugar, dry spices, combs, hair oil, glass bracelets, spangles were obtained from *taluka* towns.³⁵⁰ The village shopkeeper did not keep cloth for sale. The villagers who had to buy the clothes purchased coarse cloth from the *dheds* by whom this kind of cloth was woven or went to the nearest town.³⁵¹ In towns cloth was brought either from the cloth-shops or from peddlers. Peddlers were of two classes: *chhipas* (calico-printers, who sold prints, *sallas* and dyed cloths, *chhidris* worn by women); and *Musalman* hawkers from Bombay generally of the *meman* class.³⁵² As mentioned earlier that periodical or weekly markets/bazaars do not find reference in the Broach district but an important annual fair was held at Sukaltirth in the month of November which was generally attended by about 50,000 persons.³⁵³ It was a semi religious fair and a brisk trade was carried out in articles of domestic utility. Fairs of a similar nature were held at Bhadbhut and Tavra at intervals of 18 and 20 years respectively and were largely attended by traders.³⁵⁴

Navsari Prant's Sea Trade: The location of Navsari *prant* made it most significant in the Baroda State as it had access to sea. The *prant* had small ports from which vessels sailed. It is reported that the sea trade of these little ports was carried on by vessels of various sizes, which were termed as *batelas*, *dingi*, *padav* and *machhavo*.³⁵⁵ These were built at Bilimora, as well as Bulsar and Daman. The eighteen vessels of varying burden were annually built at Bilimora. *Parsees*, *vanias* and fishermen generally owned them. *Batelo* or *dingi* varied from 75 to 150 *khandis*; *padav* had a burden of 30 to 60 *khandis* and

³⁴⁹ *Ibid.*

³⁵⁰ *Ibid.*

³⁵¹ *Ibid.*

³⁵² *Ibid.*

³⁵³ RSS, Broach, Broach Collectorate, 1902, p. 7.

³⁵⁴ *Ibid.*

³⁵⁵ GBP, Baroda, 1883, p. 150.

machhuvo from 15 to 20 *khandis*.³⁵⁶ During the year 1879-80, 713 trips were made to and fro from the ports of Navsari and Bilimora.³⁵⁷ Our sources reveal of the sea trade output in terms of articles and their value exported and imported. Navsari and Bilimora were two ports from where sea trade of significance was carried out. Table 19a and 19b gives the details of sea trade of Navsari and Bilimora.

TABLE 19a
Sea Trade of Navsari in Last Quarter of the Nineteenth Century

Export		Import	
Article	Value in Rs.	Article	Value in Rs.
Oil-cakes/ <i>khol</i>	3,794	Peanuts	2,875
Molasses	8,677	Dates	690
Tal or sesame, mangoes, <i>suran</i> , ginger and other miscellaneous goods	882	Building materials	10,998
		Rafters	575
		Bamboos	575
		Sandalwood	2,305
		Lime stones	775
		Building stones	976
		Bricks	620
		Mortar	1,130
		Coals	550
		Dry fish or <i>bumla</i>	2,582
		Kerosene oil, tables and chairs, peppermint, brandy and miscellaneous goods	3,003
Total	13,353	Total	30,184

Sources: GBP, Baroda, 1883, pp. 149-50.

³⁵⁶ *Ibid.*

³⁵⁷ *Ibid.*

TABLE 19b
Sea Trade of Bilimora in Last Quarter of the Nineteenth Century

Export		Import	
Article	Value in Rs.	Article	Value in Rs.
Molasses	1,42,733	Cotton	68,600
Bamboos	655	Cotton- seed	1,914
Building materials	20,514	Dates	1,060
Fenugreek- seed	735	Timber	4,762
Tamarind	8,873	Tobacco	2,000
Catechu	1,625	Sugar	1,150
<i>Suran</i>	822	Coconut	3,200
Ginger	3,494	Chillies	960
Turmeric	13,844	Sesame	1,620
Wool	650	Sweet oil	625
Sesame	6,127	Castor oil seed	32,250
Sweet oil	924	Fish	1,483
Castor oil seed	14,310	Tiles	613
Castor oil	4,77,291	<i>Juwar</i>	3,460
<i>Bumla</i> or dry fish	668	Iron	5,340
Tiles	2,700	Lime stones	1,950
Husk of tuver	1,949	Building stones	2,762
Fuel	24,719	Dry fish or <i>bumla</i>	10,648
Iron	570	Miscellaneous goods	4,346
Asindra tree	2,777		
Mats	8,312		
Miscellaneous goods	7,784		
Total	7,97,177	Total	1,50,218

Sources: GBP, Baroda, 1883, p. 150.

Land Trade of Navsari *Prant* and Baroda *Prant's* Sinor Taluka & Tilakwada

Peta mahal: The Navsari *prant* of Baroda State traces the existence of both unmade and made roads. These roads were suitable for cart traffic and long trains of bullocks, camels and donkeys.³⁵⁸ The most significant road passed through the *prant* was Bombay-Ahmedabad road route, called the old trunk road.³⁵⁹ It passed through Gandevi, Navsari, and Velachha /Mangrol *talukas*. This main road had connectivity through unmade/fair weather road to Surat and Sachin State.³⁶⁰ The Surat-Khandesh road traversed through Palsana *taluka* and reached Bardoli.³⁶¹ This Surat-Bardoli road had access to Khandesh

³⁵⁸ *Ibid.*, p. 142.

³⁵⁹ *Ibid.*, p. 143.

³⁶⁰ *Ibid.*

³⁶¹ *Ibid.*, and IGI, Baroda, pp. 37-38.

frontier via Vyara and Songarh.³⁶² Almost all the *talukas* of Navsari prant were connected to Navsari by fair weather roads on one hand and to the main roads reaching Bombay and Khandesh frontier respectively.³⁶³ In the post 1861 period after the introduction of railways, quite a few road were constructed for connectivity with the railway stations which were partially made and unmade and are as follows:³⁶⁴

1. Gandevi to Bilimora = 3 ¼ miles
2. Navsari to Palsana = 10 miles
3. Maroli to Umrat = 10 miles
4. Kamrej to Sarthan = 5 miles
5. Kamrej to Sayan = 6 miles
6. Velachha to Kim = 6 miles
7. Mindhola to Kadodra = 8 miles
8. Vyara to Devki Unai = 20 miles

Besides these roads, there were unmade roads as well in the Navsari *prant* that are as follows:³⁶⁵

1. Kasba to Posra = 6 ½ miles
2. Maroli to Vesma = 6 miles
3. Mahuva to Anaval = 16 ½ miles
4. Tokarwa Khadi to Mahuva = 9 ½ miles
5. Kamrej to Sarthan = 6 miles
6. Vyara to Kherwada = 11 miles
7. Vyara to Kanza = 11 ¼ miles
8. Vyara to Meskatri = 13 miles
9. Songadh to Bhandharpada = 7 ¾ miles
10. Songadh to Vagnera = 9 miles
11. Songadh to Vajpur = 22 miles
12. Songadh to Otta = 34 miles

³⁶² GBP, Baroda, 1883, p. 143.

³⁶³ "Bombay- Ahmedabad road, called the old trunk road, passes through the Gandevi, Navsari, and Velachha sub-divisions of the Navsari division, of which the portion between the rivers Purna and Mindhola about seven miles in length, which joins the road to Surat in the Sachin state, is kacha or fair-weather. The Surat and Khandesh road, passing through the Palsana sub-division leads to Bardoli, and thence through Viara and Songadh reaches the Kandesh frontier. Of this road the portion between Devad and Kothan in the Palsana sub-division, about 10 ¼ miles in length, and that from Bajipura on the frontiers of the Bardoli sub-division to the frontiers of the Songad taluka and the Pimpalner sub-division of the Khandesh district about eighteen miles in length, are fair-weather roads". *Ibid.*

³⁶⁴ *Ibid.*

³⁶⁵ JGI, Baroda, p. 37; *Statistical Atlas of the Baroda State*, pp. 8-9 and *Gazetteer of the Baroda State*, Vol. I, p. 362.

The other land route was the rail route. Before understanding the rail network in the Navsari *prant*, an introduction to the coming of railways in the Baroda State is obligatory. The initiatives for getting rail routes in the Baroda State were made as early as 1853 by engineers of Bombay, Baroda, Central India Railway and British government and the Gaekwad rulers.³⁶⁶ By 1861, the plans on the subject of railways were materialized. During 1877-79, the Rajputana-Malwa Railway line was ready. It traversed between Ahemdabad and Palanpur and covered a distance of 82 ½ miles.³⁶⁷ The B. B. & C. I. Railway, with its auxiliary, the Rajputana-Malwa Railway, traversed from south to north, almost in a straight line, through the Navsari, Baroda and Kadi *prants*, and had many important stations along this route. These were Bilimora, Navsari, Mahesana and Sidhpur in Baroda state.³⁶⁸ The Tapti-Valley Railway joined Khandesh with Gujarat at Surat. It had stations at Vyara and Songadh, which were the headquarters of the forest *talukas* of the Navsari *prant*.³⁶⁹ In addition to these main lines, there were several branches of railway lines connecting important places in the interior of the State with the main lines serving as its feeders. His Highness Maharaja Khanderao first conceived the idea of constructing a railway of his own on the narrow gauge of two feet and six inches between Miyagam (Karjan) a station on the B.B.& C.I. Railway and Dabhoi, an important center of trade in the Baroda State.³⁷⁰ This line became operational in 1869. Not only that many initiatives for laying the rails and construction of bridges was carried out between 1869-73.³⁷¹ It was His Highness Maharaja Khanderao, who for the first time in India started a regular system of railways.³⁷² Later, His Highness Sayajirao III, whose enlightened policy has been to spread a network of railways

³⁶⁶ GBP, Baroda, 1883, pp. 147-48.

³⁶⁷ *Ibid.*, p. 148.

³⁶⁸ *Ibid.*

³⁶⁹ *Census of India, 1901, Vol. XVIII, Pt. I, Baroda State, Bombay, 1901, p. 17 and Statistical Atlas of Baroda State, p. 8.*

³⁷⁰ GBP, Baroda, pp. 79-84.

³⁷¹ *Ibid.*

³⁷² *Ibid.*

throughout his dominion, furthered it.³⁷³ The railway line that were planned to traverse in Navsari *prant* during the last quarter of the nineteenth century were the Kosamba-Zankhavav Railway and Bilimora-Kala-Amba Railway. These were planned during 1899 and 1900 respectively. Hence no benefits could be incurred from these for trade purposes. B. B. & C. I. and Baroda State Railways jointly carried out their construction and these became operational only in 1912 and 1908 respectively.³⁷⁴ In this way the Navsari *prant* made trade benefits only out of the travel along the Rajputana-Malwa railway line and Tapti-Valley Railway line.

The items that traded along the road routes were chiefly grains carried on by caravans from Khandesh.³⁷⁵ The caravans made several trips during the year and the sales affected amounted to Rs.20, 000 or Rs. 25,000.³⁷⁶ The imports by rail into the Navsari *prant* included sugar, almonds, raisins, dates, coconuts, groceries, *mahura*, salt, cloth, building-timber, grain, metals and livestock whereas the export items were molasses, castor-oil and grain. The value of the molasses annually exported from Navsari alone amounted more than a lakh rupees and about three lakhs in Gandevi.³⁷⁷ With the opening of Tapti-Valley Railways, most export and import in the Navsari *prant* was carried through rails. The *Jamabandi Settlement Reports of the Navsari and Gandevi Talukas for the Year 1891* reveals larger details on trade, trade items and markets in the following words:³⁷⁸

NAVSARI: ...B.B.& C.I. Railway of which line it contains two stations Navsari and Maroli. Navsari town is about a mile and a half from the former, and is connected with it by a good metalled road, which runs on to the British village of Jalalpur, a mile further to the west. Another good metalled road leads from Maroli station to

³⁷³ The railways in the Baroda *Prant* included in addition to the old Miyagam-Dabhoi section, the Chandod-Jambusar Railway 58.95 miles, Dabhoi-Bodeli Extension 22.08 miles, Dabhoi-Timba Extension 62.62 miles, Miyagam-Malsar Extension 23.67 miles, Petlad-Vaso Railway 19.25 miles, the Chorand-Koral 11.68 miles and the Petlad-Bhadran 13.41 miles. *Ibid.* and *Gazetteers of the Baroda State*, Vol. I, p. 366.

³⁷⁴ See *Gazetteers of the Baroda State*, Vol. I, pp. 371-72.

³⁷⁵ *GBP, Baroda*, 1883, p. 149.

³⁷⁶ *Ibid.*

³⁷⁷ *Ibid.*

³⁷⁸ *JSR, Navsari and Gandevi Taluka*, pp. 8R, 9L & 43R.

His Highness' Villa at Umrat, but is not of much public utility. A third road partly metalled runs down from Navsari to Gandevi, the southernmost *talukas* of the division and a fourth, unmetalled, leads north from Navsari to Posra where it crosses the Mindhola river and so on to Sachin...octroi duties at Navsari town. The chief exports are ginger and molasses...both carried by rail...to Bombay...Ahemdabad. The price of cotton has kept very fairly high... but that of molasses has succeeded a considerable fall in consequence of the import into Gujarat by the Rajputana-Malwa Railway of a rival article from the north-west provinces. Navsari gol used to fetch Rs. 5 a maund of 40 lbs., now the same quantity is worth on an average only Rs. 3. Plantains and ginger are also exported in considerable quantities, mostly by rail. The chief rail borne imports are tobacco; wheat and sugar... Tobacco mostly comes from Broach and is of the quality known as "Bet", that is... grown on the islands of the Narbada, a full flavoured variety, very suitable for the "*bidis*"... The chief trading classes were *Wanius*, Gujarathi and Marwari. The Parsees mostly confine themselves to the liquor traffic. The Anavala Brahmins of Vesma carried on a large trade in gol and tobacco. The trading Bohras are mostly petty shopkeepers money lending and banking business is almost entirely in the hands of the *Wanius*. Their rates of interest are higher than those obtaining north of the Narbada, *savkari vyaj* on the best security being here from 6 to 9 percent instead of from 3 to 6 percent.

GANDEVI: Both Bilimora and Gandevi are good markets. Traders from all parts of Gujarat and some parts of Kathiawad flock to both of these places. All the villages of the *Taluka* are within very easy distances of the Railway stations of Bilimora and Amalsad, from which large quantities of molasses or gol are exported to the chief cities of Gujarat. A good deal of gol also goes to Bhavnagar and Karachi by sea from the port of Bilimora. Mangoes, jackfruits, pineapples, dried ginger and plantains find their way to Bhavnagar, Surat or Bombay. One fact I think deserves mention in connection with the growth of the thriving town and port of Bilimora.

Separate information on the trade of Sinor and Tilakwada *talukas* is scarce. It is probably due to their producing potential, which was mainly agricultural. The contemporary sources reveal that they were connected to the main places in South Gujarat and Central Gujarat by fair-weather roads. As far as their role in terms of local markets is concerned we do not find any distinct mention except reference to weekly markets or fairs. Based on *Revised Survey Settlement Reports*, *Jamabandi Settlement Reports* and *Administration Reports* Tables 20a and 20b give the details of weekly markets and fairs in the Navsari *prant* and Sinor *taluka* as well as Tilakwada *petamahals*. Grains, vegetables, fruits, cattle, fish, meat, confectionary, cloth, trinkets, toys, metal pots, etc. were the commodities that were brought and sold in these markets. The traders were mainly from *Vania*, *Bohora*, *Kanbi*, *Lohana*, *Bhatia* and *Memon* communities.

TABLE 20a
Weekly Markets in Navsari Prant during the Nineteenth Century

<i>Taluka</i>	<i>Place</i>	<i>Day</i>
Vyara	Khod Talav Pancholi	Every Friday
	Vyara	" Saturday
	Balpur	" Monday
	Vas Kui	" Tuesday
	Kapura	" Thursday
Mangrol	Vankal	Every Friday
Songadh	Songadh	Every Sunday
	Bandhar Pada & Singpur	" Monday
	Umarda	" Tuesday
	Segu Pada	" Wednesday
	Budha	" Thursday
Mahuwa	Dholi Kui and Valvada	Every Sunday
	Mahuva	" Monday
	Naldhara Karnalia	" Tuesday
	Anaval	" Wednesday
	Vaheval	" Thursday
	Kankaratha	" Friday
	Kharvan	" Saturday

Source: *Gazetteers of the Baroda State*, Vol. I, p. 395. Also see G. H. Desai, *Navsari Prant no Sarva Sangrah*, Baroda, 1919-20, pp. 115-119.

TABLE 20b
Fair Markets in Navsari Prant and Sinor Taluka and Tilakwada petamahals

<i>Prant</i>	<i>Name of the fair</i>	<i>Place</i>		<i>Date</i>	<i>No. of Visitors</i>
		<i>Village</i>	<i>Taluka/peta mahal</i>		
Navsari	Devki Unai-Mata	Near Khambhalia	Vyara	<i>Chaitra Sud 15th, for 6 days. (March - April)</i>	15,000 to 20,000
	Mata	Shaha	Mangrol	<i>Chaitra Sud 15th, (March - April)</i>	-
Baroda	Orsang Bathing	Karnali	Tilakwada	<i>Chaitra Sud 15th (March-April) and Kartik Sud 15th. (Oct. - Nov.)</i>	-
	Nayakaka	Kukas	Sinor	<i>Bhadarva Sud 2nd (Aug.- Sep.)</i>	-
	Anusuya Mata	Ambali	Sinor	<i>Aso Sud 2nd (Sep. - Oct.)</i>	-

Source: *Gazetteers of the Baroda State*, Vol. I, pp. 395-96. Also see G. H. Desai, *Navsari Prant no Sarva Sangrah*, Baroda, 1919-20, pp. 115-119 and *Baroda prant no Sarva Sangrah*, Baroda, 1920-21, pp. 201 & 206.

Land Trade in the Dangs: *The Dang territory does not find any reference to macadamized roads during the nineteenth century or fair-weather roads where carts/wheeled carriages could move. There was only a forest road, which was thirty-seven miles long from Vaghai on the west to Tanklipada about twelve miles from the foot of the Khandesh pass.*³⁷⁹ Besides these roads, there were two timber drags, one running east from the Kakarda Naka about fifteen miles up to the Purna valley and the second running south-east from Vaghai about the same distance up to the southern branch of the Ambika and a track from Tanklipada to Varsa and Pimpalner in Khandesh.³⁸⁰ These roads/tracks could be used for the transport of small lightly laden carts. The rest of the routes to Khandesh and Nasik were impassable for carts of any kind. The other timber drags, over the Babulna pass, go into Khandesh by Mulher and over the Kanchan and chip passes into Nasik on to Hatgad.³⁸¹ Besides these roads/tracks/drag, there are some country crossroads for foot passengers. Reference to rail routes is not available as the initiatives of laying rail route were successful only in the twentieth century. The chief article of trade in the Dang territory was timber. Large teak and *tanach* tree were cut to square logs of five to ten cubic feet that were carried by a pair of bullocks up to the passes into Khandesh and Nasik.³⁸² After the construction of Nasik and Khandesh roads, the export was confined to dead timber.³⁸³ From the western Dangs, a large quantity of Bamboos was sent to Surat district and to Baroda State territory.³⁸⁴ *Banjaras* who dealt in coarse cotton cloth, cheap jewelry, beads, earthen pots and salt carried local trade.³⁸⁵ The payment for these

³⁷⁹ GBP, *Khandesh*, 1880, p. 602.

³⁸⁰ *Ibid.*

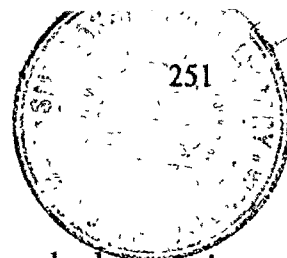
³⁸¹ *Ibid.*

³⁸² *Ibid.*

³⁸³ *Ibid.*

³⁸⁴ *Ibid.*

³⁸⁵ *Ibid.*



commodities was made in grains, which was almost two hundred percent more.³⁸⁶

Land Trade in Rajpipla: Nandod was the headquarters of the Rajpipla territory and the rest of the territory connected it by fair-weather roads. The description of the roads is as follows:³⁸⁷

1. Nandod to Broach via Chandod (it crosses Narmada);
2. Nandod to Mandleshar towards east to Sulpan (scarcely passable by carts and chiefly used by *Banjaras*);
3. Nandod to Khandesh, the only cart-road through the northern hills and
4. Nandod to Broach in westward direction.

Besides these roads in the south, there were several lines of traffic that were unmade cross-country cart tracts from Broach, Ankleshwar, Surat, Bodhan and Mandvi centering at Chitaldar, about thirty miles north-east of Mandvi and then passing east to Kukarmunda i.e., eighty-nine miles from Broach and beyond that into Khandesh; and timber tracks ran into the heart of the hills, used by carts though very steep, narrow and difficult tract near the Tapti.³⁸⁸ Rajpipla territory had trade with Khandesh beside the sub-regions of Gujarat.³⁸⁹ Thorough trade traffic is referred to through Kukarmunda passes between Khandesh and Gujarat. *Banjaras* and *Charans* carried this trade. The products imported from Khandesh by *banjaras* were tobacco and salt and carried back grains particularly wheat.³⁹⁰ *Charans* traversed towards Khandesh from Kutch and Kathiawar. They carried Kutch alum and Kathiawar red earth used in dyeing besides bullocks.³⁹¹ There were trade contacts between *banjaras*, *charans* and *bhils*.³⁹² The chief trade of the Rajpipla territory was in timber, especially in teak from the Sagbara and other southern forests.³⁹³ Traders used to come in great numbers in November with

³⁸⁶ *Ibid.*

³⁸⁷ GBP, *Rewa Kantha and Surat States*, p. 96.

³⁸⁸ *Ibid.*

³⁸⁹ *Ibid.*

³⁹⁰ *Ibid.*

³⁹¹ *Ibid.*

³⁹² *Ibid.*, and SRBG, XXIII, p. 318.

³⁹³ GBP, *Rewa Kantha and Surat States*, p. 96.

carts from Broach, Surat and Ankleshwar. They stayed in the forests till June, hired *Bhils* to fell and strip trees and load them into carts. On the spot the price of a ready filled cartload of two to six logs varied between Rs. 1 ½ -2. The toll on one cartload timber cost them between Rs. 3-4.³⁹⁴ Besides heavy timber, teak rafters and bamboos were also traded at 100 pieces for Re. 1. The timber trade was very profitable. In Surat and other centres of timber trade, bamboos were sold ten times greater than what was spent in Rajpipla forests.³⁹⁵ The local trade traffic was conducted through two branches. These two branches passed through the rich Narmada districts and hilly tracts in the south and east. The commodities of trade were grains and timber respectively.³⁹⁶ The trade from the northern parts of Rajpipla territory was carried towards Broach. The export items were pulses particularly *tuver* whereas rice and wheat was imported from there. Nandod *Vanias* dealt in export items like *sambar* hides—raw and cured, hemp—raw woven and made into tape for cots, *pati*, and turmeric whereas import stuff included items like long cloth, chintz, iron, blankets, sugar, spices, salt, etc.³⁹⁷ Besides Nandod *Vanias*, there were peddler traders and liquor sellers.³⁹⁸ Peddlers took rice and pulse and gave cloth, tobacco, molasses, salt and salt fish whereas liquor-sellers—mostly Ankleshwar *Parsees* supplied liquor and took away grains and butter. They also lend money to the people in villages and *qasbas*. In this way the Nandod *Vanias* acted as *ijaradars* and *Parsee* liquor sellers as money lenders/ *shalukars*.³⁹⁹

Land Trade in Dharampur State: Reference to good roads is available in Dharampur State. These roads traversed between Dharampur and Bulsar, Peint to Chival, a village in Pardi and Chival to Pardi.⁴⁰⁰ The made road from

³⁹⁴ *Ibid.*, pp. 97.

³⁹⁵ *Ibid.*

³⁹⁶ *Ibid.*, p. 96.

³⁹⁷ *Ibid.*

³⁹⁸ *Ibid.*

³⁹⁹ *Ibid.*

⁴⁰⁰ *Ibid.*, p. 255.

Chival to Pardi was connected to railway station roads. Besides these roads, there was cart road passing south through Peint joining Dharampur with the Nasik station on the Great Indian Peninsula line.⁴⁰¹ Among the articles in which Dharampur state traded were wood and grain exported to Bulsar and Daman and from there articles of luxury and salt were imported.⁴⁰² Mats, baskets and bamboo products were some of the important items of local trade.⁴⁰³

Land Trade in Bansda State: Reference to two good roads and one macadamized road is found in the contemporary sources. These ran between Bansda and Surat, Bansda and Dangs and Bansda and Unai.⁴⁰⁴ The last two roads became operational in the last quarter of the nineteenth century. These roads wore heavy traffic of carts. The burden of this cart traffic was reduced with the opening of Great Indian Peninsula and the Bombay and Baroda railways.⁴⁰⁵ Timber trade made the maximum use of these land routes. Besides grains commodities of local transaction were cotton tape, baskets and coarse woolen cloth.⁴⁰⁶ Besides permanent market at Bansda, there were held weekly markets and fairs at Anklach, Khambhala, Lijar, Moti Valjar and Champaldhara. The traders visited these market places from Chikli, Gandevi and other neighbourhood places.⁴⁰⁷ It is recorded that the market fair at Unai was so grand that about 100 traders attended it and material products from Ahmedabad, Nasik and Deccan were sold.⁴⁰⁸ The trade during the year 1879-1880 alone was between Rs. 20,000-Rs. 25,000. The chief articles of trade were

⁴⁰¹ *Ibid.*

⁴⁰² *Ibid.*

⁴⁰³ *Ibid.*

⁴⁰⁴ *Ibid.*, pp. 248 - 49.

⁴⁰⁵ *Ibid.*, p. 249.

⁴⁰⁶ *Ibid.*

⁴⁰⁷ *Ibid.*

⁴⁰⁸ *Ibid.*

waistcloth, *dhotars*, copper and brass vessels whereas trade in local commodities varied between Rs. 10,000 and Rs. 15,000.⁴⁰⁹

Land Trade in Sachin State: Reference to made roads is not found until 1878 except between Bhimpur and Gaviar on the way to Surat.⁴¹⁰ It was in 1873 that bridges and metalled roads started coming up. These were from Bhimpur road to Dumas (1 ½ miles), from Sachin to the railway station ¾ of a mile) and from Sachin to Lachpore on the Mindhola river (2 miles).⁴¹¹ In 1880's, construction of a new road, a bridge and a rest house was carried out. This new road connected Sachin to Surat. A bridge was also constructed over the tidal creek at the village of Udhna during 1877-78 at a cost of Rs. 16,356.⁴¹² Besides road route, Sachin State had facility of railways. The Bombay-Baroda and Central India Railway traversed some seven miles.⁴¹³ The average traffic at the Sachin Station during 1873-77 was 22,988 passengers and 1,672 tons of goods.⁴¹⁴

III

Mainly as a result of political developments, important changes in the commercial activities of western India during the eighteenth and nineteenth centuries led to the significant changes in capital management through banking, finance and insurance.

Finance and Banking: Besides trade and commerce activity, the South Gujarat territory saw the management of capital that led to development in banking in the large and middle size urban settlements whereas the capital was managed by brokers and money lenders in small size urban settlements and village towns. There were capitalists, trade guilds, intermediary merchants like brokers, moneylenders and some times the attempts were made to organize the banks both by Native State rulers and the British

⁴⁰⁹ *Ibid.*

⁴¹⁰ *Ibid.*, p. 259.

⁴¹¹ *Ibid.*

⁴¹² *Ibid.*

⁴¹³ *Ibid.*

⁴¹⁴ The details are: 1873, 20,138 passengers and 1,483 tons goods; 1874, 24,448 passengers and 1,228 tons goods; 1875, 23,142 passengers and 1,419 tons goods; 1876, 23,143 passengers and 1,900 tons goods and 1877, 23,890 passengers. *Ibid.*

government. For instance, in 1874, His Highness MalharRao Gaekwad opened a State Bank in Navsari in his own name and the principal bankers of the Baroda State opened accounts with it instead of issuing bills of exchange on Baroda, the latter business being presumably left to the State Bank.⁴¹⁵ However, in 1875, after the deposition of MalharRao Gaekwad, this State Bank was closed.⁴¹⁶ Henceforth, the State collected taxes from cultivators directly and the *talukdars* made remittances in cash to the *prant's* treasury. The cash was transmitted two or three times in a year to the Bombay Branch.⁴¹⁷ Another Bank was established at Broach.⁴¹⁸ Besides such type of banks, Navsari *prant* records the presence of indigenous bankers/*shalukars*, pawn brokers/*jansau shahukars* and village moneylenders.⁴¹⁹ Such banking establishments on the small scale were located in Navsari, Gandevi, Bilimora, Songadh and Vyara in Navsari *prant*. The village moneylenders were generally shopkeepers and well-to-do cultivators. These belonged to *Vanias*, *Shravaks*, *Parsees*, *Desais*, *Marvadi Shravaks* and *Bhatelas* category.⁴²⁰ There were few capitalist in the Navsari *Prant* and these were not men of great wealth in spite of capital managing skills. Some of the capitalists of Navsari were Panachand—a *Shravak*; Gokaldas, Narsidas and Ramdas Modi and Vakta Bhava—a *Marvadi*. The total estimated capital in the possession of the bankers of Navsari was roughly Rs. 5,00,000 in 1882.⁴²¹ These capitalists were bankers and managed capital through *hundis*/bill of exchange. These capitalists had their agents who worked for them and they were located at Songadh, Vyara and other places that were lying between Surat-Khandesh trade route.⁴²² The Navsari bankers belonged to *Vania*, *Shravak*, *Marvadi* and *Parsee* categories of

⁴¹⁵ GBP, Baroda, 1883, p. 110.

⁴¹⁶ *Ibid.*

⁴¹⁷ *Ibid.*

⁴¹⁸ *Ibid.*

⁴¹⁹ *Ibid.*, p. 108.

⁴²⁰ *Ibid.*, pp. 109-111.

⁴²¹ *Ibid.*

⁴²² *Ibid.*

Gujarat.⁴²³ In case of Bilimora these were mostly *Shravaks* and *Parsees* and in Songad these were *Vania* and *Brahmans*.⁴²⁴ Among all these *Parsees* were most organized and daring as they use to go abroad for trade purposes. The last quarter of the nineteenth century saw a decline among the banking classes. This was due to their involvement in ginning factories at Vesma near Navsari or business in grain and import of gold and silver from Surat or Bombay for making ornaments.⁴²⁵ The other factor that lessened the business of banking and money lending in the Navsari *prant* was the post office money order system.⁴²⁶ It affected the transactions in *hundis*. The excise arrangements deprived the bankers of their very best class of customers and the old State banks stopped giving loans to Navsari and Gandevi bankers as these were closed.⁴²⁷ Despite this one, can find the existence of banking establishment in Navsari that negotiated bills with Poona, Bombay, Ahmedabad, Broach, Surat and Baroda.⁴²⁸ The *modus operandi* of this bill of exchange was that these were the securities that can be cashed at other stations like Bombay by re-grant of bills to their agents in return.⁴²⁹ Bills were granted to the merchants dealing in cotton, gold, silver and several other commodities. The bankers and large capitalists of Navsari mostly invested their capital in trade like that of cotton, gold and silver, which offered a good field for large investments, while molasses, clarified butter, oil and grain were the commodities that were more suitable for the enterprises of petty capitalists.⁴³⁰ The main investors in trade in Navsari were mostly these local capitalists and merchants and some times from Bombay who invested mostly in cotton ginning factories.⁴³¹ The other category associated with the finance was the intermediaries or middle level

⁴²³ *Ibid.*, p. 109.

⁴²⁴ *Ibid.*

⁴²⁵ *Ibid.*

⁴²⁶ *Ibid.*

⁴²⁷ *Ibid.*

⁴²⁸ *Ibid.*

⁴²⁹ *Ibid.*

⁴³⁰ *Ibid.*

⁴³¹ *Ibid.*

trading class. In case of Navsari *prant* the middlemen were called as *Vachetiyas*. These were the connecting links between State bankers at *taluka* level and taxpayers or customers.⁴³² The cultivator use to ask for loans from the *Vachetiyas*, who used to issue them a bill of exchange and through these bill of exchange payments of taxes were made to the *Subah* office. Such kind of transaction had been reported between Baroda, Navsari, Vyara and Songadh.⁴³³ It is pertinent to mention that the bankers mentioned above dealt with townspeople exclusively whereas the *jansau*/pawn broker⁴³⁴ dealt with both townspeople and village cultivators while the village moneylenders⁴³⁵ or *khandan shahukar* dealt with the cultivators located in the villages.⁴³⁶ Besides Navsari, Bilimora, Gandevi, Songadh and Vyara, the bank's existence is also traceable in Sinor town of the Baroda *prant*.⁴³⁷ Almost all the town bankers were *Vanias* except two conspicuous exceptions in the houses of Hari Bhakti and Gopalrao Mairal who were brought in Gujarat by the Gaekwad rulers.⁴³⁸ Gopalrao Mairal was *Karhada Brahman*.⁴³⁹ Hari Bhakti and his family was the

⁴³² *Ibid.*

⁴³³ *Ibid.*

⁴³⁴ 'Though a few houses were termed banks it was rare to find men who lend without the security of a pledge generally in the shape of gold and ornaments, pawn makers form the largest class of moneylenders and included *vanias*, *shravak*, *Marvadi*, *Parsis* and a few *Brahmans*. Some of the wealthier shopkeepers, rich cultivators and prosperous artisans also enter into the petty transactions were termed *jansau*; because they did not lend unless an article or *janas*, was deposited as security. As a rule, the money lent was about twenty per cent less than the loan was made secretly and room was thus left for a considerable amount of fraud'. *Ibid.*, p. 110.

⁴³⁵ 'These class were mostly belongs to the *Marvadi* and *Parsi* liquor sellers, as well as a few various and *shravaks*; and few of the prosperous *patels* or headmen and the wealthiest cultivators of the *kambis*, *Bhathelas* or *Desai* classes also act as village moneylenders. But no village moneylender can compete with the *Marvadi*. Indeed it was not as a rule that the *patel* or cultivator lends money, he never borrowed from the *shuhkar* in order to trade in such matters, he lends to people having credit whether belonging to his own or another village and his rate of interest was that of a banker. But the transactions of *patel*, *Bhathelas* and *Marvadi* alike who land grain in the *rani* Mahals form a distinct set of operations. There was a man of grains lent on conditions that a man; and a quarter were recovered on the crops'. *Ibid.*, p. 110.

⁴³⁶ *Ibid.*, pp. 110-112.

⁴³⁷ *Ibid.*, p. 126.

⁴³⁸ *Ibid.*

⁴³⁹ *Ibid.*

State banker of Baroda State. These were the indigenous banking institutions that played a significant role in political and economic fields.⁴⁴⁰

A survey of the British districts of Surat and Broach on the capital circulation, investment, banking pattern, etc. reveals that there existed both organized and unorganized systems in the related fields.

Surat: According to the census of 1872, in Surat there were 3,936 persons with capital who invested it in trade and circulated through money lending.⁴⁴¹ Of these there were 557 bankers, moneychangers and shopkeepers; 1,320 merchants and traders and around 2,059 were supported themselves from the incomes derived from funded property, shares, annuities, etc.⁴⁴² These persons were mainly located in Surat city, *taluka* headquarters and the market towns. Capitalists, investors and merchants of Surat district had their networks all over Gujarat as well as in Bombay.⁴⁴³ The capitalist invested their money in joint stock companies. For instance, the Jafar Ali Steam Factory at Surat was a joint stock company.⁴⁴⁴ This company had its shareholders belonging to all the classes. The details of the shareholders are as follows: 281 *Hindus*, 28 *Parsees*, 31 Muslims (most of them were *Bohoras*) and one European.⁴⁴⁵ Besides investment in joint stock companies that was probably a new phenomenon, the favourite profession was money lending. Surat district traces both professional and non-professional moneylenders. Of professional moneylenders were the *shahukar*, *jansau sahuakar*, the usurer/ *Kisatia* and the

⁴⁴⁰ For details on Hari Bhakti and other indigenous banking institutions see G. D. Sharma, 'urban Economy in Western India' in *The City in Indian History*, pp. 99 -120; 'Ports of Gujarat in the nineteenth Century: Trading Networks and Commercial Practices' in *Port and Their hinterlands in India*, pp. 199 - 212; and Dilbagh Singh & Ashok B. Rajshirke, 'The Merchant Communities in Surat: Trade, Trade Practices and Institutions in the late Eighteenth Century', in *Port and Their hinterlands in India*, pp. 181- 98; Also see K. K. Bhargav, *Indigenous Banking in Ancient and Medieval India*, 1938 and L. C. Jain, *Indigenous Banking in India*, London, 1923.

⁴⁴¹ GBP, *Surat and Broach*, p. 182.

⁴⁴² This calculation is based on the income tax returns of the holders of capitals. *Ibid.*

⁴⁴³ *Ibid.*, p. 183.

⁴⁴⁴ *Ibid.*, p. 184.

⁴⁴⁵ *Ibid.*

marvadi.⁴⁴⁶ Information regarding the banks in Surat district is available for the urban settlements Surat, Rander and Bulsar.⁴⁴⁷ Like Navsari *prant*, the bankers in Surat districts were *Vanias*, *Shravaks*, *Marvadis*, *Brahmans* and *Parsees*. The significant banker class of Surat adorned themselves with the titles of *Parikh*.⁴⁴⁸ A note on the pawnbrokers, town usurer and village moneylenders of Surat district are mandatory. Pawnbrokers in the Surat district were the moneylenders who lend money on the security of articles/*janas* deposited with them. By caste these were *Vanias*, *Kanbis*, *Brahmans*, *Parsees* and *Shravaks*. The *modus operandi* of pawnbroker is stated below:⁴⁴⁹

...[A] Person in want of ready-money either sends by a broker, or himself brings to the pawnbroker's house, the ornament to be pledged...but before settling the terms the article is, as a general rule, sent to *choksi*, or tester of ornaments, to be tested and its value assessed. A sum, about ten percent less than the assessed value of the ornament, is then made over to the pledger, who, in return for the accommodation, agrees to pay interest at rates varying from four to six percent per annum... In some cases the interest is deducted from the amount lent. The date of the transaction, the description of the value of ornament pledged, the rate of interest agreed upon, and the day on which the sum lent is to be repaid, are entered in a memorandum book. Corresponding notes are made on a slip of paper. The paper is then tied up in a cloth with the ornament, and placed in a wooden-box, or in an underground treasure room. The transactions of these pawnbrokers are limited, their yearly dealings seldom exceeding £ 500...wound by heirs.

Town usurer/*Kisatia* or man of installments was the Hindu moneylender of low order who used to operate in the sub-urban areas or in a village/town. He was *Vania*, *Kanbi* or *Marvadi Shrivak*.⁴⁵⁰ Similarly, the village moneylender of Surat district was from Gujarati *Vania*, *Marvadi Shrivak* and *Anavala* or *Bhatela Brahman* caste.⁴⁵¹ These moneylenders monopolized the business in villages and towns. Among all of them the *Marvadi Shrivak* and *Parsee* liquor-sellers were the most significant. Both of them had extensive network in their

⁴⁴⁶ *Ibid.*, p. 185.

⁴⁴⁷ *Ibid.*

⁴⁴⁸ *Ibid.*

⁴⁴⁹ *Ibid.*, pp. 185-86.

⁴⁵⁰ *Ibid.*, pp. 186-87.

⁴⁵¹ *Ibid.*, pp. 187-190.

location as well as far off places in the rural and aboriginal settlements of the South Gujarat territory.⁴⁵²

Broach: Information regarding the capital investors in Broach district for the nineteenth century is available in the *Memoirs of Monier Williams*, Income tax return details and the *Gazetteers of the Bombay Presidency*, Broach districts Collector's letters, etc. It is recorded by Monier Williams that the Broach merchants/capitalists were not the residents of Broach but were settled in Bombay, Surat and Ujjain and had their branches in Broach.⁴⁵³ Their agents in Broach managed their establishments.⁴⁵⁴ Like these merchant capitalists, there were *surrafs* who originally belonged to Baroda, Ahemdabad, Surat and other places and operated through their agents at Broach. The local capital investors were the moneylenders who charged high interests and owned their business establishments besides the lending profession.⁴⁵⁵ Monier Williams records the presence of five such establishments of moneylenders in 1820 who possessed capital between Rs. 20,000 to one lakh.⁴⁵⁶ The rate of interest was three percent on deposits and nine percent per annum if money was given on loan.⁴⁵⁷ According to the census of 1872, there were 50 proper bankers and 26 bullion dealers.⁴⁵⁸ The banker's establishments were functional at Broach and Jambusar. These bankers were mainly Gujarati *Vanias*, *Brahmans* and few *Parsees* and Muslim *Bohoras*. The investments by these merchant bankers were also made in cotton-presses and ginning factories whereas those with lesser capital invested in the shops of cloth, grocery items, etc.⁴⁵⁹ These

⁴⁵² *Ibid.*, p. 190.

⁴⁵³ *Memoirs on the Zilla of Baroche*, p. 58.

⁴⁵⁴ *Ibid.*

⁴⁵⁵ *Ibid.*

⁴⁵⁶ *Ibid.*

⁴⁵⁷ *Ibid.*, *Memoirs on the Zilla of Baroche*, p. 58.

⁴⁵⁸ *Ibid.*

⁴⁵⁹ *Ibid.*

⁴⁵⁷ *Ibid.*

⁴⁵⁷ *Ibid.*

⁴⁵⁸ *GBP, Surat and Broach*, p. 444.

⁴⁵⁹ *Ibid.*

merchant capitalists while acting as bankers maintained details in *rojmel*/cash book, *hundini nondh*/bill register, *malini nondh*/goods register, *avaro*/journal, *khatawahi*/ledger, *samadaskat*/account current book and *viajwahi*/ interest book.⁴⁶⁰ Since the second quarter of the nineteenth century the capital investment registered change. This was due to changes in the administrative set up, banking arrangements and the needs. Mr. Davies records the changes in the banking arrangements and discusses the needs and role of Broach and Jambusar's bankers in the following words:⁴⁶¹

The bankers of Broach and Jambusar have within the last two to three years become useful in transmitting the public revenue of the general treasury at the Presidency town by negotiating bills drawn by purchasers of cotton at Bombay in payment of cotton shipped from Broach...A more healthy tone in the money market was another advantage arising out of this mode of keeping up the circulation...At the same time all risk to government was avoided by not cashing the bills until certificates of payments made at the general treasury in Bombay were duly received.

As a result of this kind of development Broach evidenced the opening of the branch of Bank of Bombay in 1864.⁴⁶² This remained operational for next six years on the method mentioned above in the words of Mr. Davies. The next change in this *modus operandi* was felt in 1870 when the government treasury in Broach was handed over to the charge of agent of the branch bank of Bombay. The entire surplus of Broach and Surat treasury was used by branch bank of Bombay in Broach in purchasing cotton bills.⁴⁶³ The benefits of this arrangement were incurred by cotton dealers in the South Gujarat territory as they were relatively hassle free. But at the same time this arrangement created troubles for native cotton dealers and traders who had to pay much rate of interests in comparison to those who had relations with the branch bank of Bombay in Broach.⁴⁶⁴ In this way after 1875, the cotton trade mostly

⁴⁶⁰ *Ibid.*, pp. 444-45.

⁴⁶¹ *Ibid.*, p. 445.

⁴⁶² *Ibid.*

⁴⁶³ *Ibid.*

⁴⁶⁴ *Ibid.*, pp. 445-46.

got shifted in the hands of European and Eurasian traders and Broach dealers who were either *Vanias* or *Parsees* controlled only one-eighth portion of Broach's cotton trade.⁴⁶⁵ As far as the merchant capitalists who were indulged in banking as a result of tough competition shifted to Jambusar with their establishments or invested their capital in cotton ginning factories operated by steam and cotton presses.⁴⁶⁶

Besides banking, another field of investment in which Broach district's merchant capitalists/ dealers were interested were the shares. During the period 1874-75, the people of Broach observed the presence of joint stock companies. This joint stock company business contributed in the opening of some thirty-one businesses in Broach, Jambusar and other locations in district Broach.⁴⁶⁷ The shareholders were from England, Bombay, Madras, Ahmedabad, Surat, Broach, Dholera, Umrawat, Khangaum and Jambusar.⁴⁶⁸ The shareholders were *Vanias* and *Parsees*.⁴⁶⁹

In the context of the money lending business in Broach by small merchant capitalist, it can be commented that Broach had two types of moneylenders.⁴⁷⁰ The first were those who were townsmen and the others were those who stayed in rural parts of the Broach district.⁴⁷¹ Of town moneylenders, the chief were pleaders, dealers, and clerks in merchants' offices, government servants, and a few well-paid artisans.⁴⁷² Among the village moneylenders, the chief were village shopkeepers, well-to-do cultivators, and cotton-dealers.⁴⁷³ By caste the town moneylenders were *Brahmans*, particularly from the *Khedawal pargana*, *Brahma-Kshatris* and their priests, *Purohits*, *Vanias*, *Marwadis*, and *Parsees* whereas the moneylenders of

⁴⁶⁵ *Ibid.*, p. 446.

⁴⁶⁶ *Ibid.*

⁴⁶⁷ *Ibid.*, p. 448.

⁴⁶⁸ *Ibid.*

⁴⁶⁹ *Ibid.*, p. 449.

⁴⁷⁰ *Ibid.*

⁴⁷¹ *Ibid.*

⁴⁷² *Ibid.*

⁴⁷³ *Ibid.*

the rural settlements were village shopkeepers and cotton-dealers belonging to *Vania* category.⁴⁷⁴ The moneylending cultivators in the northern parts of the Broach district were *Rajputs*, *Bohoras*, and *Kanbis* whereas in the south of the Narbada were *Bohoras* and *Brahmans* of the *Sajodara pargana*.⁴⁷⁵

Urban Income: The South Gujarat territory refers to various taxes other than land revenue levied in the urban settlements of varied sizes. Sources speak of custom and transit duties, excise and stamp duties, salt-tax, assessed taxes, municipal revenues, taxes on law and justice, local funds and other cesses that were levied in varied circumstances.⁴⁷⁶ These taxes find reference in case of the settlements of the British districts as well as the native states. The taxes thus collected were used in public works construction like hospitals, schools and offices buildings in the *taluka* headquarters or municipal offices.

A survey of the non-agricultural production, trade and commercial activities in the South Gujarat territory clearly establishes the dynamism that had taken shape among the rural and urban settlements in the changed circumstances of the nineteenth century. Though this dynamism observed sluggish growth still the multifunctionality of the middle and small size urban settlements did not get stagnated and the mobility order was maintained at both horizontal and vertical plane.

⁴⁷⁴ *Ibid.*

⁴⁷⁵ *Ibid.*

⁴⁷⁶ *Ibid.*, pp. 238-248 & 515-22.