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# **GOA THROUGH THE AGES**

**Vol. II**  
**An Economic History**

*edited by*

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## THE ECONOMIC SCENE IN GOA

*1926 – 1961*

**Silvia M. de Mendonça-Noronha**

IN 1926, the eminent dictator Dr. Antonio de Oliveira Salazar became the all powerful finance minister of Portugal, after a revolution overthrowing the 16-year old parliamentary democracy. The regime in its initial decades was marked by political and economic stability in Portugal and the Overseas Provinces but at the cost of a hard suppression of political liberties and aspirations. In 1930, the 'Colonial Act' (*Acto Colonial*) a Constitutional document reduced parliamentarism in the colonies. In Goa, the damage was partly undone by the subsequent *Estatuto do Estado da India* (1955) under which Portuguese India (Goa) was granted the status of a State within Portugal. But it made little difference to the situation in Goa . The Second World War (1939 – 45) and the total economic blockade by the Indian Union (1954 – 61) also had a marked effect on the Goan economy.

In any discussion on Goa, economic, social or political, it is necessary to distinguish between the so called 'Old Conquests' and the 'New Conquests'. The 'Old Conquests' refer to the more developed talukas of Ilhas (Goa taluka as it was known), Bardez, Salcete and Mormugão, conquered first by the Portuguese in the sixteenth century. The Old Conquests underwent the full impact of colonisation in all aspects of life. The 'New Conquests' refer to the

remaining talukas, namely, Pernem, Bicholim, Satari, Ponda, Sanguem, Quepem and Canacona which were integrated in Goa between 1763 and 1778.

The 'Old Conquests' situated along the coast have a much higher density of population. Agriculture and allied activities like fishing were more advanced in those talukas. It was only with the emergence of mining activity that the 'New Conquests' started gaining importance since the mines were situated almost exclusively in the 'New Conquests'. The massive migration of the labour and middle classes to various parts of the erstwhile British and Portuguese empires affected the talukas constituting the 'Old Conquests'.

This chapter has been divided into sections to facilitate discussion, namely : (1) Agriculture, (2) Industry, (3) Tertiary sector, (4) Government Revenue and Expenditure, (5) Emigration, (6) The Port and Railways, (7) Impact of the war on the Goan economy.

## I. Agriculture

Agriculture has been the backbone of the Goan economy all along even prior to the Portuguese rule. It can be traced back to the time when "a few families harassed by famine, plague, war, etc., came down to the western coast of India together with their servants and cattle and settled in Goa appropriating and turning fertile the land where they established."<sup>1</sup> Agriculture continued to occupy an important position as the industrial sector could hardly develop due to the alien rule.

The climate and soil of Goa are conducive to the growth of a wide variety of tropical crops of which rice is the most important and forms the staple food of the entire population. The horticultural crops which are found in Goa are cashewnut, mango, jackfruit, breadfruit, papaya, lemon, banana, orange and pineapple. Vegetables such as brinjals, ladies fingers, radish, cucumber, pumpkin, drumstick, gourd, etc. are also grown. Besides, arecanut, sugarcane, sweet potatoes, onions, and chillies are also produced wherever irrigation facilities are available. Millets, pulses and garden crops also abound.

Speaking of agriculture in Goa, one cannot help mentioning the type of land ownership pattern that prevailed, particularly the *communidades* system. When the Portuguese first came to Goa, they

found that the local inhabitants did not own land privately but jointly. The entire land belonged to a particular village community and they cultivated it jointly. From the total produce, a part was paid to the temples for their maintenance, a part for the village servants like the barber, washerman, etc., a  $1/4$  to  $1/10$  to the government for protecting the village, and the rest of the produce was divided among the cultivators<sup>2</sup> according to the number of adults (*Jon*) in the family. When some *communidades* ran short of funds to carry on routine work for flood control, construction of bunds, etc. money was borrowed from well-to-do villagers -- naturally entitling them to a larger share in the produce as payment of interest. Those who lent money were given *acções* (shares) and these were transferable. Very few had small private properties used for kitchen garden and the like.

This was the situation prior to the advent of the Portuguese. The Portuguese government retained the *communidade* system. Land was also granted by the Government directly under Charters (*alvarás*) of Concession in rural areas as rewards to its white and native collaborators in the Old Conquests and later in the New Conquests.

The entire working of the *communidades* was regulated by the Code of *Communidades* of 1933. This statute responded to the need of times and was frequently amended till it was re-enacted in early 1961 prior to Liberation. Another statute affecting the land tenure system was the 'Mundkar Law' regulated by a Royal Decree of 1901 of which the last re-enactment prior to Liberation was in 1959.<sup>3</sup> [Cf. Appendix 1].

Although agriculture was the backbone of the Goan economy, no effort was made by the Portuguese government especially in the early years of their rule in Goa to increase agricultural productivity. Agriculture in Goa was mainly for home consumption as most cultivators were mere tenants. As they were tenants there was no incentive to introduce better methods of production to enhance agricultural productivity. In cases where the owner cultivated his own land, there too he did not introduce any new methods as his main aim was home consumption. This shows us that the Goan farmers were far from ambitious. This attitude of the farmers and the government was instrumental in making agriculture a backward and neglected sector in Goa.

The following are some of the factors that contributed to the

backward nature of the agricultural sector in Goa:

1. Lack of mechanisation. It comes as a surprise that the first tractor was imported in Goa only in 1952, with a view to cultivate the interior areas. Prior to 1952, the main instruments in use were the plough (*nangor*), the harrow, the soil levelling plank, the hoe, the axe, the shovel to gather up the grains (*pavadi*), iron hook -- generally used to separate the straw from the grains, the plank with wooden teeth to mix the fertiliser and revolve the mud (*danto*), etc. Rice hullers were introduced in 1917. After 1955, the Portuguese were compelled to introduce more tractors, 19 in 1958 and 31 in 1961, due to the migration of farm labour to the mining industry for better prospects.

The Goan farmers did not take immediately to mechanical cultivation, as a result of which in 1961 only 2,950 ha. were ploughed by tractors as against 2,450 ha. in 1958, in spite of the increase in the number of tractors. The failure can partly be attributed to the bureaucratic method of functioning and lack of spare parts.

As the Goan farmers were not fully utilising all the tractors available, the Portuguese government tried to mechanise other agricultural operations by importing 5 mechanical threshers each with a capacity of half a ton per hour in 1959. This move seemed to succeed as the response of the cultivators was encouraging. The Portuguese government had to take these steps as then it became imperative that agricultural production in Goa be raised due to the Indian blockade in 1954, as a result of which a large number of agricultural imports had to be stopped. So they acted only when they were driven against a wall.

2. The labour shortage in agriculture due to the migration of farm labour to the more lucrative mining sector was also responsible in part to the fall in the agricultural production. But this can be looked upon as a blessing in disguise because it was partly responsible for hastening the move to introduce tractors in Goa.

3. Lack of irrigation facilities: The main sources of irrigation in Goa are -- (i) Storage tanks; (ii) Small diversion *bandharas*; (iii) Natural springs and (iv) Wells. No major irrigation work was present.

The Candeapar (Sanguem taluka) and Paroda canal (Salcete taluka) served as some sort of irrigation. The Candeapar canal was constructed in 1934-38 and was designed to irrigate 465 ha. But the actually irrigated area turned out to be 42 ha. between 1938 and 1945. It was later renovated in 1950 to irrigate a total area of 200 ha.<sup>4</sup>

The Paroda canal was built in the early fifties.

Whatever irrigation facilities were available were on the initiative of the Goan farmers. In places like Bicholim and Ponda, since the rivers have a post-monsoon flow, small *kuccha* diversions were constructed and they helped to irrigate the rice fields and the arecanut gardens. The local population also harnessed natural springs for the cultivation of arecanut trees and bananas. Well irrigation was used in Pernem and Bardez. Thus, in the absence of major irrigation facilities, the Goan farmers learnt to fulfil their needs through the existing modes.

4. Inundation of fields and lack of proper drainage facilities: Whatever was done to avoid inundation of fields and provide some drainage was at the initiative of the local farmers. The Portuguese government turned a Nelson's eye to these problems faced by the Goan farmers till the situation worsened. The local farmers built *nalas*, sluice gates, and embankments to protect the low-lying areas from inundation by saline water. As time passed, situations developed that were beyond their control, and this resulted in a huge loss of fields. The factors responsible for aggravating this problem were the complicated property rights, the construction of the railways on the upper reaches of the River Sal without any provision for drainage facilities and the heavy barge movements along the rivers of Goa. There was a stalemate with no response from the alien government. The *communidades* also washed off their hands due to lack of funds and the burden was ultimately passed on to the poor tenants whose position was financially precarious and had no ownership rights over land they cultivated. It was at this point when the discontent among the farmers increased tremendously, that the Portuguese government decided to revamp the agricultural department. With this in mind a Commission for embankments was established and a technical brigade was organised to execute its decisions in 1959-60. In the same year 764 ha. were reclaimed at a cost of Rs. 6,00,000 thus saving a crop of about 15,000 *khandis*.<sup>5</sup>

In the subsequent year i.e. 1961, about Rs. 2,34,400 were spent and 195 ha. reclaimed. The additional production is estimated at 3,345 *khandis*. Much could not be done due to lack of technical know-how and organisational ability on the part of the concerned officials.

The Government announced a 30% subsidy on permanent improvement works and raised it to 50% in 1958-59 in those areas

affected by barge movements. The remainder was treated as a loan to be paid in 10 to 15 instalments bearing a low interest rate of 2 %. In one year alone the Government spent about Rs. 6,00,000. Even with this expenditure, very little was achieved, as there was no organisation to keep constant vigilance.

5. Pests and disease also took a large toll of valuable plants: The common pests were rice-stem borer, gall fly, rice bug, army worm, rats, beetles and caterpillars. Neglect of coconut plantations rendered the trees weak and susceptible to diseases such as bud rot, leaf rot, stem bleeding etc. Arecanut and fruit trees were also attacked by diseases and pests. The Portuguese government did nothing, as a result of which many plants were damaged causing huge losses to the farmers. It was only in 1951, that the government organised a campaign to control the pests. However, not much could be done due to the bureaucratic method of functioning and the Portuguese language used in campaigning.

It was only during the last decade of their rule in Goa, that the Portuguese government took some interest in agricultural production in Goa. The attack by pests and diseases and the Indian blockade of 1954 were instrumental in waking up the Government -- as a result of which a six-year Development Plan was formulated in 1954. This Plan was meant for Portugal and its overseas colonies. As details of the Plan are not available, a rough idea of what was done in those years should provide some information. The Portuguese set up an 'Agricultural Front' so as to popularise improved methods of cultivation. It had the same functions as the National Extension Service in other parts of the country. Since pests and diseases had invaded the crops a special section to control them was set up. An Agricultural Mission from Portugal visited Goa in 1955 and made recommendations to improve agricultural practices. The Portuguese also tried to popularise mechanical cultivation and with this end in view they began importing tractors and mechanical threshers. They also strengthened the existing Agricultural Department. Old irrigation works were repaired and one major irrigation work was taken up and completed. However, it becomes next to impossible to assess the size and composition of agricultural investment during this time and the subsequent increase in production due to lack of data. The following table shows the work done by the Agricultural Mission during the last three years of the Portuguese rule (1959-61):<sup>6</sup>

Year	Trees treated		Area in ha.		
	Coconut	Arecanut	Fruit trees	Rice	Vegetables
1959	21,067	348,960	1,588	435	450
1960	12,135	443,450	544	109	120
1961	16,465	337,300	577	398	141

It is evident that the Portuguese government reacted to the problems faced by the local farmers only towards the end of their rule in Goa. Efforts could have been made to bring more land under cultivation. On the eve of the Liberation of Goa, the net sown area was only 1,30,000 hectares of land, which was 36% of total area of the territory.<sup>7</sup> High Yielding Variety seeds could have also been used. In fact, if the government was really interested all the factors listed as responsible for low agricultural productivity could have been looked into and appropriate measures taken at the right time.

## II. Industry

Goa under the Portuguese regime had no industrial sector to speak of. Even as late as 1940 there was not a single industry in the modern sense of the term at least on the medium or large scale. The mining industry is the only industry worthy of mention which developed in the period under study. There were some industries subsidiary to mining like building and repair of barges, but these industries would not have emerged without the mining industry. Goa did not lack the factors for industrial growth but neither the Portuguese nor the locals showed much interest as for both Goa was a mere 'colony'. Mining went on a large scale and it was the most important contributor to the region's income. Although there was no big industry as such within the territory, there were small scale village and cottage industries, some of which existed even before the Portuguese came. Some of these traditional village and cottage industries were basket making, bamboo mats, coconut/cashew distillation, sugarcane juice extraction, solvent extraction of oil cake, salt extraction, rice milling, coir industry, canning and cashewnut industry. Of these, the cashewnut industry and the canning industry earned some income for the territory from exports. Exports of

cashewnuts in 1960 were about 1309 tonnes valued at Rs. 33.7 lakhs.

The following table shows the production of some of the main industries:<sup>8</sup>

<i>Year</i>	<i>Commodities</i>	<i>Quantity</i>
1948	Salt	20,000 tonnes
	Jaggery	220 tonnes
	Roof tiles	12,000 in number
	Pottery	9,00,000 pieces
	Floor tiles	50,000 in number
	Carved wood items	50,000 pieces
	Furniture	30,000 pieces
	Processing and packing of cashewnuts	47,00,160 kgs.
1950	Soaps	2,311 tonnes
	Textiles	2,14,284 yards
	Cashewnuts	4,225 tonnes
	Roof tiles	19,95,703 in number
	Floor tiles	75,97,295 in number
	Iron ore	1,22,230 tonnes
	Manganese ore	29,985 tonnes
1953	Rice husking	40,921 tonnes
	Cotton textiles	3,18,060 yards
	Cashewnuts	922 tonnes
	Coconut oil	1,615 tonnes
	Soaps	235 tonnes
	Salt	9994 tonnes
	Ice	733 tonnes

Of all these industries mining was the most important. This is evident from the fact that the largest contribution to the regional income was from mining. In 1960, 18% of the NDP (Net Domestic Product) originated from the mining industry. This is the income directly from mining activity, but there were so many activities indirectly related to mining and if this is taken into account, one can say that the total contribution is almost 50%. The main mineral resource found in Goa is iron ore. Manganese ore is also found to a certain extent. Besides, a few pockets of China clay have been reported. Small quantities of salt are also produced. Sanguem and Bicholim (New Conquest talukas) are the principal areas where the ore is found. Next comes Satari – but Sanguem holds the monopoly in iron ore. From these talukas the ore was transported in barges to

Marmagoa and exported from there. With the mining activity, barge repair and maintenance units were found along the transport channel. Machinery repair units were found around the mining sites as a result of which there was a heavy influx of labour in these talukas.

In 1961, 8.3 m. tonnes of iron ore valued at Rs. 8 crores were mined. This was more than double the 1959 value of mineral production. By value, mineral production from Goa in 1959, 1960 and 1961 were equivalent to 2.3%, 3.4% and 4.9% of the all India production.<sup>9</sup>

In 1948, 6,500 tonnes of manganese and 8,000 tonnes of iron valued at about Rs. 5,36,250 and Rs. 2,28,000 respectively were mined.<sup>10</sup>

Manganese ore is found in the Southern portions of Sanguem, Quepem and Bicholim areas and China clay is found near Panchwadi and Canacona.

### **Investment in Mining**

How much was invested in mining can be obtained from the extent of imports of the various categories of equipment that have gone into the development of the mining industry as well as mineral trade. Since mining in Goa is confined mainly to the period after 1950, this becomes easier. The total value of imports for the years 1950-60 (inclusive) are as under<sup>11</sup>:

	(in Rs.'000)
Equipment for mineral exploitation	14,284
Trucks	33,257
Motor boats	33,067
Industrial machinery	23,831
<b>Total:</b>	<b>1,04,439</b>

\* Taken at 90% of the total imports.

### **Mineral Trade**

The mining industry catered mainly to export trade as there was no industry in Goa that could utilise the ore. The mines were in the hands of a few big industrial giants in the territory who amassed huge wealth by exporting the ore to far off places. The trade was

carried on by about 19 exporting firms who had long term contracts with buyers in importing countries. The bulk of the export trade was in terms of such long-term contracts. There were also spot contracts against small consignments, but these were very small in number. Around 50-90% of the export was from their own captive mines and the rest from small mine owners who had no control over the importing firms at all. [Cf. Appendix 2]

As a result of developments in the mining industry, it was possible to export more, and in fact in 1961 Goa exported 6.52 m. tonnes worth of iron ore as compared to 3.5 m. tonnes from the rest of India. This increase can be due to the fact of the nearness of the ore deposits and an excellent port which few places can boast of.

Countrywise, Japan has been the leading importer of iron ore with West Germany and Italy occupying the second and third places.

The export market for iron ore suffered depression during 1953-54 and 1958 as a result of cutbacks in steel production by the importing countries. Subsequently, the trade picked up when steel production in the importing countries attained normal levels.

The mining industry employed 32,264 people in 1956, in 1958 22,800, in 1959 25,778 males and females and according to the 1960 census mining labour in the territory totalled 19,275.<sup>12</sup>

### Salt Industry

In Goa, the salt pans are located in the talukas of Goa, Bardez, Salcete and Pernem.<sup>13</sup>

Taluka	Location	Area (in hectares)
Tisvadi	On the banks of Mandovi in Panjim and Ribandar, at Santa Cruz on the Mandovi and Siridão, Curca and Santana on the Zuari	197.3391
Bardez	On the bank of Sinquerim at Arpora	92.8053
Salcete	On the bank of Rio de Sal	102.5340
Pernem	On the bank of Tiracol river	18.0232

In 1958 there were 123 producers of salt in this district employing 686 workers, production being 3.388 tonnes. The salt industry

suffered a heavy blow due to the Indian blockade in 1954, as it was mainly exported to India since local consumption was negligible.

### III. Tertiary Sector

During these years many Goans migrated especially to Bombay and East Africa due to lack of job opportunities at home. These emigrants sent money back home and a part of it was utilised for construction of houses which favoured the growth of a small tertiary sector.

The Portuguese did not make any concerted efforts to develop the tertiary sector. Whatever developments were seen were by and large purely accidental.

#### *Education*

Education was spread along the coastal zones. The hilly areas in the interior lagged behind initially. Salcete, Tiswadi and Bardez were comparatively better off. The Portuguese made primary education compulsory, thus raising the literacy level to some extent.

The following table shows the number of primary schools, secondary, professional, etc.<sup>14</sup>

Year	Primary	Secondary	Technical & Professional (Medical College)
1932-33	99	3	1
1933-34	99	3	1
1948	284	6	3
1953-54	358	4	13

The above table clearly shows that over the years educational institutions have been on the increase, which means that the number of literate people increased. There were also institutions catering to various levels of education, e.g., the Secondary and Higher Secondary Schools, Medical college, Pharmacy, etc. There was also one teachers training college called *Escola Normal* in 1948. However it has to be noted that the number of institutions imparting higher education were very low as compared to the number of primary

schools. This is typical of a colonial government. They were not interested that Goans studied further, as it could create problems for them. This education would make them question the very existence of an alien power in their territory. Primary education was safe and served the purpose.

### *Transport*

The road system was well integrated. It connected with the neighbouring parts of the country. The main road from Naibag in the North to Canacona in the South (via Pernem-Colvale, Mapusa, Betim, Panjim, Agasaim, Cortalim and Margão) linked the Ratnagiri district of Maharashtra and the Karwar district of Mysore. The only road running West to East is from Panjim to Belgaum via Tinem ghat and is well connected by feeder roads, within Goa.

Although the roads inside Goa were not many, one has to give credit to the Portuguese government for building good roads that have stood the test of time.

The following table shows the number of light, heavy vehicles and motorcycles in the territory for the following years:<sup>15</sup>

<i>Year</i>	<i>Light &amp; Heavy vehicles</i>	<i>Motorcycles</i>
1933	747	5
1934	858	6
1948	N.A.	413
1953	3005	752
1959	4707	823

\* Data not available

It is evident from the above table that the number of light-heavy vehicles and motorcycles had increased over these years. The total number of vehicles in 1948 was 1,714 increasing to about 5,530 in 1959.

### *Railways*

There was only one metre gauge railway line. It extended from Castle Rock to Mormugão Harbour and was linked with the Southern Railway at Londa on the Bangalore-Poona section. The

line was known as the *Western India Portuguese Railway* and was managed by the Southern Railway under agreement with the Portuguese Government. The Southern Railway stopped working on this branch line from 1.1.1956, when the Portuguese Government took over the management. From that date, both passengers and goods traffic with the rest of the country were cut off.

### *Inland Waterways*

The following are the principal rivers in Goa:

- i) Terekhol or Aravalem river
- ii) Chapora or Colvale river
- iii) Mandovi River system

The branches of the Mandovi are the following: (1) Madei or Volvota, (2) Camdeapar, (3) Sanquelim, (4) Bicholim, (5) Mapusa, (6) Cumbarjua canal.

- iv) The Zuari river
- v) The Sal river
- vi) Talpona river
- vii) Galgibaga river

Only two of these rivers are navigable for a distance of about 60 kms. The rest are navigable only for a small length of 3 to 35 km. The Mandovi and the Zuari with their tributaries afford very good transport facilities for iron ore to the Port of Mormugão.

Passenger crafts as well as barges plied along these rivers. The Bombay Steam Navigation Company Ltd. maintained a regular passenger service between Bombay and Panjim. Ships from the British India Steam Navigation Company from Bombay and to Bombay, and to and from Africa called twice a week at Mormugão. Similarly there were many other ships that called at the Port.

### *Airways*

A modest airstrip was first built at Mangor Hill in the 30's, a few km. away from the present Dabolim airport. The Mangor airstrip was mainly used for a bi-weekly mail service by 'Tiger Moth' planes. The

Indian blockade in 1954 made it imperative to have a good airport in Goa, so as not to isolate Goa from the rest of the world. The Portuguese wanted to prove that they could handle with ease the innumerable problems created by the blockade. They also had to fulfill their obligations to the local populace and the foreigners staying in Goa. So, in August 1955, the new airport at Dabolim was inaugurated. To begin with two 'Heron' aircrafts were bought with a seating capacity of twelve. The first plane touched Goa on the 14th of August 1955 from London. The air-line was named *Transportes Aéreos da India Portuguesa* (TAIP). In the beginning there were few passengers, but later on they increased so that in 1957, two more 'Viking' planes of bigger size were purchased. There were regular fortnightly flights between Goa and Lisbon. In 1960, a weekly flight to Lourenço Marques was also started.

The first hangar, subsidiary buildings and air-terminal were set up in 1956. By 1957 there were 9 runways. Two years later a huge metallic hangar was brought straight from Lisbon.

The TAIP had a deficit in the years 1957, 1958 and 1959. In 1959, the income was Rs. 4,062,834 and the expenditure was Rs. 4,891,666 resulting in a deficit of Rs. 828,832. Till July 1960, there was a gain of Rs. 762,500. In these months the income touched that of the previous 12 months. The income till July 1960 was Rs. 3,429,167 and the expenditure Rs. 2,666,666.<sup>16</sup>

The number of air-passengers in 1955 was 824; in 1956 – 2,865; in 1957 – 3,629; in 1958 – 5,569; 1959 – 7,255 and 5,849 in the first seven months of 1960.<sup>17</sup>

The air-mail increased in weight from 9,437 in 1955 to 29,252 kgs. in 1956, 27,259 kgs. in 1957, 31,372 kgs. in 1958, 40,380 kgs. in 1959 and 29,904 kgs. in the first seven months of 1960.<sup>18</sup>

### *Communications*

Under the Portuguese, the Posts, Telegraphs and Telephone services were centralised under a single government department.

The posts and telegraph services offered practically all the services referred to in the International Conventions namely – ordinary registered post, value payable post, reimbursement, post parcels, money orders (within the Goa territory, as well as to other Portuguese provinces, and foreign countries), postal orders, telegraphic transfers, recoveries, telegrams within Goa, to other

overseas provinces and foreign countries and also wireless services. In 1953, the number of post offices was around 100.

Telephone services were also established in Goa. Airmail at least till the blockade was carried through Air India from Bombay to London and through TWA from Bombay to Lisbon.

Telegraph services were inaugurated in 1938 by establishing the telegraphic lines from Goa to Lisbon for commercial purposes through a Portuguese company – *Radio Marconi*.

In 1946, the government directed the establishment of telegraphic stations all over Goa, Daman and Diu for which 7 lakhs were sanctioned.

### *Radio*

The first experiment by way of a radio station was made in 1946. Initially managed by the Post and Telegraph department, it was later separated. The Central Radio Station at Bambolim was inaugurated in 1952. Also the telephone services from Goa to Lisbon were inaugurated on the same occasion.

### **Health and Social Services**

These services were provided mostly by the so called 'Institute of Public Assistance' and the 'Directorate of Health Services'.

#### *Social Services*

The Institute of Public Assistance was set up in 1947 and maintained the following welfare institutions (1) Mental Asylum - established in 1948, (2) T.B. Sanatorium established in 1947 at Panjim, (3) An organisation for destitutes in 1948, (4) A Centre for Mother and Child Care also established in 1948. There were 17 mobile centres which travelled through villages under their jurisdiction delivering lectures and demonstrations on hygiene and providing assistance such as free milk, food and medicines to children and pregnant women. The Institute of Public Assistance subsidised the following institutions : (1) *Santa Casa de Misericordia* in Panjim, (2) *Hospicio* at Margão, (3) *Asilo* at Mapusa, each of these maintaining a hospital, (4) A T.B. Sanatorium at Margão, (5) A Leprosy hospital at Macazana, (6) Two other institutions – one for destitutes and abandoned children and the other for destitute women.

### *Health Services*

Health Services were set up to provide health care, education on hygiene and prevention and cure of diseases and epidemics. In 1927, health centres were established at Panjim, Mapusa, Margão, Vasco, Pernem, Quepem, Bali, Bicholim, Valpoi, Ponda, Colem, Sanguem, Canacona and two sub-centres at Panjim and Sanquelim. There was a special health unit in Marmagoa Harbour to supervise the sanitation of the crew.

In 1933 the Institute of Radiology was set up. In 1935 the 'sanitary police' was created. Sanitary outposts were also established at Collem to cover the railway and the Goa border and in Panjim at the Panjim Harbour and Customs House.

A Government Laboratory was established in 1952 by merging the old existing laboratories. In Old Goa, there was a special Health Centre to control malaria as Old Goa was ravaged by it.

As on 1953 there were 3 government hospitals, one each at Panjim, Mapusa and Margão and a semi-government hospital at Ribandar. In addition there were private hospitals.

The health facilities although present were scarce considering the size of Goa. Most hospitals were set up in towns and the interior regions could hardly boast of any such facilities. The health facilities available at that time left much to be desired.

### **Credit Institutions in Goa**

There were two main credit institutions, namely the *Banco Nacional Ultramarino* which was a government bank and *Caixa Economica de Goa*.

#### *1. Banco Nacional Ultramarino*

It was established in 1929 with the head office at Lisbon. It was assigned the role of a Central Banking Institution, the Issuing Bank, sole Commercial Bank and Treasury in various overseas provinces, including Goa. As on 1952 the authorised capital of the bank was about Rs. 33 million and the paid-up capital was Rs. 25 millions. The bank had the privilege of issuing bank notes deemed to be legal tender in the concerned territories. The government deposits as well as public deposits were allowed to be made in the bank but no

interest was paid. As a result of this policy there was flight of capital from the territory. So, valuable funds which could have been utilised for the territory's development went out.

## *2. Caixa Economica de Goa*

It was formed as a result of the merger of the Postal Savings Bank (*Caixa Economica Postal*) and Rural Credit Institution (*Caixa de Credito Rural*). It was a credit institution guaranteed by the government with juridical personality and administrative autonomy. Its main functions were (1) to accept private deposits as well as the funds of various bodies and corporations, (2) financing of Government undertakings, (3) disbursing public loans, (4) investment in shares and other capital of the *communidades* and firms.

There was a branch of the same in each taluka and at some places the counters of the postal department were utilised for payments and receipts of deposits.

## **Apex Economic Institutions**

### *1. Board of Imports and Exports*

It was established in 1946, as a separate legal entity for the purpose of regulating and co-ordinating activities connected with imports and exports. In 1951, a 1% *ad valorem* tax was imposed on imports in order to raise a fund for this organisation.

### *2. Civil Supplies Commission*

It was established in 1946. Its function was to advise the Governor General on which essential commodities were to be subjected to rationing and control of prices, to ensure their orderly supply to the public. Each taluka had a local commission for this purpose.

## **Trade Associations**

1. Commercial Associations of Portuguese India (*Associação Commercial da India Portuguesa*) was founded in 1908. It was an association of individuals engaged in commerce and industry in any

form. It aimed at providing the trade and industry of the region with a Centre to study their needs; defend and promote their interests, debate all questions of commercial and industrial importance, represent the members before the powers that be; give its say whenever required, initiate, develop and clarify matters within its purview.

2. The Association of Agriculturists and Landowners (*Associação dos Agricultores e Proprietários de Goa*) founded in 1906. Its object was to improve the system of land tenure, defend the common interests of its members, develop agriculture, silviculture, tree plantation, establish agricultural libraries, circulate special publications and books, promote agricultural credit, establish agricultural banks, establish a market to accept offers for sale of agricultural goods, promote insurance of farm implements, spread agricultural instruction through conferences, lectures, exhibitions, courses, field demonstrations and circulate information on prices of agricultural products and market conditions. The membership was open to all literate persons without discrimination of sex and nationality.

### *3. Automobile Owners Associations*

It was founded in 1929 to promote the interests of automobile owners.

## IV. The Goan Imports And Exports

Goa during the period under study primarily grew into an 'Import Economy'. Goods from foreign countries found their way easily in Goa due to the liberal policy and a duty free port at Mormugão.

The main imports consisted of livestock, raw materials of different origin -- animal, vegetable, chemical, mineral, etc., cloth, food and beverages, equipments, instruments, machine tools, etc., automobiles and ships, manufactured goods of animal and vegetable origin and other miscellaneous manufactured articles. The main exports consisted of hides and skins, bamboos, copra, mineral ore, salt, fish, canned meat, arecanut, pineapples, coconuts, mangoes, cashewnuts, canned fruit, coconut oil, etc.

Imports had shot up from Rs. 8.89 crores in 1951 to Rs. 17.17

crores in 1960. There had also been a significant change in the direction and commodity composition of the import trade.

Since 1957 import trade was mostly confined to mining, machinery, automobiles, trucks and miscellaneous consumer goods. Durable consumer goods which were very handy for smuggling into the neighbouring areas (such as watches, fountain pens, wines, cigarette lighters, nylons and gold) were also imported in sizeable quantities. From 1951-60 imports of barges, automobiles and trucks increased in terms of value by 577%, those of mining and other machinery by 600% and of miscellaneous consumer goods (excepting cloth) by 77%. The phenomenal increase in trading incomes was partly due to the rising internal demand and partly due to the smuggling activities.<sup>19</sup>

As far as exports are concerned mineral ores dominated it since 1955. Before that the traditional exports of the territory were arecanut, coconut, coconut oil, fresh fruits, salt and fish for which the main market was India. The economic blockade in 1954 imposed by India depressed the export trade in those commodities. The share of these goods in the export trade went down from 39% in 1951 to 2.6% in 1960. The spurt in demand for mineral ores during these critical years helped to sustain the economy in the absence of which it would have been totally paralysed.

There was a deficit of Rs. 6.3 crores in 1901 on the balance of trade account. Mineral ores export improved the balance of payments position of the territory. It was turned to a surplus of Rs. 3.54 lakhs in 1960. [Cf. Appendices 3 & 4].

## V. Revenue and Expenditure of the Government

The *Fazenda* or 'Finance Department' prepared the budget under the Portuguese regime and this had to be approved by the Overseas Minister. The receipts of the government consisted of tax revenues (e.g. property tax also called *predial*, industrial tax, profession tax, tax on income of government servants, tax on interest, tax on capital, complementary tax on income, import and export duties and stamp duties), administrative receipts, income from government undertakings, contributions from municipalities and collections to feed funds for special purposes. The expenditure of the government was on the following items: Payment of colonial debt, expenses on the colonial government and *Central Representation*, pensions and

official functions, general expenses and administration, expenses on Finance Department, judicial services, developmental expenditures, military service, naval service and other miscellaneous expenses. For the purpose of administration and budget the activities of the State were divided into two sectors: (1) The Governmental sector proper comprising of various departments, and (2) autonomous bodies. The governmental functions were carried out by the following departments – department for Civil administration : *Fazenda* (Finance), Justice, Development, Military and Navigation. This latter department also looked after subjects like education, health, police, etc. The Development department was in charge of public works, agriculture, forests, animal husbandry, mines and industries. The autonomous bodies prepared their own budgets. There were seven such bodies in Goa: (1) The Ports and Railways Authority, (2) Water Supply Authority, (3) Posts and Telegraphs, (4) Public Assistance Institution, (5) Navigational Services, (6) Radio Goa, and (7) The Board of External Trade. Government subsidies were made available to some of them as they were not self sufficient. Prior to 1959 the Portuguese government's main concern was to keep the people happy by enforcing as few taxes as possible and if at all they were there, it came with economic development. At first only property income and interest income were taxed. It was in 1947 that the industrial tax was levied at flat rates on each kind of business and industrial activity. Much later the other taxes mentioned were introduced. [Cf. Appendices 5 & 6].

## VI. Emigration

This phenomenon crucially affected the Goan economy throughout the last two centuries of the Portuguese rule and its impact was very distinctly felt in the period under discussion (1926-61). Most of the emigrants were Christians, especially the ones to East Africa. The basic cause of emigration was excessive pressure of the population on agriculture and the lack of other avenues of employment, thus giving few job opportunities to the local people. They left to find jobs with better prospects elsewhere. Political dissatisfaction of significant sections of the population was perhaps as important a cause as lack of economic opportunities. Around 1930, the so called *Colonial Act* was passed which was a statute of constitutional nature defining the political status of the colonies, as envisaged by Salazar's

then emerging regime. The Act met with stiff opposition in Goa, where the educated sections were used to a reasonable degree of parliamentary democracy, both at the local level, as well as representation in the Portuguese parliament, since the constitutional reforms in Portugal were passed. The period from 1930 to liberation was, therefore, marked by a reduction of political freedom, resulting in a desire to migrate out of Goa to the then British India (particularly Bombay) where the freedom struggle was at its peak. Lack of opportunities in the educational sphere coupled in many cases with a desire to outgrow the narrow confines of the Portuguese education and culture was also a very strong driving force for emigration. All these factors led to the emigration of many Goans especially to Bombay and East Africa besides other Portuguese colonies.

## VII. The Port And Railway

The development of the Port and Railways mentioned earlier was instrumental in launching Goa on the international trade scene.

Subsequent to the establishment of the port and railways, many towns in Goa were urbanised e.g., the city of Vasco-da-Gama grew and assumed importance primarily due to the port and railways. Similarly, the *Vila Nova de Curchorem*, as Sanvordem was renamed by the Portuguese. Margão, too, Goa's largest trading centre, then and now, owes its growth to the railway line. And so do, even if in a much more modest scale, some rural areas, like Majorda, Cansaulim and Chandor in Salcete taluka.

It was also responsible for the building of a modest airstrip on Mangor Hill during the 1930s, which connected Goa with India and subsequently with the rest of the world. For the first time the Portuguese began to consider the setting up of a full fledged ship building yard and ship repair facilities on the Goan coast. They even made an unsuccessful attempt to convert an Austrian merchant ship, *Vorwaerts* anchored at Mormugão into a war ship.

The port also encouraged the exploration of Goa's resources. By 1905 manganese ore was found in Goa and so the Portuguese set up a department of Geology and Mines with delegated powers to also license new industries. A Belgian group incorporated as *Compagnie des Mines de Fer de Goa* set up headquarters at Bicholim in 1910, so as to begin mining operations but they had to abandon the project

and leave due to the outbreak of World War I. "The Port and railways helped Goa move from a heritage of imprecise if great expectations, to another more concrete "era" - the exploitation in every imaginable sense of the word, of Goa's mineral wealth."<sup>20</sup> [Cf. Appendix 7].

### VIII. Impact of the War on the Goan Economy

During the Second World War, Portugal was a neutral country. The war brought in its wake an unprecedented demand for iron ore in the world market. It was at this time that Japan set its eyes on Goa. "Goa and its top industrialists were lucky to be so near to Japan in the years of its post-war resurgence. Goan ore was then the nearest to the Japanese Steel Market."<sup>21</sup> The importers were attracted to Goan ore because of its low price and the liberal export policy of the Portuguese. The price was low due to the low transportation costs.

However, the war had its darker side. The agricultural economy of Goa suffered. The new Portuguese Governor General, Col. José Cabral dealt a heavy blow to the absentee landlords by openly encouraging the tillers to take over the paddy fields. To make matters worse, he tried somewhat unsuccessfully to procure the locally produced rice at controlled rates to strengthen the public supply system.

There was an indiscriminate exploitation of the mineral resources and the resource rich regions became poorer due to this. The agricultural sector was dealt a heavy blow when many of its labourers migrated to the mining sector due to high wages prevalent there. This had its positive aspect as was seen--agriculture was forced to be mechanised, so that it could survive with less labourers. But later on, the labourers from the mines returned to agriculture due to introduction of mechanisation in the mining industry, thus worsening the situation in agriculture by lowering their wage levels. The resource-rich regions however benefited on one account: There was a spurt of tertiary activities connected with mining and this was instrumental in creating new jobs.

### **Concluding Remarks**

This chapter has tried to provide an analysis of the economic history of Goa during the period 1926-1961 with regard to the aspects covered in it. The nature of the developments that took place were such as could be expected under a colonial regime. Activities that helped to strengthen the Portuguese hold over Goa were encouraged. Though some accidental benefits, such as mechanisation of agricultural operations in the 50s were seen, Goa was a colony and was treated as such.

## APPENDIX I

### PERCENTAGE OF LAND OWNERSHIP BY DIFFERENT ENTITIES IN GOA

Talukas	Government	Municipality	Associations	Churches	Archdio-cese of Goa	Charity Institutions	Temples	Communi-dades	Private	In Litiga-tion
Coastal Tract	-	-	-	-	-	-	-	60.8	36.7	-
Bardez	-	-	-	-	-	-	1.0	85.0	14.0	-
Goa	2.7	8.1	1.2	1.3	0.1	0.9	0.1	34.9	58.6	0.1
Marmagao	-	-	-	3.0	-	-	-	60.0	37.0	-
Salcete	-	-	-	2.0	-	-	1.0	60.0	37.0	-
Interior Tract	27.3	-	-	-	-	-	3.7	20.4	48.6	-
Pernem	10.0	-	-	-	-	-	4.0	6.0	80.0	-
Bicholim	3.0	-	-	-	-	-	2.0	15.0	80.0	-
Satari	50.0	-	-	-	-	-	3.0	2.0	45.0	-
Ponda	-	-	-	-	-	-	5.0	35.0	60.0	-
Sanguem	58.0	-	-	-	-	-	2.0	15.0	25.0	-
Quepem	30.0	-	-	-	-	-	5.0	40.0	25.0	-
Canacona	40.0	-	-	-	-	-	5.0	30.0	25.0	-
Goa	17.7	-	-	-	-	-	2.6	34.8	44.3	-

Source: Report of the Portuguese Agricultural Mission (1958). Cited in the Techno-Economic Survey, p. 209.

## APPENDIX 2

Year	Iron Ore		Manganese Ore		Ferruginous Manganese Ore	
	Qty. '000 tonnes	Value '000 Rs.	Qty. '000 t.	Value '000 Rs.	Qty. '000 t.	Value '000 Rs.
1950	72	1775	20	1217	--	--
1951	285	8065	63	7780	--	--
1952	472	14914	140	19859	--	--
1953	866	18600	211	2923	--	--
1954	1247	36621	103	1078	--	--
1955	1529	40766	151	11786	--	--
1956	2079	59082	165	20290	--	--
1957	2720	82426	130	61267	61	3899
1958	2505	73187	63	8956	63	3851
1959	3686	9506	55	5394	99	414
1960	5652	154387	34	3487	124	--
1961	6527	183143	38	4505	71	--

Source: *Techno-Economic Survey of Goa, Daman and Diu*, New Delhi, NCAER, 1964, p.225.

### APPENDIX 3

#### IMPORTS OF PRINCIPAL MERCHANDISE IN GOA, 1951-1960

Commodities	1951		1956		1957		1958		1959		1960	
	Value ('000 Rs)	%										
Living animals	694	0.78	31	0.03	58	0.04	132	0.09	221	0.17	526	0.31
Raw Materials	8782	9.87	15358	13.46	22745	16.06	17286	11.86	16544	13.05	33796	19.67
Cloth	12327	13.85	11926	10.46	13010	9.18	12442	8.54	9572	7.55	11555	6.73
Food & Beverages	28068	31.55	37792	33.18	51690	36.49	41922	28.77	44135	34.81	46742	27.21
Instruments.												
Machine tools, etc.	1626	1.83	11843	10.38	10460	7.38	18778	12.88	12155	9.59	18542	10.79
Automobiles & Ships	3945	4.43	16932	14.85	19399	13.70	30156	20.70	17750	14.00	29369	17.10
Manufactures goods of animal & veget.												
origin	353	0.40	645	0.56	707	0.50	628	0.48	552	0.44	845	0.49
Misc. manufactures	13195	14.83	19524	17.12	23586	16.65	24213	16.62	24185	19.08	30397	17.70
Others	19987	22.46	--	--	157	0.1	1665	1.31	--	--		
<b>TOTAL</b>	<b>88977</b>	<b>100.00</b>	<b>114051</b>	<b>100.00</b>	<b>141655</b>	<b>100.00</b>	<b>145709</b>	<b>100.00</b>	<b>126779</b>	<b>100.00</b>	<b>171772</b>	<b>100.00</b>

Source: *Techno-Economic Survey of Goa, Daman and Diu*, New Delhi, 1964, NCAER, p.201.

N.B. The above table shows the trends observed in colonial economies with increasing dependance on imports.

### APPENDIX 4

#### EXPORTS OF PRINCIPAL MERCHANTISE IN GOA, 1951-1960

Commodities	1951		1956		1957	
	Qty.	Value ('000Rs)	Qty.	Value ('000Rs)	Qty.	Value ('000Rs)
Hides & Skins (tonnes)	6	0.2	16	82	10	51
Bamboos ('000 numbers)	283	43	62	12	125	27
Copra (tonnes)	136	137	134	90	534	453
Mineral ore (tonnes)	347827	15811	2243580	79373	2911281	107593
Salt (tonnes)	6004	317	1084	37	480	23
Fish (tonnes)	179	129	119	156	208	272
Canned meat (tonnes)	-	-	3	16	0.2	1
Arecanut (tonnes)	562	498	788	452	94	60
Pineapple ('000 nos.)	121	23	-	-	7	2
Coconuts ('000 nos.)	34589	4055	386	24	453	32
Mangoes ('000 nos.)	1741	177	35	4	9	1
Cashewnut (tonnes)	189	3089	652	1870	552	1566
Canned fruit (tonnes)	28	67	33	74	31	55
Coconut oil ('000 lts)	64	102	63	64	21	21
Others (tonnes)	1480	1480	-	487	-	1495
Total (tonnes)	376710	25928	2247789	82741	2914726	112102

Commodities	1958		1959		1960		%
	Qty.	Value ('000Rs)	Qty.	Value ('000Rs)	Qty.	Value ('000Rs)	
Hides & Skins (tonnes)	3	17	22	69	10	52	0.03
Bamboos ('000 numbers)	117	29	110	27	127	31	0.02
Copra (tonnes)	118	97	-	-	-	-	-
Mineral ore (tonnes)	2631409	85494	3840793	104606	5809903	162291	97.44
Salt (tonnes)	5355	147	0.4	0.1	152	4	0.002
Fish (tonnes)	381	198	201	135	343	364	0.20
Canned meat (tonnes)	5	14	17	55	16	71	0.04
Arecanut (tonnes)	206	135	289	192	298	307	0.20
Pineapple ('000 nos.)	0.08	0.2	4	1	3	1	0.001
Coconuts ('000 nos.)	218	22	189	24	16	2	0.001
Mangoes ('000 nos.)	8	1	5	1	8	2	0.001
Cashewnut (tonnes)	818	2225	790	2078	1309	3370	2.00
Canned fruit (tonnes)	57	185	26	83	31	67	0.04
Coconut oil ('000 lts)	22	25	2	3	0.3	1	-
Others (tonnes)	-	1123	-	11009	-	5564	0.001
Total (tonnes)	2629841	89474	3843661	118283	5813791	172126	100.00

Source: *Techno-Economic Survey of Goa, Daman and Diu*, New Delhi, NCAER, 1964, p. 203.  
 N.B. It may be noticed from the above table that over the years it was the mineral ore that saved the economy. The export of a few other items, like canned fruit, arecanut and cashewnut increased marginally, while the rest declined.

## APPENDIX 5

### STATE REVENUES

ORDINARY RECEIPTS 1926 - 1929		1929 - 1930	1931- 1932	1941	1958 AMOUNT	
<b>1. General Direct</b>						
Taxes:	BUDGET	837.200:00:00	900.00:00:00	861.977:04:10	933.214:00:00	
	ACTUALS	876.998:13:08	887.280:14:11	856.977:04:10	959.446:09:01.5	24.285.690\$00
						Sources:
<b>2. Indirect</b>						1. Rows 1 & 2: <i>Orçamento Receita e Tabelas da Despesa do Estado da India, 1932-33</i> , Nova Goa, 1932.
Taxes:	BUDGET	2.032.300:00:00	2.314.500:00:00	2.620.900:00:00	3.159.400:00:00	
	ACTUALS	2.227.302:00:05	2.612.704:12:08	2.878.529:10:09	2.655.990:04:03.5	57.864.690\$00
<b>3. Industries</b>						p. 3.
<i>under special tax:</i>	BUDGET	890.558:00:00	888.240:00:00	835.200:00:00	650.000:00:00	
	ACTUALS	858.767:13:02.5	835.977:10:07.5	825.428:03:08	672.182:03:07	4.282.200\$00
<b>4. Taxes: Income from different services:</b>	BUDGET	213.450:00:00	198.900:00:00	234.900:00:00	468.900:00:00	
	ACTUALS	210.824:05:06.5	240.432:09:09.5	235.796:04:01	395.061:01:08	45.838.172\$00
						1957, Nova Goa, 1958, p.184.

(contd.)

## APPENDIX 5 (contd.)

<b>ORDINARY RECEIPTS 1926 - 1929</b>		<b>1929 - 1930</b>	<b>1931- 1932</b>	<b>1941</b>	<b>1958 AMOUNT</b>
<i>5. Private sector &amp; Public sector:</i>					
BUDGET	761.462:00:00	783.102:00:00	702.655:00:00	683.280:00:00	
ACTUALS	804.215:01:00,5	712.694:09:10	663.421:13:04,5	680.972:09:04,5	26.021.858\$48
<i>6. Income from capital shares and obligation fees:</i>					
BUDGET	—	—	59.004:00:00	28.137:07:09	
ACTUALS	—	—	59.044:00:00	20.098:02:00	276.997\$50
<i>7. Reimbursement and refunds:</i>					
BUDGET	537.354:04:06	160.874:04:06	178.325:12:07	122.550:12:41	
ACTUALS	147.910:03:03,5	152.905:15:10,5	129.888:11:00	128.740:06:05	5.329.747\$80
<i>8. Consignment of receipts:</i>					
BUDGET	—	—	994.253:13:02,5	214.600:00:00	
ACTUALS	—	—	994.253:13:02,5	182.804:12:07,5	67.240.165\$54
<i>9. Special Income:</i>					
BUDGET	—	—	—	—	
ACTUALS	—	—	550.921:00:00	—	26.989.750\$00
<b>TOTAL</b>	<b>BUDGET</b>	<b>4.872.324:04:06</b>	<b>6.195.296:02:06</b>	<b>6.991.281:03:04,5</b>	<b>6.260.082:04:08</b>
	<b>ACTUALS</b>	<b>5.126.618:05:02</b>	<b>6.391.676:07:08,5</b>	<b>7.220.404:14:00</b>	<b>5.695.296:01:01</b>
					<b>258.129.271\$57</b>

*APPENDIX 6***STATE EXPENDITURE**

	<b>1926-1927</b>	<b>1929-1930</b>	<b>1931-1932</b>
1. Colonial Debt	154.233:06:02	196.590:12:05	233.425:14:09
2. Colonial Government and Central Representation	82.548:10:09.5	113.431:03:09	102.921:07:01
3. Pensions and Official Functions	582.427:10:02	726.929:03:09	666.619:09:05
4. General Administration and Control	879.489:15:10.5	949.657:06:03	1,093.249:04:11.5
5. Finance Department	355.428:15:09	354.274:12:01	374.497:13:11
6. Judicial Services	258.401:14:05	291.763:08:01	290.576:11:00.5
7. Developmental Expenditure	709.662:02:08	1,483.293:03:05	843.452:00:02.5
8. Military Services	973.169:15:09	961.987:03:03	923.648:00:10.5
9. Naval Services	103.508:00:11	252.720:15:00	226.037:07:09
10. Miscellaneous Expenditure	312.936:08:11	332.147:14:00	881.573:03:11
11. Expenses carried over	31.374:02:06	24.671:05:07	32.711:01:06
12. Extraordinary expenditure	—	—	—
<b>TOTAL</b>	<b>4,839.140:04:08.5</b>		<b>5,953.341:09:11</b>

(contd.)

## APPENDIX 6 (contd.)

	1941	1958
1. Colonial Debt	163.868:03:07	12.166.623\$48
2. Colonial Government and Central Representa- tion	107.318:02:10	3.224.711\$86
3. Pensions and Official Functions	731.619:11:02	10.822.500\$00
4. General Administra- tion and Control	974.235:08:03	60.830.924\$88
5. Finance Department	418.953:14:09	14.107.248\$37
6. Judicial Services	317.287:05:10	6.054.113\$98
7. Developmental Expenditure	1.424.426:01:08	52.962.169\$74
8. Military Services	781.441:15:07	13.549.463\$15
9. Naval Services	223.476:02:00	5.836.641\$98
10. Miscellaneous Expenditure	495.758:02:03	50.122.624\$13
11. Expenses carried over	29.047:14:09	1.462.500\$00
12. Extraordinary expenditure	—	26.989.750\$00
<b>TOTAL</b>	<b>5.658.433:02:02</b>	<b>258.129.271\$57</b>

- Sources:
1. Cols. 1 & 2: *Orçamento da Receita e Tabela da Despesa do Estado da India, 1932-33.* Nova Goa. Imprensa Nacional. 1932. p. 200 (Supplement).
  2. Col. 3: *Ibid.*, 1934-35. p.7.
  3. Col. 4: *Boletim Oficial*. no.42 (15th Oct. 1942). Nova Goa. Imprensa Nacional. p. 69.
  4. Col. 5: *Ibid.*, no.52 (Supplement), 31st Dec. 1957. p. 184.

***APPENDIX 7***

**Traffic of Mormugão Port till 1945**  
**(In 1000 long tonnes)**

<b>Commodities</b>	<b>1925</b>	<b>1930</b>	<b>1935</b>	<b>1940</b>	<b>1945</b>
<b>Exports</b>					
Cotton	17	18	6	3	7
Manganese ore	150	182	182	76	1
Cotton & other seeds	30	150	39	110	210
Oilcakes	-	4	6	5	neg.
Misc. cargo	37	32	44	46	69
Total Exports	243	386	277	240	287
<b>Imports</b>					
Grains	8	7	24	3	46
Coal & coke	21	53	110	13	55
Mineral Oil	36	41	42	38	52
Misc. cargo	23	30	43	30	93
Total Exports & Imports	331	517	496	324	575

Traffic of Mormugão Port (1947-48 to 1961-62)  
(in 1000 metric tonnes)

Commodities	1947-48	1951-52	1955-561	1961-62
<b>Exports</b>				
Iron Ore	-	-	-	6,211
Manganese ore	75	515	1561	124
Misc. cargo	54	64	18	13
Total Exports	129	579	1579	6,248
<b>Imports</b>				
P.O.L.	30	67	11	47
Foodgrains & flour	92	56	37	36
Fertiliser	-	-	-	3
Coal	113	107	10	7
Iron & Steel	-	-	-	11
Machinery				
Other General				
Cargo	43	35	65	58
Total imports	278	265	123	162
<b>Total Exports &amp; Imports</b>	<b>407</b>	<b>844</b>	<b>1702</b>	<b>6,510</b>

*Source:* Cabral e Sá, M., *Song of the Golden Gateway*, Sahibabad, Vikas Publishing House Pvt. Ltd, 1985, p. 109.

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2. *Cultivators* meaning members of the village community (*Comunidades*).
3. The Mundkar Law of 1959 granted protection to the tenants from frivolous evictions, besides assuring indefinite tenancies and rights to appeals, etc.
4. *Techno-Economic Survey, Goa, Daman and Diu*, NCAER, New Delhi, 1964, p.32.
5. One khandi = about 96 kgs.
6. *Techno-Economic Survey, Goa, Daman and Diu*, NCAER, New Delhi, 1964, p.41.
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10. *Anuario Estatístico, Goa*, Imprensa Nacional, 1948, p. 127
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12. *Ibid.*, p.90.
13. *A Short Note on Salt Production in Goa*, Directorate of Economics, cited in *Techno-Economic Survey*, p. 94.
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