

HISTORY OF TRADE AND COMMERCE IN GOA : 1878-1961

Thesis submitted to the
GOA UNIVERSITY

for the award of degree of
DOCTOR OF PHILOSOPHY IN HISTORY

by

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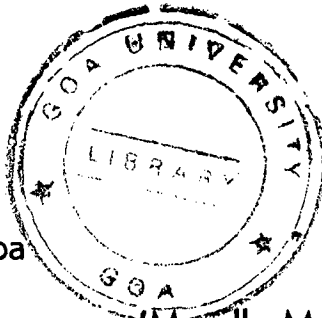
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I hereby declare that this Ph.D. Thesis **entitled "History of Trade and Commerce in Goa: 1878-1961"**, submitted to Goa University forms an independent work carried out by me in the Department of History, Goa University under the supervision of Dr. N. Shyam Bhat, Reader and Head, Department of History, Goa University, and this thesis has not previously formed the basis for award of any Degree, Diploma, Associateship, Fellowship or other similar titles.



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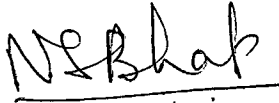
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ACKNOWLEDGEMENT

I wish to express my sincere and deepest gratitude to my guide, Dr. N. Shyam Bhat, Reader and Head, Department of History, Goa University, Goa for his valuable guidance, encouragement and immense support throughout the course of this research which enabled me to finalise this Ph.D. Thesis.

I am grateful to the authorities of Fundação Oriente, Lisbon, and their delegation in Goa for awarding me a Fellowship which enabled me to visit Portugal from September 1999 to January 2000 to collect original and secondary source materials from the Archives and Libraries in Portugal. I thank Prof^a. Benedita Araujo, Faculdade de Letras, Universidade de Lisboa, for her valuable guidance and help during my stay in Portugal.

I thank Professor K. M. Mathew, former Head of the Department of History and other Faculty Members of the Department of History, Goa University for their help.

The authorities of Goa University had granted Research Fellowship to me and it enabled me to pursue this research work. I am indebted to them for this fellowship.

I thank the authorities of the Archives and Libraries from which I had collected sources for writing this Thesis. I thank the Director and staff of the Directorate of Archives and Archaeology, Government of Goa; the Curator and staff, Central Library, Goa; the Director and staff, Xavier Centre of Historical Research, Goa; the Librarian and staff of Goa University Library; the Director and staff of Maharashtra State Archives, Mumbai; Director and staff of Heras Institute of Indian History and Culture, Mumbai; the authorities of the Asiatic Society, Mumbai; Jawaharlal Nehru Library, University of Mumbai; the authorities of Torre do

Tombo, Lisbon; Biblioteca Nacional, Lisboa; Ministerio do Negocios dos Estrangeiros, Lisbon, Arquivo Historico Ultramarino, Lisbon, Palacio da Ajuda, Lisbon and Boletim da Sociedade de Geographia de Lisboa.

I thank Mrs. Maria Fernanda Rodrigues for her valuable help in translating and understanding some of the Portuguese documents.

I thank Mr. Agapito and Mrs. Judith Fernandes for their affection and support during my stay in Portugal.

I am grateful to my parents, grandparents, brother, sister, brother-in-law and other friends and relatives who have always supported me in pursuing my studies.

Date: 26-12-2002

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LIST OF ABBREVIATIONS

<i>AHU</i>	=	<i>Arquivo Historico Ultramarino</i>
<i>BET</i>	=	Board of External Trade
<i>BNU</i>	=	<i>Banco Nacional Ultramarino</i>
<i>GIP.Rly</i>	=	Great Indian Peninsula Railway
<i>HAG</i>	=	Historical Archives of Goa
<i>MA</i>	=	Maharashtra Archives
<i>MNE</i>	=	<i>Ministerio dos Negocios do Estrangeiros</i>
<i>RBI</i>	=	Reserve Bank of India
<i>SMR</i>	=	Southern Mahratta Railway
<i>WIPGR</i>	=	West of India Portuguese Guaranteed Railway

LIST OF MAPS

1. GOA: Minerals.
2. GOA: Ports and Inland Waterways.
3. Madras and Southern Mahratta Railway System.

GLOSSARY

<i>Alfandegas</i>	- Customs
<i>Alvara</i>	- Royal Imperial decree
<i>Associação Commercial Da Índia Portuguesa</i>	- Goa Chamber of Commerce
<i>Barios E Vela</i>	- Sailing boats
<i>Banco Nacional Ultramarino</i>	- National Overseas Bank
<i>Bidis Or Vidis</i>	- Local Cigarettes rolled in banana or other leaves
<i>Caloes</i>	- Gallons
<i>Canjee</i>	- Rice Broth
<i>Chamars</i>	- Cobblers
<i>Correspondencia Para O Reino</i>	- Correspondence with Home Government in Portugal
<i>Escudos</i>	- Six <i>Escudos</i> made a Rupee
<i>Estado</i>	- State of India
<i>Estrangeiros</i>	- Neighbouring or foreign kingdoms
<i>Espirito De Prova</i>	- Proof of spirit
<i>Feitoria De Surrate</i>	- Factory of Surat
<i>Firman</i>	- Royal decree granted by Mughal Emperor
<i>Khandi</i>	- Measure equivalent to 20 <i>maunds</i> 480 lbs. wt.
<i>Monções Do Reino</i>	- Monsoon Correspondence
<i>Molam</i>	- Mats of palm leaves
<i>Mochua</i>	- It was a small oarship used on the Indian Coast and equipped with one quadrangular sail.

<i>Mão</i>	- A measure in use in Goa, lit "a hand".
<i>Maund</i>	- 1 <i>maund</i> is equivalent to 28 pounds.
<i>Navios De Grande Lotação</i>	- Big steamers
<i>Pangayas</i>	- Country sailing crafts.
<i>Patamarin</i>	- Light ship of 5 to 12 tons used in India for coastal navigation. It was equipped with 2 masts. In Goa, the <i>patamarins</i> were also used to carry people from one side of the river to another.
<i>Regimento E Instrucções</i>	- Standing instructions.
<i>Reis</i>	- The lowest denomination of currency in Goa.
<i>Sal Leve</i>	- Light salt.
<i>Telhas Vas</i>	- Small tiles.
<i>Temperos Do Caril</i>	- Various spices.
<i>Xerafins</i>	- Common silver currency of Portuguese India equivalent to 300 reis.

CONTENTS

Title	Page No.
DECLARATION	ii
CERTIFICATE	iii
ACKNOWLEDGEMENT	iv-v
LIST OF ABBREVIATIONS AND LIST OF MAPS	vi
GLOSSARY	vii-viii
CONTENTS	ix
CHAPTER I : INTRODUCTION	1-9
CHAPTER II : HISTORICAL BACKGROUND	10-21
CHAPTER III : THE ANGLO-PORTUGUESE TREATY	22-55
CHAPTER IV : EXTERNAL TRADE AND COMMODITY COMPOSITION	56-141
CHAPTER V : TRENDS IN TRADE AND INTERNAL TRADE	142-188
CHAPTER VI : TRADE IN ORES AND BIG INDUSTRIALISTS	189-218
CHAPTER VII : MORMUGAO PORT AND RAILWAY LINE	219-242
CHAPTER VIII : IMPACT OF ECONOMIC BLOCKADE AND WORLD EVENTS ON GOA'S TRADE	243-262
CHAPTER IX : CONCLUSION	263-276
MAPS FROM I TO III	277-279
APPENDICES FROM I TO VI	280-302
BIBLIOGRAPHY	303-309



CHAPTER

I

INTRODUCTION

CHAPTER - I

INTRODUCTION

The present thesis is a comprehensive and analytical study on the History of Trade and Commerce in Goa from 1878 to 1961 in historical perspective. Portuguese Goa was known for its brisk trade and commerce during the sixteenth and seventeenth centuries. Goa's trade and commerce began to decline during the eighteenth century and this feature continued until 1961. Nevertheless there existed considerable trade and commerce during the late eighteenth and early nineteenth centuries. The decline was more noticeable in the second half of the nineteenth century and early half of the twentieth century. However, it is obvious that the Portuguese did carry out their trading and commercial activities until 1961, the year of Goa's liberation. Though the Official trade or State-Trade was minimal, the private trade was quite visible. The year 1878 saw the signing of the famous Anglo-Portuguese treaty which formed a landmark in the history of Portuguese trade and commerce in Goa. As a result of this Treaty, economically Portuguese Goa depended on the British and because of the former's subordinate position, Portuguese economic interests suffered further. There was already contraction of trade since the 1850's and it was further accentuated by the provisions of the Treaty of 1878 and their implications. Thus the present thesis

concentrates on the period of contraction and decline in trade and commerce in Portuguese Goa.

A SURVEY OF HISTORIOGRAPHY

A study of the history of trade and commerce in Goa from 1878 to 1961 is a desideratum. Our objective is to investigate into and critically analyse the multifarious aspects of trade and commerce in Goa during the period under study. Most of the historians who researched on the economic history of Goa concentrated on the heydays of the Portuguese presence in the region. There are quite a number of important publications related to the sixteenth, seventeenth and eighteenth centuries. The works of scholars such as A.R. Disney¹, M. N. Pearson², K. S. Mathew³, Teotonio R. de Souza⁴, Sanjay Subrahmanyam⁵, Afzal Ahmed⁶ and others mostly relate to these centuries. They have written less on the last centuries of Portuguese presence in Goa. *The Gazetteer of the Union Territory : Goa, Daman and Diu, Part I, Goa* edited by V. T. Gune⁷ provides some information related to late nineteenth and twentieth centuries. One significant work which deals with the trading and commercial details of late eighteenth and early nineteenth centuries is Celsa Pinto's⁸ *Trade and Finance in Portuguese India : A study of the Portuguese Country Trade 1770-1840* and provides very useful insights for a study on trade and commerce. *The Portuguese in India* by F. C. Danvers⁹ gives information upto the end of the nineteenth century. *Goa through*

the Ages, Vol. I. *An Economic History* edited by Teotonio R. de Souza¹⁰ contains a few articles on nineteenth and twentieth centuries. B. S. Shastry¹¹ has edited *Socio-Economic Aspects of Portuguese Colonialism in Goa : 19th and 20th centuries*. Some articles of this book deal with the problems of nineteenth and twentieth centuries. G. K. Wasey's¹² *Diplomatic and Consular Reports on Trade and Finance of Goa* and Cresencio Lobo's¹³ *Portuguese India: Its Commerce and Industries* furnish some valuable information on subjects related to this study. Celsa Pinto's¹⁴ article on "Goa under the Anglo-Portuguese Treaty of 1878 : A phase in Portuguese Colonialism", is an analysis of this treaty. Similarly, Teresa Albuquerque's¹⁵ article on "The Anglo Portuguese Treaty of 1878 : Its impact on the People of Goa" is also useful to know the ramifications and implications of this treaty. Thus a perusal of the historical writings on Goa reveals that the history of trade and commerce during the last phase of Portuguese presence calls for a detailed and critical historical investigation.

SOURCES

Though there are only a few published books and articles which provide some scattered information on the present theme, there are copious sources available for the present study. These sources are collected from various repositories such as Historical Archives of Goa, Central Library, Goa, Xavier Centre of Historical Research, Goa, Heras Institute, Mumbai, Maharashtra State

Archives, Mumbai, Asiatic Society Library, Mumbai, Arquivo Historico Ultramarino, Lisboa, Biblioteca Nacional, Lisboa, Torre do Tombo, Lisboa, Biblioteca de Ajuda, Lisboa and Ministerio dos Negocios do Estrangeiros, Portugal. Two major categories of Portuguese records consulted by us at the Goa Archives are *Monções do Reino* and *Alfandegas*. They furnish considerable information on various aspects of trade and commerce such as commodity composition, imports and exports, statistics relating to economic transactions, prices, merchants involved in trade, and other relevant information.

Other Portuguese records like *Correspondencia Para O Reino, Estrangeiros, Livro de Sinopse dos Officios a Corte des de Janeiro de 1877 ate Dezembro de 1880* and *Synopse dos Officios ao Ministerio 1877-1887* are consulted. Some of the important unpublished sources consulted at Ministerio do Negocios Estrangeiros, Lisboa, are under Section *Legação em Londres: Econtram-se referencias a manifestações contra europeus na India*. Under this one can find references to *privilégios da Coroa de Portugal em Surrate; situação politica e comercial da India Portuguesa; comercio entre Moçambique e Bombaim, Contrabando de bebidas alcooliças na India, produção de Oleaginosas e de manganés na India Inglesa*. These documents cover the period from 1852 to 1932 and they constitute 46 boxes. Under Section Ministerio da Fazenda one could see *Correspondencia sobre a importação de sal proveniente de Goa* in 8 boxes and *Espolio de João de Andrade Corvo, ha tambem informações sobre tratados*

celebrados para a partilha da Índia, tratados do Comercio como esse territoria e a navegação a vapor para Goa.

The sources consulted at Arquivo Historico Ultramarino are *INDIA-Dirreccão Geral do Ultramar-1ª Repartição - (Caixa 1-1879/82, Caixa 2-1883/85, Caixa 5-1888, Caixa 6-1889, Caixa 7-1890, Caixa 8-1891/92, Caixa 9-1892/93, Caixa 10-1894, Caixa 11-1895, Caixa 12-1896, Caixa 13-1897, Caixa 14-1898/99, Caixa 15-1900/04); Dirreccão Geral do Ultramar 2ª Repartição - (Caixa 1-1883, Caixa 2-1885, Caixa 3-1886, Caixa 4-1887, Caixa 5-1888, Caixa 6-1889, Caixa 7-1890, Caixa 8-1891, Caixa 9-1892, Caixa 10-1893, Caixa 11-1894, Caixa 12-1895, Caixa 13-1896, Caixa 14-1897/99).* Each period had its own significance. These boxes contain documents which give vivid picture of the economic condition of Portuguese India.

Some published works are consulted from different libraries and Archives in Portugal. From Biblioteca Nacional de Lisboa we have consulted Arez Joaquim Jose Fernandes¹⁶ *Breves considerações sobre O resultado economico e financeiro do Tratado da India de 26 de Dezembro de 1878 nos primeiros nove anos da sua execução; India Portuguesa Comercio anos de 1916 a 1920;*¹⁷ *Industria na India Portuguesa;*¹⁸ Seabra Manuel's¹⁹ *Goa Damão e Diu.* From Biblioteca Ajuda we have consulted Manuel Ferreira Viegas Junior's²⁰ "Estudo economico e financeiro da India Portuguese, seu desenvolvimento e progresso" in *Boletim da Sociedade Geographia de Lisboa;* Roger T. Austey's²¹ "Some

reflections on Anglo Portuguese African Relations in the Nineteenth century” in *Actas*, Vol. VI; Jose Fernando Trinidad Martinez’s,²² “*Aspectos da Economia do Estado da India*” in *Actas* Vol. VI; Henrique Galvão Carlos Selvagem’s *Imperio Ultramarino Portugues*.²³ A few important Portuguese books referred in Goa include the following : *Tratado do Comercio e extradição entre Portugal e Gran Bretanha relativo as suas possessões na India assignado em Lisboa pelos respectivos plenepotenciarios aos 26 de Dezembro de 1878* by João de Andrade Corvo and R. B. D. Morier;²⁴ “A Renovação Economia da India Portuguesa” in *Boletim do Instituto Vasco da Gama* Nº 45-1940 by Avertano Correia Fernandes;²⁵ *O Arroz Cultura, Produccão e Consumo e Goa* by Jose Maria de Sa;²⁶ *Nossa Terra Estudos economicos, financeiros, Sociais e internacionais* – Vol. I by J. J. da Cunha;²⁷ *Produtos industriais do Coqueiro* by Jose Maria de Sa;²⁸ *Regimen Economico financeiro da India Portuguesa* by J. B. Amancio Gracias.²⁹

In addition to these, we have consulted a large number of works and reports related to the history of Goa and economic history of India. A few books on colonialism and its manifestations are consulted. The information drawn from these works are acknowledged and they provided us the theoretical and historical perspective needed for this study.

NATURE AND SCOPE

This study fills up a noticeable gap that exists in Indo-Portuguese historiography. It examines the diverse facets of trade and commerce in Goa from 1878 to 1961. It takes into account significant political and economic changes in Europe, particularly in Portugal and their impact on Portugal's economic policies and activities in her colonies. Further the relations between the British and the Portuguese, and their impact on Goa's trade and commerce are considered.

This study analyses the commodity composition in trade and commerce in its entirety. All goods involved in the process of trade and commerce are considered. Both 'Big Trade' and 'Small Trade' are covered. This study reveals the factors of dependence and interdependence between various regions in India, between the Portuguese and the British. It delineates Goa's trade and its share and role in the external trade. Thus it elucidates the growth in the process of integration between the economies of Europe and Asia.

This thesis consists of nine chapters. Chapter I deals with the historiographical survey, analysis of the sources, nature and scope of the study. Chapter II provides the historical background for this work and also constitutes a brief history of trade and commerce in Goa on the eve of 1878. Chapter III deals with Anglo-Portuguese Treaty of 1878, its provisions and implications. Chapter IV covers external trade and commodity composition. Chapter V deals with trends in trade and internal trade. Chapter VI covers

trade in ores and big industrialists. Chapter VII is on Mormugao Port and Railway line. Chapter VIII deals with the impact of Economic Blockade and World events on Goa's trade. Chapter IX is the concluding chapter.

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- ⁶ Afzal Ahmed, *Indo Portuguese Trade in the Seventeenth Century 1600-1663*, New Delhi, 1991.
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CHAPTER

II

**HISTORICAL
BACKGROUND**

CHAPTER - II

HISTORICAL BACKGROUND

Goa was a flourishing commercial centre during the sixteenth and seventeenth centuries. It had entered a period of decline during the eighteenth century and deteriorated further during the later period. In the days of its glory, Goa was the chief entrepot of commerce between the East and West, and was especially famous as the centre of trade in horses with Persia.¹ It is a known fact that Goa used to hum with economic activities even before the advent of the Portuguese. And the latter who themselves were good navigators and bitter enemies of the Moors, monopolised the eastern trade till the Dutch appeared on the scene.² Soon after the Portuguese lost their preeminence as the Dutch began to compete with them for supremacy over the Indian seas.³ The Portuguese had to forfeit many wealthy outposts such as Malacca and Hormuz. The Portuguese had also lost Ceylon and Malabar. The *Estado* was reduced to a shadow of her former self, a shrunken collection of moribund trading posts while simultaneously a sharp fall in her revenue was witnessed.⁴

The English as the paramount power in India, dominated the entire proceedings for well nigh over two centuries. The English had always a compromising attitude with the Portuguese. This could be easily understood from the Treaty of Madrid signed on 15th

November 1630. It was a landmark in the history of the mutual relation of England and Portugal as it paved the way for further alliances as can be seen in the late 19th century, when the 1878 treaty was signed.⁵ It had reduced Portugal to the position of a dependant on England.⁶ The decline of the Portuguese started with the Treaty of 23rd June, 1661, by which Bombay a flourishing trade centre, was transferred to the British. The Viceroy of Portuguese India, D. Antonio de Melo e Castro foresaw the adverse consequences of handing over Bombay to the British as he had expressed this in a letter addressed to the Portuguese Parliament on 5th January 1665. According to Cunha Rivara, the then General Secretary of Portuguese, the Surat Port was prominent for a number of years, but with the handing over of Bombay to the British it lost all its ancient glory, as the Bombay Port on account of its larger bay and better facilities for trade, attracted almost all ships coming from Europe and the Far East.⁷

The economic situation and financial position of Portuguese India even before the Treaty of 1878 was quite precarious.⁸ By 1800, the British had taken possession of Surat.⁹ Goa's commerce had declined from its old grandeur. The amount of import and export was negligible, but the amount of imports always exceeded the exports and in certain years it was double. In the year 1868 the amount of imports was 4,627,188 *Xerafins* (about Rs.2,313,594) and the exports was only 2,639,819 *Xerafins* (about Rs.1,319,906). It is observed that imports in Goa were double the exports.¹⁰ The

financial condition of *Estado da India* during 1822 was such that it could not dispatch to Rio de Janeiro 20 barrels of coconut oil and 500 quintals of linen from Goa which was specifically sought by the regent Prince of Brazil.¹¹ Trade with Africa was almost extinct due to lack of supply. The cotton cloth mills that had flourished in the Northern region of India, inspite of their products being favourably accepted in the Portuguese African Possessions, could not face the competition there of similar products coming from U.S.A. and England and thus were closed down. There were years when the Goa Port was not visited even by a single European ship. The trade with Europe was almost nil. The export trade was limited to British India and to a few items like coconut, betelnut and raw fruits.¹² Goa's commercial ties with Brazil, East Africa and Europe had almost snapped. In 1874-75, the imports amounted to £119,912-1-8 and the exports to £ 90,354-6-6.¹³

The commerce between Goa and Bombay was very poor and the profits were so insignificant that this commerce was almost totally handled by the masters of the *pátamarins*.¹⁴ Portuguese India's economic and financial position had deteriorated further when the British Government had withdrawn by a notification published in the Government Gazette dated 26th July, 1872, the privileges of 2½ advalorem excise duty which the Portuguese goods were being subjected to when imported through the *Feitoria de Surráte*. The Portuguese had claimed this privilege under a *firman* granted to their factory at Surat by the Mughal Emperor in 1714,

under which the rates of duty levyable from them was limited to two and half percent. Their exemption from higher rates of duty had continued till it was revoked.¹⁵ Abolition of this exemption was a subject of frequent correspondence.¹⁶ The Bombay Government was of the opinion that advantage was taken of this privilege to such an extent that it constituted an abuse of the concession and seriously interfered with the customs revenue of Bombay.¹⁷ It was alleged that contraband goods were allowed inside British territory through the *Feitoria de Surrate* in order to avoid heavy customs duties. Sir. R. Morier, British Minister in Lisbon, in a communication dated 13th February 1876 to the Portuguese Minister for Shipping and Overseas, Joao Andrade Corvo, had further complained that its income from Customs duty was defrauded by about £ 13,000 per month and this recurring loss was assuming greater proportions.¹⁸ It was discovered that large quantities of wine were being exported from Goa and Daman to Surat, and after paying the said two and half percent duty, it was re-exported to Bombay, where it was admitted to free entry.¹⁹ The Governor General of British India tried to take prompt measures to stop this abuse, more so because liquor in British India was subject to a high duty. The liquor imported by the Portuguese paid 2½ percent advalorem, while liquor imported in British soil paid Rs.3/- per gallon of *espírito de prova*. Thus the Public exchequer of British India was defrauded and there was a loss in the legal business.²⁰ This trade was carried on to such an extent that it

attracted the attention of English merchants in India, who complained that by this means Bombay was largely supplied with brandies at rates which were quite unremunerative in other parts of India.²¹ The value of wines and liquor imported via Surat in 1870-71 was Rs.54,017/- and the loss of the British Excise department was of Rs. 29,432/-; the value of the same goods imported via Surat in 1871-72 was Rs.6,54,196/- and the loss to the Excise department was Rs.2,83,719/-. During the three months preceding the suspension of the Portuguese privilege, the value of the goods imported was Rs.7,22,586/- and the loss to the excise was Rs.2,96,262/-.²² The serious loss to which the revenue of British India was exposed by a continuance of these privileges to the Portuguese had led to proposals for their abolition. But against this proposal, the Portuguese authorities had made a strong protest, and the matter was then referred to England for decision, and had formed the subject of diplomatic communications between the Government of England and Portugal. This brought a very strong protest from the Portuguese Minister, and a claim for the damages on account of the suspension of these privileges was subsequently made against the British Government.²³ The commercial privilege of the Portuguese at Surat came to an end with the 1872 proclamation.²⁴ The privilege of Surat was of an incalculable value to the Royal Revenue of Portugal.²⁵ During 1870-72, *Feitoria de*

Surrate had contributed the following sums to the Portuguese Indian territory:-

	Rs.	as.	ps.
1870	685	15	5
1871	7,440	12	7
1872	28,104	11	0

The suspension of the privilege therefore meant a further setback to the dwindling financial resources of the State. The *Estado* could ill-afford to relinquish this lucrative source of income. However, its vehement protests met with scant respect and demands for compensation were unheard.²⁶ England was a traditional ally of Portugal and they were intimately united by age-old alliance and friendship. They felt that this should not be a reason for the disruption of the ties between the two nations. This problem had to be given a regular solution and from the very first protest to the British Government, the Portuguese Government proposed that negotiations should be started to give the matter an equitable solution in the reciprocal interests of both nations. In 1875, Lord Lytton, then minister in Lisbon of the English Sovereign, who was the then Viceroy in India, had orally expressed the desire of his government to enter into negotiations with the Portuguese. This was needed to finalise the pending matters, particularly that of Surat, and to harmonise the economic and commercial interests of the two countries in their respective Indian possessions.²⁷

Finally the Portuguese authorities envisaged the signing of a fresh treaty with their ally, England, as the only alternative to redeem the sorry state of affairs. This topic shall be examined in the next chapter. It was felt that such a treaty would not only help to revitalise an anaemic treasury but also restore to the *Estado* some semblance of its former commercial grandeur.²⁸

The economic status of Portuguese India during these critical years was quite clear from the following extract taken from a report preceding the 1878 treaty:

*“For reasons dated long time and not any longer possible to remedy without altering deeply the economic state of our possessions in India, our trade has gradually fallen down from the ancient grandeur to assume proportions denoting poverty and bankruptcy. The assessment of export and import was insignificant compared to what it could be during some years when it was double. Many people lived miserably and were helped by the remittances that the sons of soil made working in foreign lands”.*²⁹

The budgets indicate that the public income was decreasing. The public income represented an average quota of taxes of 1,213 *reis* (about Rs.3.03) per person. In the British Empire the quota per person was of 1,530 *reis* (about Rs.3.80). Calculating at the rate of 200 *reis* per *Xerafin* the income for 1870-71 was 557:885\$000 *reis* (about Rs.1,394,462); for 1875-76 it was 528:648\$000 *reis* (Rs.1,321,620), for 1878-80, 497:346\$000 *reis*.³⁰ Trade was

stationary and scanty. The following was the income of the Customs of India as per the table published in the Official Gazette, calculated in *reis* at the rate of 200 *reis* per *Xerafin*.

Year	Income	Approximate (Rs.)
1869	114.217 \$000	(285.542/-)
1870	110.557\$000	(276.392/-)
1871	93.663\$000	(244.157/-)
1872	107.000\$000	(267.500/-)
1873	102.952\$000	(257.380/-)
1874	197.800\$000	(244.500/-)
1875	124.831\$000	(312.077/-)
1876	130.373\$000	(328.942/-)

This low income of customs corresponding to the decline in trade was the direct result of the isolation of the Portuguese ports in India. The income from customs in all the ports of Portuguese India was not more than 100.000 \$ 000 *reis*, while the income in the Bombay port, with a railway network connecting it with the productive regions of India was £ 667.826 or more that 3.000.000 \$ 000 *reis*. This huge difference in the income showed the difference in the commercial activity between the Portuguese ports and the Bombay port. It is important to note that the Customs tariff was much higher in the Portuguese ports than in the English ports.³¹ In spite of this its income from customs dwindled as it could not develop trade due to the competition from the English.

Another reason for the decline of Portuguese India was the flourishing trade in the Island of Bombay. Goods traffic from central and southern parts of India was being diverted through Bombay port as it offered the nearest exit for these goods. Goods traffic from these areas could not be diverted through Mormugao port on account of the absence of railway connection. The lack of a railroad connecting Mormugao port to the territories of British India and the latter's vast railway network also placed Portuguese India on the verge of continuous economic and financial crisis. For Portuguese India the doors of external trade remained practically closed for want of rail links with Mormugao. This not only adversely affected the traffic to Mormugao port but even the commercial production of the entire Portuguese India. India under the English domination changed entirely in the industrial, commercial and economic fields due to the steam engine that moved tons and tons of merchandise from one place to the other and provided easy communication.³²

The fame of Goa as a great trading centre was declining, while Bombay was rising as an important port on the West Coast of India.³³ The situation in Goa was alarmingly critical and deplorable in spite of its fertile land and rich flora. Reporting on this deplorable economic condition of Goa, prior to the Treaty of 1878, Joao Andrade Corvo, the Portuguese Minister asked, "How then a land in the past was considered as the Garden of India could be reduced

to such a sad state"? According to João it was due to the lack of external markets to encourage the development of production. He further opined that it was because of the isolation of the territory which resulted in the lack of trade.³⁴ The next chapters of this thesis deal with such great changes in the economy of Portuguese Goa, particularly in the areas of trade and commerce. Such economic changes and developments and their implications are analysed here in the historical context.

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- ¹⁰ Amaro A. Pereira, *Op. Cit.*, p.12.
- ¹¹ *Monções do Reino*, No. 199, B, fl.465, 28th February 1822, Historical Archives of Goa (hereafter HAG).
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- ¹⁴ *Correspondencia Para O Reino 1880-81*, 18th and 22nd October 1875, No. 282, No.1718, HAG.
- ¹⁵ Amaro A. Pereira, *Op. Cit.*, p.11. The *firmán* is given below. The following is a translation of this incontrovertible order: "Be it known now and hereafter to the Mutseedees of all the affairs of Surat and other fortified towns, that a petition of the wearers of the cross has been exalted and brought to the royal presence, dignified with the royal signature, and placed in the royal archives containing that the Portuguese are true merchants, and their vessels trade constantly with out dominions, are eager in showing their submission and are worthy of favour and hope from our goodness and benignity; that the duties on their goods shall be fixed at two and half percent and that perwanas shall drawn out in their name, ordering two and half percent, either in money or kind, to be taken on the value of their goods agreeably to the current price in the bazar. The world obeyed order was benignantly issued that this tribe are worthy of favour, and that in as much from a representation of Amanet Khan, in the time of his late Majesty (Aurangzeb) who rested in heaven on the right hand of God may the peace of the Almighty be upon him. The duties of the Dutch were fixed at two and half a percent in the present reign, and in compliance with a like petition of the wearers of the Cross, that only two and half percent, shall be taken from them: this is wrote that they may consider it as a law, and having carried it into execution, two and half percent, only shall be taken on the Cost of the goods, nor shall more be taken on any pretence of fees, free gifts, or sepoy's provisions.
- "Ordered by His Imperial Majesty-The petition of the wearers of the Cross shall be brought forward and placed in the royal archives with the royal signature: that the Portuguese are true merchants, whose Vessels trade constantly with out royal dominions, are eager to show their submission, and are worthy of favour amongst the other Firangees, and hope that the duties on their gold, silver and copper, and C., shall be fixed at two and half a percent, the same as the Dutch, and that perwanas, shall be issued to take two and a half percent in money or kind on the current price of the bazar, or whatsoever order should be dignified with the royal signature of peculiar favour. That as this trade are worthy of favour, and, as formerly in the name of Aurangzeb, in consequence of a representation of Amanet Khan, the duties of the Dutch were fixed at two and half percent be taken from the wearer of the Cross" written the 21st of Suffer, the third of the present reign, and sealed by Cutibul Mullick Yemurund Dawleh Hassane Aly Khan. See F. C. Danvers, *History of Portuguese in India*, Vol. II, London, 1966, p.473.
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- ²¹ F. C. Danvers, *Op. Cit.*, p. 474.
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- 30 *Ibid.*, p.11.
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CHAPTER

III



**THE
ANGLO-PORTUGUESE
TREATY**

CHAPTER - III

THE ANGLO-PORTUGUESE TREATY

The British Government insisted on the revocation of the ancient privileges enjoyed by Portuguese commerce at Surat.¹ As there was no way to dissuade the British Government from its decision, the Portuguese Minister, Andrade Corvo desired to sign an agreement with the former on the basis of a treaty whereby the lost privileges could be made good by a commercial and customs System reciprocally advantageous to both. The extreme co-operation of Portugal towards her old ally, England, enabled them to persuade the British to accept the Portuguese proposal for the construction of the Mormugao railway, and the establishment of a common customs system for the betterment of British India and that of Portuguese India in particular.²

Negotiations followed which resulted in the signing of the Treaty of 1878.³ This important event which took place in the last quarter of the nineteenth century had changed the economic situation of the *Estado da India*.⁴ The treaty came into operation from 15th January 1880.⁵ According to Antonio Augusto Aguiar, a Portuguese diplomat, "the treaty has a most elevated purpose, to open up our (Portuguese) India, presently stranded in a choking economic asphyxia, to the fruitful and exciting influx of the intense commercial traffic of the neighbouring (i.e. British) India". Further

he asked: "Did it (the Treaty) achieve the purpose"?⁶ Efforts were put in to obtain all the advantages of the Commercial treaty in order that the dignity and pride of a civilized nation did not suffer.⁷

The treaty was entered into by the Portuguese with the British in a spirit of hopefulness, anticipating an environment conducive for the blooming of Portuguese India under the influence of the immense commercial traffic of the neighbouring British India.⁸

Both the countries were equally animated by the desire to draw closer the ancient ties of friendship, and improve and extend the relations of commerce between their respective dominions. They thought it convenient to substitute for the privileges accorded to Portuguese commerce at Surat as it would result in a system more in harmony with the fiscal interests of Portuguese India and that of British India.⁹ Their majesties had resolved to achieve these objects to promote the commercial interests of both nations through a Customs Union in their Indian possessions.¹⁰

Under the Anglo-Portuguese Treaty a Customs Union was established.¹¹ As per the provisions of the treaty all existing customs duties on borders between British India and Portuguese pockets were done away with. Both the governments maintained uniform customs duties on articles imported and exported across the frontier. Import duties on all goods were abolished in Portuguese India, except arms, ammunitions, spirits, salt and

Opium.¹² The annual loss due to the abolition of the Customs duties was Rupees 63,000/-.¹³

The produce of the same custom duties at the Ports of Portuguese India and British India constituted a common receipt. In every customs office of both the parties, registers and accounts of traffic were kept to facilitate the division of the said common receipt. So by a common customs receipt, the division was practically effected on the basis of the actual traffic from year to year and the estimated consumption per head. In the event of differences of opinion between them on the subject, the question was determined by a Joint Commission. The share of the Portuguese Indian Government in the common receipt was augmented from the said receipt by three-fourths of its amount.¹⁴ The state of finances of the colony was serious, this state was due to the loss of old customs duties and other income which was abolished.¹⁵ As compensation for the loss of revenue caused by the modification of the customs tariff of Portuguese India, an amount of Rupees 59,000/- per annum was paid by the British to the Portuguese Government of India under clause(e) of Article IX of the treaty of 1878.¹⁶ The following Tables show the amount of customs duty collected in the Customs Offices of Goa, Daman and Diu from 15th January 1880 to 14th January 1881.

**The Customs income on the Portuguese side in India in the First year
of the execution of the Treaty of 26th December 1878 from 15th
January 1880 to 14th January 1881.¹⁷**

Source of Income	Rs.	as.	ps.
Tax on import and export collected in the Portuguese Customs Office	14.008	11	07
Taxes on goods imported through the Bombay Customs and re-exported later to the Portuguese Customs	22.570	12	03
The same brought by passengers	5.175	08	05
Total	41755	00	03
Deduction: Tax on foreign goods re-exported from Portuguese India to the Bombay Customs(147)			
Tax on wine re-exported from Portuguese India to the Bombay Customs (1,142,8)	1289	08	00
	40,465	08	03
Another ¼ added as per article 10 of the Treaty	30,349	02	03
	70,814	10	06
Of this amount the Portuguese Government had received the amount directly in its Custom Offices amounting to	14,008	11	07
Amount received from the British Government	56,805	14	11

**Commercial Activity of the Customs Offices of Goa, Daman and Diu
during the Second year of the execution of the Treaty.¹⁸**

	Nova Goa Rupees	Daman Rupees	Diu Rupees
The total amount of foreign goods imported duty free was...	13.476	744	3.389
And the same goods which paid tax was	1,29.293	701	3.503
Foreign goods exported to foreign ports amounted to	3.373	5	1.496
Indian made goods exported duty free to the same ports amounted to	32.813	39.251	55.676
The same but with duty paid amounted to	447	1.007	55.676
Indian made goods and products imported by coastal navigation amounted to	8,69.661	73.224	1,27.034
Foreign made goods also imported by coastal navigation amounted to	6,48.465	4.604	58.764
The same imported by passengers	1,175.187		
Indian made goods and products exported to ports of India amounted to	11,50.358	1,38.646	2,21.084
Foreign made goods exported to the same ports amounted to	21.866	153	4.383
The re-exported materials amounted to	19.639	153	39.226
Import	19,15.796	79.293	1,92.690
Summary			
Export	12,28.496	1,79.062	3,21.865
2 nd Year	31,44.292	22,58.355	5,14.55
1 st Year	30,64.565	2,20.545	4,31.632

The second year of the execution of the Treaty had seen a slight increase in the amount of revenue which was slightly more than the amount received at the end of the first year of the execution of the Treaty.

It is said that the Portuguese share of the common customs receipt fell short of the actual income that the state had earlier derived from the imposition of Customs duties.¹⁹ The following figures show the changes in public income and expenses soon after the execution of the Treaty²⁰:

Year 1880-1881

Deficit	Rs.	as.	ps.
Decrease in income due to the execution of the Treaty of 26 th December 1878	110.447	09	01
Increase in expense due to the same Treaty	102.940	01	07
Total	213.387	10	08

There was a deficit which caused inconvenience to every branch of the administration of the public services. The state of the finances of the colony was very serious, this state was being due to the loss of the old custom duties and other income which was abolished.

The customs receipts were the governments chief source of revenue.²¹ The Table given below shows the amount of customs revenue just before and after the treaty of 1878.²²

The Customs revenue before the Treaty of 1878 was:-

1876-1877	105.718 \$ 985
1877-1878	99.416 \$ 990
1878-1879	109.746 \$ 740

During the first year of the Treaty the Customs revenue was	:	28.155 \$ 061
2 nd year of the Treaty was	:	29.717 \$ 960
3 rd year of the Treaty was	:	28.902 \$ 746

The total income of maritime customs was Rs.2.49.018 before the Treaty, after the Treaty it stood at Rs.45.640, which was quite less. However it did not include the part that the government of Portuguese India had to receive from British India by virtue of article 10 of the Treaty.²³ The National exchequer had felt the pinch due to the absence of the income coming from the Custom Offices which was the main income.²⁴

In the Treaty it was stated that there would be reciprocal freedom of commerce, navigation and transit between the British and Portuguese dominions.²⁵ As a result of the Customs Union, Goa was able to have easy access to essential commodities like cloth, tobacco, oil, rice, etc. at slashed prices without being hampered by onerous duties and other vexations. Further more agricultural products of Goa such as coconuts, betelnuts and fruits enjoyed the benefit of free movement into neighbouring British India, which in turn enriched the state treasury.²⁶ During the First

year of the Treaty, the Presidency of Madras supplied Goan markets with goods valued at around 6 lakhs, the main item being rice in the value of Rs.5,00.486 and paddy in the value of Rs. 68.997. The Bombay Presidency supplied Indian goods in the value of Rs. 5,44.982. From the ports of Daman and Diu the values received amounted to Rs.37.773. From the Presidency of Bombay, Goa imported materials in the value of Rs. 34.735. The total amount of rice was Rs. 7,17.189, wheat was Rs. 75.430, legume was Rs. 22.899, tobacco was Rs. 9.615 and sugar was Rs. 14.892. Rice far from being an item of export was one of the most important items of import.

Out of the total value of Rs. 8,28.448 of goods exported by coastal navigation, Rs.7,24.828 went to Bombay Presidency, Rs. 21.583 to the Madras Presidency, Rs.21.560 to the Kattiawar ports and so on. The main item of export was coconuts of the value of Rs.4,37.663, of which Rs. 3,67.585 went to Bombay and the rest to the different ports of Madras, Daman, Diu and Kattiawar. Goa also exported other fruits and vegetables mainly mangoes, pineapples and water melons to the tune of Rs.1,46.006. Goa also exported arecanut worth Rs. 85.946 of to Bombay.

Some of the foreign goods imported into Goa were exempted from duties. The value of these goods was Rs.5.015 of books and Rs. 4.218 of paper from Portugal, Rs.1.000 of shoes from Great Britain, etc. The other items were negligible. Steamers from British India brought cargo.²⁷ In 1880, one steamer from Lisbon - The

Venturosa, brought in wine, Genebra and Cognac.²⁸ The foreign items which were subject to duty were quite important. The total amount came up to Rs. 75.510, other items which came from Portugal were food articles which amounted to Rs. 4.293, corks of the value of Rs.2.187, gun powder in the amount of Rs. 1.340, etc. From the port of Macau came Rs.155 of suits of clothes (fatò), Rs.1.782 of items from China and Japan, Rs.460 of cotton materials (estofos de algodao), Rs. 2.764 of clay and porcelain articles, Rs.3.315 of fireworks, Rs.1.774 of spirits, Rs.1.927 of umbrellas, Rs.1.640 of silk materials, Rs.2.249 of cigarettes and tobacco etc. From Mozambique came insignificant amount.²⁹ The following tables show the annual value of commerce from Portuguese Colonies and overseas with the State of India during the Triennial period of 1876-77, 1877-78 and 1878-79.³⁰

The introduction of the Customs Union helped both the parties to regulate the inter-territorial commercial transactions. The total modification of the excise system and the Unification of duties were expected to promote indigenous industries. However this did not happen. On the contrary, local industries of distillation of spirit and tapping of trees were badly hit. Not only the public treasury was adversely affected but severe damage was also caused to the interests of those engaged in these industries. The manufacture of salt which was a flourishing cottage industry

IMPORTS

Customs	From Portugal			From Portugal Colonies			From Overseas		
	1876-1877	1877-1878	1878-1879	1876-1877	1877-1878	1878-1879	1876-1877	1877-1878	1878-1879
Nova Goa	56.368/527	37.677/190	78.458/239	28.425/510	21.871/780	15.853/376	559.552/207	840.406/784	1002.179/996
Betul	---	---	---	---	---	---	79.046/934	402.535/274	434.307/273
Chapora	---	---	---	---	---	---	110.584/900	447.212/745	427.221/763
Dormarog	---	---	---	---	---	---	142.901/975	62.969/243	113.361/770
Sanquelim	---	---	---	---	---	---	60.546/937	77.063/941	95.067/467
Sanquelim	---	---	---	---	---	---	106.379/680	96.328/755	419.166/008
Tivrem	---	---	---	---	---	---	113.927/365	67.631/439	117.002/880
Talpona	---	---	---	---	---	---	21.161/686	21.721/077	27.609/547
Daman	---	---	405/300	---	---	48/960	105.641/518	132.621/315	125.687/423
Diu	---	17/000	---	---	---	40.167/560	182.108/780	195.959/878	276.541/834
	56.368/527	37.694/190	78.563/539	28.425/510	21.871/780	56.569/896	1481.791/979	1724.473/421	2110.118/732

EXPORTS

Customs	To Portugal			Portugal Colonies			Overseas		
	1876-1877	1877-1878	1878-1879	1876-1877	1877-1878	1878-1879	1876-1877	1877-1878	1878-1879
Nova Goa	16.854/641	11.518/221	4.747/588	21.875/920	2.927/366	7.025/769	291.964/174	321.690/193	304.138/342
Betul	---	---	---	---	---	---	98.529/798	112.421/653	120.996/466
Chapora	---	---	---	---	---	---	18.320/193	20.621/316	23.993/946
Dormarog	---	---	---	---	---	---	39.364/666	48.421/654	42.431/938
Sanquelim	---	---	---	---	---	---	53.730/064	50.049/316	34.942/250
Sanquelim	---	---	---	---	---	---	41.210/001	39.944/902	35.568/650
Tivhem	---	---	---	---	---	---	63.538/093	61.944/473	53.130/089
Talpona	---	---	---	---	---	---	21.863/872	34.858/054	27.328/751
Daman	---	---	105/300	---	---	6.190/582	34.508/406	32.505/824	33.973/963
Diu	---	---	---	---	---	11.151/530	97.491/591	96.494/176	98.202/644
	16.854/641	11.518/221	4.852/888	21.875/920	2.927/366	24.367/881	760.717/858	621.953/658	772.126/856

in Portuguese India, also suffered severe loss on account of the monopoly given to the British people.³¹

The exploration of the salt industry in Portuguese India became the monopoly of the British Government.³² The proprietors of the salt works in Goa were paid compensation for exploring their salt works as was fixed by the Mixed Commission.³³ Goa had possessed exceptional facilities for the manufacture of salt and it was considered as one of the most flourishing and remunerative of local industries.³⁴ Salt was exported in large quantities. The salt from Portuguese India was in great demand at that time and it found better reception in the southern ports of Kanara, and in those from Malvane, Ratnagiri and others, inspite of the production of salt in those districts. From the Far East, vessels were sent to receive salt for the ports of Siam, Singapore, etc.³⁵ The Far East that imported Goa's salt before the Treaty, later desisted their interest in the import of salt from Goa because heavy taxes fell upon its export, and having lost those consuming centres Goa was deprived from silks, golden wool carpets, porcelain, tea, etc., which exchanged with salt of Goa.³⁶ Salt was also in great demand in countries like Aden.³⁷ Salt industry, therefore not only helped its manufacturers but also the state because of the duties levied over its exports. The salt from Portuguese India was in great demand at that time in British India, and, therefore smuggling of salt was a lucrative business. The smuggling at the frontiers

was a way of supplying this product to the overseas.³⁸ Before the Treaty, large quantity of salt was being smuggled into British India causing a loss of revenue to British India from £ 50,000 to £ 75,000 sterling per annum.³⁹ The monopoly of salt industry also enabled them to stop smuggling. Although smuggling of salt was stopped, salt production was reduced to the disadvantage of Portuguese India's economy. On the other hand, the British had taken a calculated step by capturing the monopoly of salt production, since salt produced in British India had no market even in her own soil, and it was difficult to put an end to the smuggling of salt.⁴⁰ The monopoly also annulled the commerce with Far East.⁴¹

The exclusive privilege of regulating or producing and selling salt in the Portuguese territories in India was subject to the following conditions: The owners or lessees of the salt pans could produce salt on their own under the direction of the agents and subject to mutually agreed conditions, or they could produce it on account of the agents or lease the pans to them. If the owners or lessees did not arrive at an agreement with the said agents, the government of Portuguese India could adopt the necessary measure so that the salt pans were leased to the said agents, when the term expired the said owners could take possession of the salt pans and had the right of being compensated for any damages occurred during the time of lease.⁴²

Salt pans which were difficult to supervise or which were incapable of bringing in profits were suppressed. A compensation was given to the owners of the salt pans which were leased to the said agents or suppressed. The compensation was fixed by a Mixed commission.⁴³

Besides production, the manufacture and sale was prohibited unless the sale was authorized by British agents.⁴⁴ It may be recalled that a similar agreement was made by the British and the French Governments in 1818, by which all the salt produced in the French colonies were to be sold to the British Government while the latter gave the French colonies, at cost price, the salt needed for consumption, the salt had to be sold for about the same price for which the British sold it in the neighbouring territories.⁴⁵

Before the Treaty the production of salt was 473,500 *maōs* and its export stood at 222 thousand *maōs*.⁴⁶ In 1876 the production of salt was of 367,994 '*candis*', the home consumption and salting of fish was of 118,809 *candis*, and for manure was 77,702 *candis* and the exports in Goa was 39,313 *candis* by sea and 55,516 *candis* by land.⁴⁷ Thus it may be concluded that the production of salt was a very important industry which generated a lot of employment.⁴⁸

The sale of salt was also regulated.⁴⁹ The British agents provided salt for the purposes of fish curing and manuring at the rate of 6 annas per *maund* and 2½ annas per *maund*

respectively.⁵⁰ British agents were appointed in Goa to supervise the production of salt and with authority to purchase or continue on lease the factories which existed there. The Portuguese authorities had to assist the British agents in putting down all contraband practices.⁵¹ British agents issued passes for the sale of salted fish.⁵² The following figures show the salt supplied for salting of fish.⁵³

Districts	Quantity of fresh fish			Quantity of salt utilised		
	M	S	T	M	S	T
Ilhas	11.309	0	0	44.56	10	0
Bardez	38.721	15	0	12.705	20	0
Salcete	14.660	27	0	2.578	32	40
	64.691	2	0	19.140	22	40

Besides, the British Government had provided salt to the Portuguese Government each year at the rate of 1 anna and 8 pies per *maund*. For domestic consumption a certain quantity at the 'cost of manufacture' only at the rate of 14 lb. per head per annum was supplied.⁵⁴ The quota of 14 lbs. of salt assigned to a person annually for household use was far less than his actual requirement.⁵⁵

The salt pans in Ilhas and Salcete had produced very little salt and the salt had no demand, while the salt produced in Bardez and Pernem was light salt (*sal leve*), which had demand, thus managing to export all their salt at a more remunerative

price after paying the British Government the excise duty at the rate of Rupees 2½ per *maõ*.⁵⁶

The average amount of salt produced in the Portuguese territories for 3 years 1889-90, 1890-91 and 1891-92 was more than 254,646 *maunds* (*maõs*) and the duty at the rate of Rupees 2½ per *maund* was rupees 636,615 and that of the British territories was 7,772,700 *maunds* and the duty was Rupees 19,432,750.⁵⁷

In the first nine years of the Treaty the following amount of salt was exported by sea and land from the territory of Goa.⁵⁸

Talukas	Exported					
	By Sea			By Land		
	<i>Maõs</i>	<i>Ceiras</i>	<i>Tolas</i>	<i>Maõs</i>	<i>Ceiras</i>	<i>Tolas</i>
From Ilhas	151.171	37	0	35.137	20	0
From Bardez	574.205	05	0	562.604	01	0
From Pernem	117.442	30	0	83.205	16	40
From Salcete	105.482	25	0	135.510	26	0
	948.302	17	0	816.457	23	40

The annual average export by sea was 105.367 *maõs*, by land it was 90.717 *maõs* and by both land and sea was 196.084 *maõs*. This total amount was exported to British India, that is, to the ports of Vengurla, Malwan, Ratnagiri, Karwar, Ankola, Kumpta, Honavar etc. and to other parts of Belgaum, Dharwar, Sawantwadi, Sangli, Bellary, Mysore, Miraj and Bijapur. The amount of excise duty collected on the average export by land and sea, that is 196.084 *maõs* at the rate of 2½ per *maõ* was

Rupees 490.210. This amount was collected annually by the British Government for the salt exported from Goa, in the first nine years of the Treaty. In these years when the excise duty was rupees 2/- (1883 to 1887), this amount decreased to Rupees 392.168 per year.

In accordance with the directives from the Government of India, the duty on salt was increased by the Salt Department in 1888 so as to enhance the Imperial revenue. To counter this, increased heavy smuggling was conducted on the Ghats to which the Portuguese very conveniently turned a blind eye.⁵⁹ Agents were appointed to arrest any person engaged in contraband or any other fraud. Salt monopoly came to be regarded as a most oppressive measure by the Goan masses. Due to the salt monopoly an important industry and a flourishing trade was suppressed.⁶⁰

Article 14 of the Treaty of 1878, prohibited the cultivation and manufacture of opium. The export of crude opium or any compound or mixture of opium or any intoxicating drink made from the poppy plant by land and or by sea was prohibited.⁶¹ In 1891-92 the English Government allowed the import of opium duty free from Malwa to the natives of Mahikanta, Rewa Kanta, Cambay and Baroda in return for the prohibition of the cultivation in the respective territories. But the Portuguese Government did not receive a similar compensation from the British Government.⁶²

In accordance with article 5 of the Luso-Britannic Treaty of December 1878, a convention was drawn up in 1880, by the Governor Generals of Portuguese and British India. Efforts were made to establish better harmony with regards to their respective system of coins, weights and measures for developing commercial relationships between their respective dominions.⁶³ The Anglo Portuguese Convention of 1880 introduced uniformity of coinage in the British and Portuguese territories in India. It led to the discontinuation of the outdated techniques of the Goa Mint. The Indo-Portuguese minting was then done in the British Indian mints. This major monetary reform had taken place as a result of the Anglo-Portuguese Convention of 1880. The coinage for Portuguese India came to be minted in the mints of Bombay and Calcutta and it was equivalent to the Rupees, annas and pies of British India.⁶⁴

It was decided to exchange the old currency of Goa for the new currency of Portuguese India to which reference was made by the Monetary Convention of 1880.⁶⁵ It was from 1883 that the first paper notes were issued.⁶⁶ New Silver and Copper Coins having an equivalence with those in operation in British India were introduced. They were issued by the Goa Government but were coined on behalf of the said Government by British India.⁶⁷ In lieu of seignorage the British Government provided an indemnity of Rs.4,000/-.⁶⁸ As Portuguese Indian commercial relations were almost exclusively with British India,

there was no plausible reason for retaining a system of currency, weights and measures in the *Estado* different from that in operation in the British territories. The said uniformity, it was argued, would bring mutual benefit. But the British instead of introducing an entirely new currency common to both, by virtue of its political and economic superiority, trampled upon the dignity of the Portuguese by calling for the cancellation of the existing Portuguese currency and the adoption of her currency. The system also involved the *Estado* an increased expenditure to the tune of Rupees 500,000 for the new Portuguese rupee had greater intrinsic value than the corresponding old one.⁶⁹

Article 6 of the Treaty proposed for the construction of a railway line.⁷⁰ The Portuguese since 1864 were pleading with Britain regarding the building of a railway line that would link Goa to British India.⁷¹ The Portuguese Government with a view to improve the socio-economic life of the population in Portuguese India, formerly issued a law on 12th April 1877. This was before the British Government assented to the construction of the rail-line and almost months before signing the Treaty of 1878. This law authorised its own Government in Portuguese India to award the tender for the construction of a railway line from Mormugao Harbour upto the boundary of Portuguese India and the installation of a telegraphic line to any society, company or undertaking, offering sufficient guarantee.

Besides, the same law authorised commencement of works required for the development of Mormugao Port to make the Mormugao Bay a secure harbour for ships throughout the year.⁷² However these efforts took a more definite shape when the Treaty of 1878 was signed, wherein negotiations were held between the Portuguese and British regarding the construction of the Mormugao railway and the Port.⁷³ Work was undertaken for the construction of railway, telegraphs and other accessories and also for the works of the Mormugao Port.⁷⁴

The pressing need to put Portuguese India in contact with the British India through a railroad was the subject of protracted negotiations. However the British Government volunteered to bestow on a private company the necessary grant of facilities and to authorise the construction and also issue orders to the local authorities to render necessary help as may be necessary. In spite of this, it reserved its right to construct, if need be, the railway line upto Karwar.⁷⁵ The British Government took up the construction of the railway line from Bellary to Hubli⁷⁶, with the intention to extend it to Karwar despite the definite advantages Mormugao had over Karwar harbour. The British placed all possible obstacles on the way of the proposed project of Mormugao railway line apparently on account of their antagonism towards the advancement of a harbour outside their own territory. In spite of this, the Portuguese Government considered it inevitable to start the

work and was convinced of the possibilities of Mormugao competing with that of Bombay Port when once the former was connected to the rich lands of Central and South India by rail.⁷⁷ It was assumed that the construction of the railway of Mormugao would lead to a faster growth of maritime trade in Portuguese India.⁷⁸

R. B. Morier the British Minister at Lisbon and his predecessor Lytton had also suggested that the Portuguese acquiescence and goodwill could be secured by providing in the agreement for Anglo-Portuguese cooperation in the construction of a railway linking Mormugao, the Port of Goa, with the British Indian railway system at New Hubli. The building of this line he said would be an important step towards Goa again fulfilling its natural role as the port for British Indian hinterland with obvious advantages to both.⁷⁹

It was considered that in order to complete the work fast and to avoid any difficulties to the completion of this important work it was felt that steamers of the 'British India Company' were to be exempted from paying tax on tonnage in the ports of Portuguese India when they unloaded material needed for the railway and for the improvement in the Mormugao Port.⁸⁰ The Portuguese persuaded upon the British Government and reached a settlement on the construction of the Mormugao Railway line under the relevant clause of the Treaty of 1878.⁸¹

A committee was appointed in London with the sanction of the British Government. The Committee came to be named as the Stafford House Committee. Once the Stafford House Committee and the Portuguese Government came to initial agreements, the British Government gave its consent to the agreement about the survey for the railway line. In 1879, the Stafford House Committee deputed Engineer E. E. Sawyer to make a detailed study from Mormugao to New Hubli. Based on Sawyer's Survey Report in July 1880, the Stafford House Committee made a contract proposal to the Portuguese Government to build the Mormugao Port and the railway line upto New Hubli. The important points of the contract proposal were that every six months the Portuguese had to pay 5% interest on all Capital upto the sum of 80,000 pounds.⁸² A sum of Rupees four lakhs was to be paid by the British Government to the Portuguese Government as a guarantee to the charges of the Mormugao railway.⁸³ Independent of Engineer E. E. Sawyer, the British Government consulted the London based Engineering Firm M/s. Hawkshaw and Son and Hayter, on the question of directions of the railway and whether the Railway would be broad or meter gauge. The decision was taken to build the Mormugao Railway line as a meter gauge. Only after signing the 18th April 1881 contract, the West of India Portuguese Guaranteed Railway Company Private Limited (W.I.P.G.R.), the

British Company that built the Mormugao Port and Railway was constituted in England.⁸⁴

A contract was signed on 18th April between the governments and several English businessmen for the construction of the railway in Portuguese India and Port in Mormugao.⁸⁵

Work on the Mormugao Port and railway began after 15th December 1881.⁸⁶ The ship S. S. Westbourne brought in railway equipment.⁸⁷ It was the ship which sailed into Mormugao in April 1885.⁸⁸

The railway was built upto the frontier from Mormugao to the ghats.⁸⁹ The W.I.P.G.R. opened the railway line for traffic in 1888.⁹⁰ Thus the entire rail line of 51.10 miles from Mormugao upto the frontier of British India was completed. With the linking of the two railways, the barriers at the ghats which people then considered invincible, disappeared. Side by side the harbour works took definite shape. What the W.I.P.G.R. Directors reported that year gives the gist of the then situation. They said : "we continue to make our best efforts to boost the import traffic in Mormugao and open direct commercial connections with Europe, but as long as the required facilities are not created there, it shall remain, as hitherto, a transitional port for Bombay, away from the districts served by the Southern Mahratta Railway.....".⁹¹

The construction of the railway to the Mormugao Port was the only measure of permanent economic and social benefit offered by the treaty although the Portuguese Government, by the Treaty, was bound to pay large sums by way of guaranteed interests at the rate of 5% to 6% over the capital amount for the construction work.⁹²

Mormugao Port was the only port in India where a vessel could come in from the open sea and take up her berth alongside a quay within an hour. At Bombay vessels had to go into the dock. The reclamation at the back of the quay wall was filled into a large extent so that steamers could be received and goods dealt with at sufficient berths.⁹³ The steamers which appeared in Mormugao were to enforced with the port laws only with respect to the amount of cargo they carried.⁹⁴ The table below shows the number of ships that entered and sailed and their tonnage⁹⁵:

Years	Entered		Sailed	
	No.	Tons	No.	Tons
10/09/1883 to 31/12/1883	158	28,178.71	91	27,386.00
1884	581	1,10,086.35	366	1,08,212.83
1885	524	99,448.62	364	1,10,283.46
1886	642	98,315.76	396	98,688.32
1887	471	1,55,742.70	472	1,56,359.70
1888	844	1,58,103.29	762	1,45,913.04
1889	820	1,12,072.94	821	1,13,836.35
1890	826	1,61,806.20	788	1,60,135.94

Just a marginal increase in shipments to the Mormugao Port was witnessed.⁹⁶

The working of the line upto the year 1891 did not produce any satisfactory results. The Mormugao port was then being essentially used as a transit port for Bombay in respect of the main products from the vast districts. Most of the traffic taking place through Mormugao railway consisted of cotton, food grains and oil seeds to be shipped to the Bombay market.⁹⁷ It was strongly felt that the Portuguese Government had only provided at its own cost a convenient outlet for the trade of British India. Thus as T. B. Cunha proclaimed "the Construction of the Railway and the harbour benefited mostly the British Indian traffic and the British Company which constructed and exploited them".⁹⁸ The Goa unit of the Indian National Congress in a hard hitting publication exposed the Portuguese imperialist designs regarding all matters of Goa. Their report claimed that the railways and the port of Mormugao were developed not for local needs but to help the hinterland and the WIPGR. There was more transit trade and little of local trade. The railway did not benefit the land through which it passed.⁹⁹ The products of the neighbouring British India regions had an easy and speedy exit through the Port of Mormugao.¹⁰⁰ The advantage of the railway was that communication with British India continued even in the

monsoon season when the sea route was closed.¹⁰¹ Thus as T. B. Cunha proclaimed "Goa is thus subject to a two fold Portuguese and British imperialistic exploitation like most of the other Portuguese colonies". Further, he said that it "is a result of Portugal's financial, technical and military dependence on British imperialism for the exploitation of its vast colonial domain".¹⁰²

Under the Treaty of 1878 Portuguese India was subject to the Bombay Abkari Act (1878) which prohibited under severe penalties the manufacture, sale and consumption of liquors, the possession of stills for distillation of alcoholic beverages or other vessels intended for the purpose, without the permission of the Collector.¹⁰³ Portuguese India was bound to adopt the same excise duty as in force in the neighbouring territories.¹⁰⁴ The system of excise duty on spirits including toddy whether fermented or not, sanctioned by the law in the Presidency of Bombay was to be introduced and effectively maintained in Portuguese India. And the excise duty would not be lower than that adopted from time to time in the respective British districts close by.¹⁰⁵ The main aim of the harmonious clauses of Abkari duty between the two was to maintain the industries of both countries on par with each other. But the successive increase in the duties together with other measures imposed by the British Government on Portuguese India placed Portuguese India at a low ebb. Besides restrictive measures and increase of

duties badly affected the extraction of toddy from coconut and Cajuarina trees, which before the Treaty had been flourishing giving employment to a number of people. The tiny Portuguese India had rested the balance of her economy due to the extraction of salt and indigenous liquor. The Bombay Government determined to see the downfall of the Portuguese dominions enhanced its customs duties on these items.¹⁰⁶ The heads of taxes included tax on palia trees tilled for toddy, rent for public houses selling native spirits (for the right of opening shops and selling liquors), tax on sale of wholesale wines (not Indian), tax on wines sold in public fairs, tax on distillation of native spirits of cashew juice, tax on distillation of mhowra flower and tax on intoxicating drugs. The taxes levied also included tavern licence fees for the sale of country liquors, wholesale foreign liquor at the rate of Rupees 50 per shop and retail foreign liquor at the rate of Rupees 100 per shop together with fees for the temporary sale of liquors at fairs.¹⁰⁷

ABKARI REVENUE EARNED BY THE ESTADO¹⁰⁸

	Total Income		
	Rupees	annas	reis
1878-79	65.714	04	01
1880	182.60	03	05
1881	225.781	12	00
1882	215.981	09	02
1883	280.654	12	07
1884	363.410	07	00
1885	389.868	03	02
1886	579.350	12	00
1887	619.804	00	00
1888	579.731	00	00
1889	483.911	04	11
	3,921.06	00	03

The Abkari revenue earned by the state registered an upward swing. Prior to the signing of the Treaty, it seems that about 2000 *calões* of feni were produced per day. While one fourth of this total production was supplied to taverns the rest would probably wend its way into neighbouring British India as there was much demand for this drink in those regions. The Abkari System curbed the outflow of liquors into British India as well as caused a catastrophic rise in the liquor prices which brought a sharp decline in consumption, which in turn drastically affected the turn out of feni, from 2000 *calões* to 1000 *calões* per year. The resultant loss of 2500 *Xerafins* a day or an annual loss of 9,00,000 *Xerafins* or 4½ lakhs of Rupees. In keeping with the Bombay Abkari regulations the Portuguese Government hiked the taxes relating to toddy tapping and distillation.¹⁰⁹ The production of spirits had been 2.279.013 gallons and in 1880 it was 1.403.440 gallons. The successive elevation of tax on palm trees destined for spirit distillation depressed this industry. The number of tilled coconut trees in 1878-79 was 106.987, in 1880-81 it was 79.615.¹¹⁰ Accustomed to paying a toddy tapping tax amounting to a little more than two annas per annum per coconut tree the toddy tappers under the treaty, faced the prospect of having to pay a rate of Rupees 2 per annum for every coconut tree tapped and in course of time there was a considerable increase in the rate. In Ratnagiri also the rate was fixed at Rupees 2 per tree.¹¹¹

Before the treaty, there was excessive production of jaggery in Goa and found easy access to the external market. With the signing of the treaty its productive potential was lost. The cheap imported jaggery hit the local production to such an extent that in the year 1883 the number of tilled coconut trees for jaggery was 10.253 producing 19.113 Indian *maunds*. This traditional local industry was ruined and the treaty opened doors to foreign products. It changed the consumers habits, substituting jaggery by sugar and foreign jaggery. Statistical details are given in the following table¹¹²:

Years	Number of Coconut trees tilled	Production of Jaggery in Pounds	Importation of Jaggery in Libras
1882	11.935	1.779.840	---
1883	10.253	1.529.040	3.864
1884	8.815	1.314.400	12.842
1885	7.487	1.116.480	9.380
1886	7.166	1.068.640	14.812
1887	6.971	1.039.680	18.536
1888	6.458	936.040	14.077
1889	8.998	1.207.600	28.989

With the tax of Rupees 6 per year on each coconut tree given for toddy tapping which came into force from 1st January 1891, the industry of coconut jaggery was badly hit. On each kilogram of jaggery, a tax of 32½ '*reis fortes*' were paid per year as against 4 *reis* that used to be paid before the treaty. This made it impossible for the coconut jaggery to compete with

sugar and with sugarcane jaggery which were imported into Goa free of tax.¹¹³

In 1891 there was a general strike of the toddy drawers protesting against the exorbitant Abkari tax. On 17th and 19th August 1891, there was mass protest meetings held at Panjim and Margao against the stringency of the salt and Abkari taxes.¹¹⁴ Increased taxes on alcoholic beverages were raised so much that with the denouncement of the treaty, the industry of tapping and distilling of spirit was seriously affected. The trees could not compete, as hitherto, with similar products from British India, with the result that the economy of Portuguese India suffered further loss.

The Treaty was denounced in 1892. The people of Portuguese India, particularly the people of Goa, with their bitter experience during the twelve years of the Treaty of 1878, were apprehensive about any other similar treaty.¹¹⁵ The dream of the Portuguese authorities of injecting a new life into their possessions in the East was rudely shattered. It enabled the British to tighten their economic grip over the Portuguese territories and this aroused foreboding about the future of the *Estado*.¹¹⁶

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CHAPTER

IV



**EXTERNAL TRADE
AND COMMODITY
COMPOSITION**

CHAPTER - IV

EXTERNAL TRADE AND COMMODITY COMPOSITION

The most important trade was the external trade. Besides the trade with other countries, most of the trade was carried out with other parts of India. India was always at the top of the list. Most of the items imported were from other parts of India, these amounts were always high even though there were some fluctuations. Similarly most of the goods were exported to other territories of India though the amount was irregular.¹ A flourishing trade along the coastline of India was a characteristic feature of Goa's trading system in the late nineteenth and early half of twentieth centuries. The coasts were a scene of brisk activity where country craft designated as *patamarins*, *muchuas*, etc. plied to and fro laden with local and foreign goods.² However, after 1954 due to the tense political relations with the Indian Union, no more trade was carried out with it.³

Goa was economically dependent on other parts of India especially, the neighbouring regions upto 1954. Barely 7.67 percent of Goa's trade was with Portugal and other Portuguese territories.⁴ Lisbon always tried to determine Goa's trade policy. Goa hardly exported anything to Portugal. Goa imported Portuguese wines, sardines and olive oil.⁵ Goa's export trade to Portugal represented a low figure of 0.5 per cent and less than 10

percent was imported.⁶ In the first two decades of the twentieth century imports from United Kingdom accounted to seven percent, Java four percent, Germany, France, Japan and United States of America each contributed between one and two percent.⁷

With the other Portuguese colonies, there was a regular plying of ships from Goa to Mozambique with cargo initially and later with the individuals from this part of the country to eke out their living there.⁸ And this interaction between Mozambique and Goa continued uninterrupted till liberation of Goa.⁹ There was a very lucrative economic relationship started between Goa, Mozambique and Lisbon. The economic relationship lasted for quite a long time till the independence of the Portuguese overseas colonies.¹⁰ The need was felt to develop trade between the Mormugao Port and the Province of Mozambique.¹¹ One of the factors leading to the development of trade and commerce between these overseas colonies of Portugal was the existence of the two natural ports of Mormugao in Goa and of Lourenco-Marques in Mozambique, presently called Maputo. Goa exported to Mozambique such products as common salt, extracted from its salt-pans, coconuts and coconut oil, jaggery prepared in Bardez, vinegar from Salcete and salted fish of mackerels. Most of the tinned stuff exports were undertaken to African regions and elsewhere by the then well known exporting companies of Goa namely Costa and Companhia of Margao and Rangel and Companhia from Bastora in Bardez, Goa.¹²

Another trading and commercial link between Goa and Mozambique was the existence of the slave trade between the two colonies. The roaring slave traffic between Goa and Mozambique which started with the conquest of Goa by the Portuguese lasted in these two colonies till the year 1889. The slave trade which was a lucrative economic affair between Mozambique and Goa lasted till 1889, while it was abolished in British Indian territory in 1883.¹³

Goa during the period under study primarily grew into an 'Import Oriented economy'.¹⁴ Goa's imports were five times more than her exports in her value.¹⁵ Goa's export trade was restricted to a few agricultural commodities, notably coconuts, mangoes, fish, salt and other fruits and firewood for which the main market was India.¹⁶ Among these commodities, coconuts and cashewnuts were by far the most important items exported from Goa till the advent of mineral ores on the trade list.¹⁷ As far as exports were concerned mineral ores dominated since 1954. The spurt in demand for mineral ores during these critical years helped to sustain the economy in the absence of which it would have totally paralysed.¹⁸

The main items which were imported were rice, cloth, wheat, sugar, wines, vegetables, coke, textiles, soap, tobacco, tea, livestock, manufactured goods of animal and vegetable origin and equipments.¹⁹ There had 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 consumer goods. Durable consumer goods which were

handy for smuggling into the neighbouring areas (such as watches, fountain pens, wines, cigarette lighters, nylon and gold) were also imported in sizeable quantities. From 1951 to 1960 imports of barges, automobiles and trucks increased in terms of value by 577 percent, those of mining and other manufacturing items by 600 percent and of miscellaneous consumer goods (except cloth) by 77 percent.²⁰

COCONUTS

Coconuts formed the main item of export in Goa representing half of its total export trade.²¹ The coconut, the main item of export in Goa, used to pay a tax of $3\frac{1}{2}$ *Xerafins* per thousand and half *Xerafins* of tax imposed by *alvara* dated 11th July 1705. Subsequently the export increased, the amount for the year 1878 being 24.434.250, the tax having amounted to Rupees 12.692.03.08; corresponding to the value of Rupees 449.743.03.00, at the rate of Rupees $54\frac{1}{4}$ per thousand. By virtue of the Treaty of 1878 the export was free.²²

The whole export of coconuts and copra was to British India, that is to Bombay, Kattiawar and Kutch, from where a part of the copra was re-exported to European ports, at enhanced rates. Before the copra and coconuts reached from the producer to the consumer, they passed through several intermediaries and consequently, the consumer in Kattiawar, for example, had to pay double the price the produce obtained in Goa. The producer was

entirely in dark even of the place where his produce was consumed. He gathered the nuts in his depot, then used to wait for some intermediary to seek him and offer his bid. There was no co-operation whatsoever amongst the producers, and so, it was the intermediaries, or the middlemen who controlled the coconut trade and prices in Goa.²³

In the first decade of the twentieth century the average export of coconuts was 39,300,00 nuts excluding copra.²⁴ The exports of coconuts during the economic year 1906-07 had been of the value of Rupees 332.675.²⁵ In the year 1929,45,610,000 coconuts were exported.²⁶ The export on duty on coconuts was 6.5 annas per thousand in 1930 when thousand coconuts cost Rupees 25.²⁷ In 1936, the price of coconut at which it was sold was less than Rupees 10.²⁸ Coconut which was the product of export was devalued in a discouraging proportion, it fell as much in its total value as in quantity. In consequence the producer was defalcated to the tune of over 1/3 of his gross income.²⁹ The loss thus sustained by the producer amounted to more than Rupees twelve per thousand coconuts.³⁰ In 1951, the export stood at 34 million, it reached a level of 8 million in 1954 and there after were less than half a million. It appears that the total production was not more than 70 million nuts per year. Export of coconuts averaged 371,000 per annum over 1955-59.³¹ Due to the economic blockade in 1954 the export of coconut to India declined and in 1960 only 16,000 nuts were exported.

Prior to liberation, the prices of coconuts were determined by the demand and supply position of domestic markets. Though the authentic year-wise price data pertaining to coconut during pre-liberation period are not available, the prices ranged between Rupees 140/- and Rupees 180/- per 1,000 nuts just before liberation. The table below shows the annual average wholesale prices of coconut, coconut oil and copra.

STATEMENT SHOWING THE ANNUAL WHOLE SALE PRICES OF COCONUT, COCONUT OIL AND COPRA IN MARGAO MARKET.³²

Sr. No	Commodity Unit	1959	1960	1961	1962
		Rs. Ps	Rs. PS	Rs. Ps.	Rs. Ps.
1	Coconut 1000 nuts	135 to 140	135 to 140	140 to 150	160 to 165 (beginning 200 to 210/end)
2	Dry Coconuts				
a.	Atak 1000 nuts	---	---	---	---
b.	Kitak 1000 nuts	---	---	---	---
c.	Shepe 1000 nuts	---	---	---	---
3	Coconut Oil 16.5kgs tin	30 to 35	35 to 40	35 to 40	50 to 60
4	Copra per 15 kgs	12 to 25	18 to 75	18 to 75	33 to 75

Prior to liberation the retail prices of coconuts were very low and as many as 4 to 8 nuts were available for a rupee, depending upon the size. Price of coconuts and coconut products in general were low during pre-liberation period. The economic blockade from 1954 and the absence of sizeable exports to other countries were attributed to low prices prevailing then. The prices which ranged between Rupees 140/- to 150/- just prior to liberation stood at Rupees 200/- to 210/- by the end of 1962.

The pulp of the coconut fruit was dried and used as Copra. The fibre tissues of coconut were used to make chord and carpets of coir. Coconut palm leaves were used to make brooms and mattresses which were locally called *olas* or *molam* in Konkani. The statistics show from these exports an estimated average of 22 million during the years 1937-39 valued not less than 520,000.³³ The export of the products of the coconut tree, that were valuable in Goa, did not reach upto 300 centos in the financial year 1905-06, the deficit being 600 *contos*.³⁴

Coconuts were also used for oil extraction. But no oil crusher was used till 1930. The extraction of oil was done by manual labour.³⁵ Coconut oil was not an important item of export. The table below shows the export and import of coconut oil.³⁶

EXPORT AND IMPORT OF COCONUT OIL

Year	EXPORT		IMPORT	
	Quantity in Litres	Value in Rupees	Quantity in Litres	Value in Rupees
1913	—	—	3.033	1.461
1918	46.239	19.016	7.462	3.035
1919	—	25.760	31.611	23.143
1920	252	216	167.589	125.533
1921	227	151	216.625	127.671
1922	91	42	4.497	2.337
1923	—	—	—	—

During 1918 and 1919 there was a considerable export of coconut oil to British India, it might be because of the special

circumstances caused by the War. To satisfy the local needs, oil from Loliem was exported to Panjim where it competed with products from Margao and Curchorem.³⁷ Prior to economic blockade Goa was an exporter of copra and coconut oil to the Indian Union which was the only consuming market in close vicinity. Since imposition of economic blockade the main market was closed down.

Nevertheless, during the period of blockade, Goa had exported copra and oil but at a reduced rate. The rate of export was declining from year to year. The surplus nuts after meeting the demand for consumption, went for crushing and the entire oil manufactured was largely consumed by the local population.³⁸ Just before liberation the oil was sold at Rupees 32/- to 36/- per tin of 16.5 kgs.³⁹ The export figures shown below indicate the decline.⁴⁰

EXPORT FIGURES OF COCONUT OIL

Year	Quantity
1958	22,000 kilos
1959	2,000 kilos
1960	400 kilos

Copra was exported to Europe for the manufacture of artificial butter, soap, etc.⁴¹ Copra from Goa was exported to Marseille and Macau during the late nineteenth century.⁴² The main markets for Copra was Bombay and its nearby ports. Copra

exported from Goa to these places had already attained a predominant place, competing with the product of Malabar.

EXPORT OF COPRA FROM GOA TO BOMBAY MARKET⁴³

1921 cwts	1922 cwts	1923 (January to June) cwts
6.983	10.496	8.048

EXPORT AND IMPORT OF COPRA

Year	Export		Import	
	Quantity in kilograms	Value in Rupees	Quantity in kilograms	Value in Rupees
1913	729.808	146.710	5.374	562
1918	777.559	187.931	564	138
1919	955.539	356.679	410	189
1920	243.225	99.047	17.077	7.710
1921	409.689	167.406	2.173	635
1922	532.163	209.886	63.897	24.238
1923 (January to September)	349.163	133.424	—	—

During the pre-liberation days, since the export was negligible owing to the economic blockade, the entire surplus nuts after meeting for edible purposes, went for copra making and crushing. The prices ranged between Rupees 19/- to 24/- per kilogram just before liberation.

In spite of the abundant quantity of coconuts no step was taken to establish and consolidate the coir industry.⁴⁴ G.K. Wasey points out that two coir factories were started and considerable

progress was made but for various reasons were at a standstill.⁴⁵

The following table shows the export and import of coir products.⁴⁶

Year	Export		Import	
	Quantity in kilograms	Value in Rupees	Quantity in kilograms	Value in Rupees
1913	—	—	13.993	1.408
1918	957	48	160.143	3.609
1919	1.382	144	33.823	3.945
1920	5.068	457	21.567	4.003
1921	1.184	202	19.240	3.134
1922	355	250	23.653	4.110
1923	—	—	—	—

EXPORT AND IMPORT OF RAW COIR OR THREAD LIGHTLY TWISTED

Year	Export		Import	
	Quantity in kilograms	Value in Rupees	Quantity in kilograms	Value in Rupees
1918	670	74	---	---
1919	1.116	165	21.452	3.574
1920	1.662	190	19.358	3.685
1921	868	1.429	2.666	362
1922	---	---	1.261	113

The industry of coir production evidently failed to satisfy the local needs.

The soap industry suffered from competition with imported soap. The production of soap dwindled from 4.9 lakhs kilograms in 1957 to 2.2 lakhs kilograms in 1960.⁴⁷ The following tables reflects the export and import of coconut cake.⁴⁸

Year	Export		Import	
	Quantity in kilograms	Value in Rupees	Quantity in kilograms	Value in Rupees
1913	—	—	456	17
1918	19.976	1.464	1463.991	22.470
1919	60.942	3.183	54.688	11.462
1920	63.756	3.144	352.892	31.902
1921	4.894	544	505.150	41341
1922	1.637	160	463.345	44.248
1923	—	—	—	—

CASHEW

Cashew (*Anacardium Occidentale*) was introduced by the Portuguese in the sixteenth century basically as a soil conservation crop. It was the Christian missionaries who imported high yielding types from different areas, namely from the Latin American countries and was cultivated extensively in Goa.⁴⁹ The first cashew factory was started in the year 1926 and the export of the first consignment of cashew kernels to foreign countries was in the year 1930.⁵⁰ From a small scale cottage industry, it had developed gradually into large scale and led to foreign trade because of the demand from foreign markets especially United States of America. It constituted one of the most important assets, and earned valuable foreign currency chiefly dollars. It was only during the last few years of Portuguese rule that due attention was paid to this industry. During the ten years before liberation, Goa had exported

on an average over Rupees twenty lakhs worth of processed cashew-nuts some of which were locally grown and others imported and processed in the seven units which were present for production in roasting, shelling, peeling, sorting and packing them.⁵¹ The cashew production was not enough to meet the requirements of cashewnut processing units and, therefore substantial quantity had to be imported from the Portuguese colonies in Africa. About 3,000 tons were imported in a year. On an average about 1500 tons of processed cashewnuts used to be exported to United States of America, Japan, Saudi Arabia and West Germany.⁵² The whole produce of Portuguese East Africa was imported to India, a large quantity found its way to Goa while in 1904 there was no import of cashewnuts, in 1929, 1724 tons of cashew nuts were exported, in 1930 the import amounted to Rupees 3,35,260/-⁵³ in value. The Board of External Trade had acted as the protector and promoter of local industries. During 1959-60 it had granted loans to the owners of cashew-nut factories to the tune of 12 million *escudos* to enable them to operate the industry at full capacity by importing raw material from the province of Mozambique.⁵⁴ In 1960, Goa imported 3,334 tons of raw nuts from Mozambique. The imports of cashew-nuts in 1960-61 totaled 118,000 tons valued at Rupees 9.6 crores.⁵⁵

The Board of External Trade had also sought to create a demand for Goan products in foreign markets, by promoting among other things, the participation of local industries in International

fairs. The industrialists from Portuguese India were present among other forty Metropolitan and Overseas manufacturers in the Portuguese pavilion at the International Fairs of Food Products which took place in Hamburg from 26th August to 4th September 1960 and in Munich from 24th September to 2nd October 1960. The products exhibited by Portuguese India were mainly cashewnuts and canned food. They included Goan curries, fish and meat preserves, canned mangoes in slices and pulp, canned pineapples in slices and pineapple juice. Portuguese India had the honour of being the only exhibitor of cashewnuts in both the fairs. The product which was yet unknown to most of the European consumers, had aroused great interest among the Visitors, and was largely appreciated for its high quality. The other exhibit – canned food also won wide appreciations, specially on account of the good quality of the product. The exhibition of the Goan products in the fairs was quite a success.⁵⁶

Among Portuguese India's products, the Cashewnuts had held, after iron and other ores the top most place in the list of exportable items and was the main earner of foreign exchange.⁵⁷ In 1904, the export consisted of 12,945 *maunds* of nuts valued at Rupees 31,843/- and 2,266 *maunds* of kernels valued at Rupees 12,760/- The export of cashew in 1930 was to the tune of Rupees 2,50,000. The export for the year 1931, amounted to 3,546 *maunds* of nuts valued at Rupees 15,212/- and Rupees 20,198

maunds of kernels valued at Rupees 5,98,869/-.⁵⁸ The export of twenty years had been as follows.⁵⁹

Year	Cashew Nuts		Cashew Kernels		Combined Total Value (Rupees)
	Quantity (Maunds)	Value (Rupees)	Quantity (Maunds)	Value (Rupees)	
1912	36,675	91,546	6,282	42,345	1,33,891
1913	46,086	1,51,215	10,597	68,565	2,19,780
1914	35,735	1,41,134	4,622	37,809	1,78,943
1915	51,821	1,24,383	5,208	48,231	1,72,614
1916	39,341	1,27,249	2,980	24,404	1,51,653
1917	24,970	51,462	4,226	40,388	91,850
1918	43,739	89,659	4,228	36,422	1,26,081
1919	22,272	75,485	3,356	46,278	1,21,763
1920	32,345	1,70,527	4,812	73,820	2,44,347
1921	52,022	2,32,917	4,547	67,928	3,00,845
1922	44,173	1,18,309	6,242	93,482	2,11,791
1923	45,417	1,30,896	4,954	67,928	1,98,228
1924	45,616	2,08,124	8,816	1,12,321	3,20,448
1925	46,217	2,17,225	5,697	94,687	3,11,912
1926	33,626	1,27,025	4,317	62,332	1,89,316
1927	22,816	1,79,998	5,267	85,296	2,65,294
1928	22,834	1,09,974	11,014	2,85,769	3,95,743
1929	32,808	1,49,246	8,107	3,26,335	4,75,601
1930	3,939	21,888	13,258	3,89,952	4,11,840
1931	3,546	15,212	20,198	5,98,869	6,14,081
1932	23,601	97,736	10,536	2,95,745	3,93,481

The prices of cashew nuts had been steadily rising after World War I and reached the high level in 1931, when the prices for the nuts were Rupees 62/- per candy. The steady increase in prices of cashewnuts was entirely due to the ever rising demand from the United States of America. In 1932, the bumper crop in Africa and the reduced demand from the United States of America

caused by the financial and economic crisis together caused a great fall in the prices of cashew nuts.

The cashew nuts were exported on a large scale from the territory of Goa as can be seen from the table below. Cashew nuts were exported from Goa to Bombay in large quantities, and the price was Rupees 18/- cwt. in the year 1908. During the second decade of the twentieth century the price was much higher, as also the demand, because the cashew nuts were used more and more in confectionery in India as well as in several European countries which imported it. The oil of the cashew nuts, which is light yellow coloured, was also much in demand.

EXPORT OF CASHEW NUT WITH AND WITHOUT SKIN⁶⁰

Amount in *maos* (1 *mao* = 37 kgs.)

Year	Amount of Cashewnut		Value in Rupees	
	with skin	without skin	with skin	without skin
1919	22.272	3.356	75.485	46.278
1920	32.345	4.802	170.527	73.820
1921	52.022	4.547	232.917	67.928
1922	44.173	6.242	118.309	93.482
1923	45.417	4.954	130.896	67.332
1924	45.617	8.816	208.124	112.321
1925	46.217	5.697	217.225	94.687
1926	33.026	4.317	127.035	62.291
1927	22.816	5.267	179.998	85.296
1928	22.833	11.014	109.974	285.769

The average export in the above mentioned ten years was :
 Cashew nut with skin - 36.733 Indian *maōs* or 1.350.121 kilograms, in the value of Rupees 157.049/- and cashew nut without skin, 5.901 Indian *maōs* or 218.337 kilograms, in the value of Rupees 98.920. The export of nuts was made in gunny bags containing about eighty kilos, or 170 lbs each. The mode of reckoning the quantities was in *candis*. The following were the weights used :

28 pounds = 1 *maund*;

24 *maunds* = 1 *candy*;

112 pounds = 1 Cwt;

6 Cwts = 1 *candy*.

Until 1926 the unhusking and packing of cashewnut in Goa was carried on as a domestic industry. In the 1930s there were five factories which had lucrative business and they used mechanical appliances for packing. The factories were owned and managed by foreigners. Amongst them there were two American ladies, who co-jointly owned a factory at Cumbarjua at Ilhas. The import of nuts from Portuguese East Africa induced the foreigners to establish factories in Goa rather than in British for the following reasons : (a) the import of nuts into British India was subject to twenty percent import upto August 1932, while the import in Goa had been duty free; (b) the port dues, shipping and clearing expenses at Mormugao were more favourable than in the City of Bombay; (c) the rents, salaries and wages in Goa were more lower than in the City of Bombay; (d) the establishment of a factory in British India

outside the city of Bombay involved larger expenditure for transport than in Goa.

While the Government of India had been increasing their customs tariff by leaps and bounds on all other commodities, in August 1932, they abolished entirely the import duty on cashew nuts. It removed the principal inducement to foreigners to come to Goa to establish cashewnut factories. The abolition of Customs duty in British India was possibly to attract more traders from outside. But however Goa had made its mark in the field of cashew industry.

Arrangement was done for the sale of crops when the tree blossomed, they were given to contractors who controlled the Cashew liquor market. These contractors sold the nuts to other dealers who in their turn, controlled to a great extent, the export trade and the local prices of cashew liquor. A fair quantity of liquor was exported to the northern districts of Portuguese India, namely, Daman and Diu.⁶¹

In 1961, the gross value of industrial production in Goa was estimated at Rupees 63.5 lakhs. The cashew processing industry accounted for sixty per cent of the production, most of which was exported. Cashew nut exports in 1960, was about 1,309 tons valued at Rupees 33.7 lakhs.

The cashew kernels were conditioned and packed by Vacuum process, in air tight tins of 25 to 50 lbs and exported to North American cities where they were used in the confectionery industry

of that country.⁶² In 1960 the production rose to 1110 tons from the level of 700 tons in 1957.⁶³

MANGO

The next best product of exportation was Mango. Goan mangoes were supposed to be the best that reached the Bombay market and had fetched better prices than the mangoes of other places. Until 1920 the exports to Bombay by sea was almost exclusively by means of country crafts but later the great portion was sent by steamers.⁶⁴ Initially, the main centre in North Goa was the Siolim Jetty in Bardez where the producer and contractors used to assemble the produce and arrange to dispatch the same to Bombay through steamer from Panaji.⁶⁵ Owing to the high rate of freight and pilferage on a big scale, the quantity exported by railway amounted to only about twenty to twenty five percent of the total export. The arrival of mango baskets by rail to the destination, unpilfered, was a rare occurrence. For exportation they were packed in a delicate bamboo basket holding seventy to hundred fruits in alternate layers of fruit and rice straw.⁶⁶

The business of export of mango was full of flaws, such as carelessness in plucking, defective packing, carelessness in transit etc.⁶⁷ There was no sorting of any kind, seasoned and unseasoned, good and bad, shapely and unshapely, big and small, all were packed for export.⁶⁸ In 1905-06 the export value of mango was 43.931\$600 *reis*.⁶⁹ The following reveals the export of mangoes.⁷⁰

Years	Number	Value in Rupees
1919	17.830.695	193.957
1920	10.088.180	294.070
1921	7.66.110	306.839
1922	12.955.434	321.388
1923	8.667.788	359.284
1924	11.748.725	375.280
1925	19.923.712	368.155
1926	7.927.963	380.567
1927	9.545.140	373.356
1928	11.371.850	580.309

The annual average number of mangoes exported was 11.772.559, the value being Rupees 355.320.⁷¹

ARECANUTS

Arecanut produced in Goa was very much appreciated in the Bombay market, therefore its cultivation in the Talukas of the New Conquests was very lucrative.⁷² The table below shows the number of arecanut and bethel trees in Goa, their production, consumption and export in the year 1879:⁷³

ARECANUT :

Provinces	Number of Areca trees	Annual Production in kilograms	Annual income (in reis)	Amount consumed in the Province	Amount exported
Ilhas Taluka	---	1.028,160	151\$200	---	---
Salcete	18,400	14.400,000	1,101\$600	3.200,000	11,200
Bardez	74,789	16,759,008	2,464\$560	117,504	16,641,504
1st division of New Conquests	35,764	9,312,000	1,427\$760	4242,000	5070,000
2 nd Division	467,158	296,326,728	27,404\$397	26398,008	269,928,720
3 rd Division	1.000,000	503,064,000	61.650\$000	25153,200	477,910,800
4 th Division	248,543	108,106,002	9.355\$500	4112,728	103,993,272
	1,844,654	948,995,898	103.555\$017	63,223,440	873.55,496

BETHEL :

Provinces	Number of Bethel trees	Annual Production in kilograms	Annual income (in reis)	Amount consumed in the Provinces	Amount exported
Ilhas Taluka	---	50,000	22\$500	50,000	---
Salcete	210	12,000	1\$440	12,000	---
Bardez	---	---	900\$000	---	---
1st division of New Conquests	---	---	194\$550	---	---
2 nd Division	1729	1.870.400	2.400\$000	1870.400	---
3 rd Division	---	20.000. 000	97\$800	---	---
4 th Division	884	381.400	---	331.400	50,000
	2.823	22.313.800	3.615\$290	2263.800	50,000

Arecanuts and betel leaves were cultivated only in a limited area of about two hundred hectares. Only a small quantity was used for local consumption and the remaining was exported to British India.⁷⁴ Arecanut was not imported from outside except a small quantity of cured nuts from Hubli or Belgaum.⁷⁵ The table below shows the export of arecanut from the territory of Goa, in Indian *maõs* and its value, for the last ten years. Each Indian *maõ* was equivalent to 37 kilograms.

EXPORT OF ARECANUT WITH AND WITHOUT SKIN⁷⁶

Years	Amount in <i>Maõs</i>		Value in Rupees	
	Areca with skin	Areca without skin	Areca With skin	Areca Without skin
1919	148	25.827	280	250.905
1920	336	26.620	590	260.894
1921	199	34.882	415	311.872
1922	56	31.005	155	301.352
1923	241	26.120	2.476	298.438
1924	200	31.900	1.392	434.347
1925	213	23.546	462	377.612
1926	156	23.446	377	402.736
1927	449	24.414	4.225	292.251
1928	191	33.944	1.198	378.461

The annual average of export from 1919-1928 is given below: areca with skin was 218 Indian *maōs* or 8.066 kilograms, in the value of Rupees 1.157/-;and areca without skin was 28.164 Indian *maōs* or 1.042.068 kilograms in the value of Rupees 330.886.⁷⁷ From 1950 to 1960 arecanut exports from Goa averaged about 385 tons per year valued at Rupees three lakhs.⁷⁸

EXPORTS OF ARECANUTS FROM GOA : 1950-60

Year	Quantity (Kilograms)	Value (Rupees)
1950	55,426	469,344
1951	562,087	497,985
1952	411,337	400,913
1953	472,764	652,411
1954	2,03,787	207,762
1955	9,039	7,295
1956	787,593	452,805
1957	93,822	60,632
1958	205,822	112,846
1959	288,875	191,760
1960	298,459	197,401

50

Arecanuts which met the cash demands of the farmer could not be exported after 1954 to India as she had imposed an embargo on trade.⁷⁹ Before 1956, there was more demand for boiled betel nut from outside markets and most of the growers used to prepare boiled arecanuts. But since 1956, the demand for boiled varieties went down with the result that the preparation of boiled varieties (*Tambadi Supari*) was completely stopped in Goa. Prior to liberation betelnut was exported to India, Pakistan and other countries.

The prices of betel nut before liberation were too low. During 1954 there was an Economic Blockade and the major market of India for Goa *supari* closed down. The result was that prices stooped too low.⁸⁰

PINEAPPLE

Pineapple cultivation was mainly concentrated in the two villages of Cuncolim and Savoi-Verem. The area under cultivation during pre-liberation days was estimated at 125 acres and the production roughly stood at 0.3 to 0.5 million fruits. As pineapple was a seasonal crop in Goa and production was less, the canning factories could run only for two hundred days a year and that too not to their installed capacity. The urgent need was thus to raise production. Most of the canned products were exported to United Kingdom, Kuwait, West Germany and other countries.⁸¹ Pineapples exported from Goa

were very much appreciated in the Bombay market. During the years 1919-28 an average number of 206,000 pineapples were exported every year, in the value of Rupees 14,500/-. In the year 1928, 220,380 pineapples were exported, the value being Rupees 23,495/-⁸² There were no imports of pineapples into Goa. The details of pineapples exported are given below:

EXPORTS OF PINEAPPLES FROM GOA

Year	Quantity	Value in Rupees
1953	113609	14411
1954	126218	15895
1955	1661	1075
1956	—	—
1957	7307	1526
1958	88	24
1959	4439	1027
1960	2629	1023
1961	1203	535

It can be seen from the above table that there was a considerable decline in the exports of pineapple during the period from 1954 to 1961. The quantity exported declined from 1955 to 1961 due to the economic blockade.⁸³

EXPORTS OF CANNED PRODUCTS FROM GOA

Fruit canning in Goa started in the year 1885 and was an important dollar earner. There were three canning factories in Goa which were engaged in the canning of fruits, meat and fish

products. The details of the exports of canned products are given below:⁸⁴

EXPORTS OF CANNED PRODUCTS FROM GOA

Year	Quantity	Value in Rupees
1953	33,374	74,447
1954	17,680	32,525
1955	38,861	74,543
1956	33,219	73,592
1957	30,536	54,874
1958	56,884	117,415
1959	26,147	82,785
1960	31,449	67,226
1961	62,725	117,621

The exports of canned products showed an increase.

FISH AND FISH PRODUCTS

Fishing operations were restricted to non-mechanised vessels till 1950. The activities related to fisheries did not hold an important place in the economy of Portuguese India, inspite of large fishing resources available. Although the trade had not yet attracted the attention of private enterprises, it was being gradually developed into a well organized industry specially from 1955 by the great interest shown by the Board of External Trade.⁸⁵

In 1930, there were a few individuals who had set up some fish canning factories. The entire work was carried out by manual labour.⁸⁶ Mechanized fishing was started in 1958, and had played an important role in the development of fishing activity. In this connection, the Board of External Trade had already set up an installation for the treatment of mats and a freezing chamber was set up. For the maximum utilisation of sea resources, the Board of External Trade had installed at Baina, in the area of Mormugao, a plant for the production of fish meal and the extraction of fish oil.⁸⁷ The catch was destined for local consumption, to the salting and drying industry and to the fish meal.⁸⁸ The remainder of the fish was exported to British India amounting to about 1,600,000 kilos per year during the beginning of the twentieth century (Goa exported 1,040,000 kilograms; Daman - 120,000 kilograms and Diu - 440,000 kilograms and brought in an yearly income of about Rupees 2,70,000, that is about Rupees 1,10,000 in Goa, Rupees 1,30,000 in Diu and Rupees 30,000 in Daman). A duty of 15 percent advalorem was charged by the British Indian Government when the fish was imported into British India, while the duty on exports, collected in Portuguese India worked out about 6½ percent.⁸⁹ In the 1920s dry or salted fish was exported on an average of forty to fifty thousand *maunds*, in the 1930's it had fallen to fifteen thousand *maunds*.⁹⁰

In an attempt to induce local farmers and land owners to use fish meal as an efficient fertilizer and fodder - it was decided to sell the product at a lower price. Some quantities of fish meal were also exported which had good acceptance in foreign markets, specially in West Germany. A total of 110,260 kilograms of Fish-Meal was also exported on experimental basis in December 1960. Out of these 50,000 kilograms were shipped to the Province of Mozambique, and 60,260 kilograms to West Germany to the tune of *Escudos* 251,800\$00. Besides fish meal exported to West Germany, food preserves to Persian Gulf and fins and fish *maws* to Malaya were exported.⁹¹

Most of the export of the dried fish was from Diu while that of salted fish was from Goa.⁹² Another subject which had encouraged the attention of the Board of External Trade was the drying and salting of fish on technical methods. Preliminary studies revealed that this industry was another important source of revenue, and this was confirmed by the fact that a contract had been signed by a foreign firm to purchase all the dry fish produced in Portuguese India.

During the fishing season of 1958-60, Daman fishermen supplied 206,800 kilograms and those of Diu 164,374 kilograms of dry fish to the Board of External Trade for disposal. A part of these quantities have been sold in Goa and the balance was exported to Colombo, as shown below:⁹³

	Supplied	Exported to Colombo	Sold in Goa
From Daman	206,800 kgs	196,424 kgs	10,376 kgs
From Diu	164,374 kgs	100,013 kgs	64,361 kgs
Total	371,174 kgs	296,437 kgs	74,737 kgs

Before 1955, about 500 tons of salted mackerel were sent to other parts of India annually. The export statistics showed an annual average export of 20 tons of fresh fish during 1958-59, which was mostly used as store by foreign ships calling at the Mormugao port. The annual export of dried fish during the same period amounted to only about 3½ tons. Exports of dried fish in 1960 for Goa, Daman and Diu amounted to 314 tons, but the major portion was accounted by Daman and Diu. The export price of fish was Rs. 0.70 per kilogram in 1960.⁹⁴ Goa's output in 1960 showed a marked increase over 1959, when about 397,000 tons of fish were produced.⁹⁵ In April 1961, Goa exported 6,000 kilograms of gambiar to Pakistan to the tune of 176,570\$50.⁹⁶ In 1960 the catch totalled only 1,441 tons of which 147 tons were sold in fresh condition for consumption.⁹⁷

FOREST RESOURCES

The Goan forest was abundant with a number of varieties of trees.⁹⁸ From the forests of Goa and Daman, both state and privately owned, firewood was exported to the Indian Union, Arabia, Mesopotamia, Aden, Persia and Macau.⁹⁹ Goa had vast forest resources which were wantonly exploited. Shifting

cultivation, abuse of the users' right, illegal selling, carelessness with fire and the lack of professional administrative staff resulted in the degradation and deforestation of huge areas.¹⁰⁰ Portuguese India without any coal mines, was wholly dependent on local firewood or on imported coal for cooking and heating purposes. In 1903-04 the total revenue derived from the forests, excluding timber supplied to the government for state works was Rupees 24,000.¹⁰¹ The export of firewood in the beginning of 1900 was not more than 8 *contos*.¹⁰²

Prior to the economic blockade the export of bamboos was to the order of 2,00,000 in numbers as most of the export then was to other parts of the country.¹⁰³

The table ^{below} shows the number of bamboos exported from 1914 to 1928.¹⁰⁴

Years	Numbers	Value in Rupees
1914	452.761	24.768
1915	691.250	33.231
1916	535.393	35.992
1917	415.091	32.797
1918	224.668	21.149
1919	513.653	30.763
1920	465.141	35.429
1921	389.598	28.400
1922	324.853	24.440
1923	310.785	21.026
1924	376.162	31.151
1925	322.654	25.301
1926	202.913	15.622
1927	315.493	19.986
1928	165.119	14.213

Export of bamboo from Goa averaged 108,000 in number (approximate weight was 410 tons) per annum during 1956-60.¹⁰⁵

The territory's timber trade was limited due to bad roads, absence of labour and transport difficulties. The Goan forest was abundant with a number of varieties of trees. Raw timber to the tune of over 8,000 tons on an average per year which was worth Rupees 2,50,000 was exported to British India till 1940. Goa could boast of some excellent carpenters of the country who made articles of domestic use. Most of the exquisitely carved articles were locally sold. From the neighbouring districts of British India manufactured wooden articles were imported. From 1920 to 1930 such articles worth Rupees 1,50,000 per year were imported. No furniture industry on a large scale was established.¹⁰⁶ In 1951-52 Goa imported five *maunds* of teakwood from Punjab.¹⁰⁷

SPIRITS

Second to the customs, the greatest source of revenue was the industry of intoxicating drinks. 20 to 25 percent of the total income consisted of receipts from alcohol. Portuguese India had gained the position as the most intoxicated country in the world. Besides the internal production in the year 1936, 44,582 gallons of wine from Portugal, 3546 gallons of

foreign alcoholic drinks and spirits and 46,079 gallons of beer entered the country for internal consumption.¹⁰⁸

The country liquor was manufactured from coconut toddy and the juice of the cashew-apple. From toddy two types of liquor were distilled – feni and urrack. Feni needed double the quantity of toddy or cashew juice and needed double the time to distill. There was no excise duty on palm liquor as the government levied Rupees 10/- for tapping a palm tree per year. But the rate was very high after 1930 and with the high rate of tax, started the illicit distillation. About 1.5 percent of the total production was smuggled out of Goa into British India as its export to British India was prohibited, whereas foreign made liquor, wines and spirits worth Rupees 3,00,000 were imported per year. The import duty collected on this item fetched Rupees 70,000 to the State exchequer yearly. The import duty was fixed at 1.5 annas per bottle. The excise duty collected by the government on the manufacture and sale of country liquor amounted to Rupees 10,00,000 per year.¹⁰⁹

A fair quantity of cashew liquor was exported to the northern districts of Portuguese India, namely Daman and Diu. It is said that its imports into British India, if not prohibited, would have easily developed into a large business.¹¹⁰

Till 1925, distilleries were maintained by the government at different places. But in 1927, the government gave the right to collect excise duty to the highest bidder for a term of three

years. He was permitted to set the distilleries anywhere convenient to him but he was not allowed to sell more than three gallons to the public consumers at a time. However he could sell any quantity to the owners of taverns. The government did not restrict the number of liquor shops. By paying the required licence fee there were limitless numbers of taverns in Goa.¹¹¹

The amount in imperial gallons, of spirits exported and kept in Goa for consumption in the years 1882 to 1889, is shown in the following table.¹¹²

Years	Exported	Kept for Consumption
1882	9.863	2.449.110
1883	8.791	1.913.723
1884	12.427	2.113.724
1885	13.365	1.798.703
1886	22.262	1.940.770
1887	7.234	2.261.296
1888	17.257	1.967.352
1889	14.643	1.604.755

Portuguese India had commercial ties with Lisbon and Porto. These two cities exported to Goa during the financial years 1896-1897 and 1899-1900, wines to the considerable tune of 165.934\$800 *reis*.¹¹³

VINEGAR :

Vinegar was made from toddy and was exported by sea, mostly to British India as per the provision of the Treaty of 1878. Its value recorded in the customs records can be seen from the following table.¹¹⁴

Years	Amount in Gallons	Value	Per Gallon
1883	2.531½	Rs.636	48.24 <i>reis</i>
1884	2.331	Rs.583½	48,47 <i>reis</i>
1885	4.110 ² / ₃	Rs.1228½	57,37 <i>reis</i>
1886	2.669	Rs.799½	57,52 <i>reis</i>
1887	3.185	Rs.1059	63,83 <i>reis</i>
1888	3.409	Rs.884½	49,84 <i>reis</i>
1889	2.907	Rs.736 ¹ / ₈	48,62 <i>reis</i>

Toddy was mainly used for distillation of liquor, fermentation of bread and for making vinegar.¹¹⁵

SALT

Salt pans were erected along the river sides near the sea shores and salt was manufactured by evaporating the sea-water. The Portuguese government did not levy any tax on its manufacture. As a result it was the cheapest commodity in Portuguese India. The British government had controlled the manufacture of salt in India through heavy taxation and due to the vast differences in prices of salt, a large quantity of salt was smuggled from Goa to British India.¹¹⁶

After the denunciation of the treaty, the state of the owners of the salt pans or rather the state of the salt industry in

Portuguese India became even more uncertain than before the treaty, and its economic success was completely paralysed. The markets to which salt was exported upto 1879 were lost and the compensation paid by the British government to the owners of the salt was stopped. The production of salt in Portuguese India was limited to local consumption, due to the absence of the good markets, with the exception of a small amount exported to British India. In British India the tariff was as before an obstacle and the excise duty increased the price of salt considerably. The export of salt from Portuguese India to British India from 1893 to 1900 is given below:¹¹⁷

Years	By Sea Tons	By land Tons
1893-94	499	810
1894-95	132	12.809
1895-96	210	19.906
1896-97	351	10.933
1897-98	76	9.818
1898-99	114	5.843
1899-1900	91	9.592

The statistics show that the export of salt decreased during the 1890's. The British salt industry realising that the Goan salt was preferred in the British-Indian markets, tried several means to counteract this preference. Further they tried to improve the salt from the lake of Sambar and from the salt

pans of Kattiawar, Uran, Bassein and others. Their attempts were successful and they reduced the Goan export by land, for, in 1899-1900, the amount of salt exported was 9592 tons, and in 1901-02 it decreased considerably to 1341 tons. The export of salt from Goa was allowed only to British territories by railway and big steamers (*navios de grand lotação*).¹¹⁸ In 1907, 7,49,000 Bengali *maunds* of salt valued at Rupees 1,59,000/- was exported. The corresponding figures for 1927 and 1928 stood at 3,15,000 and 3,25,000 Bengali *maunds* valued at Rupees 3,13,000/- and Rupees 3,22,000/- respectively.¹¹⁹

In the 1930s the salt produced in Goan salt pans was estimated to be 300,000 *Candis maôs*. This was partly consumed in the province, partly used as fertilizer and the rest was exported to British India by the dry land. This industry was deteriorating day by day because of the war against it by the salt of British India and also due to the very high tax fixed by the British government on its import into British India. Besides it also suffered due to the lack of labour which was becoming more and more common in the Old Conquests where almost all the salt pans were situated. There was a fear that soon the professionals of *mitagor* who constituted a predominant class in the coastline of the Talukas of Ilhas, Bardez and Salcete would disappear.

The principal market for Goa's salt was in the Ghats – the districts of Belgaum, Dharwar, Bijapur, Poona, etc. where it was exported by the railway.

Salt was exported to Sawantwadi and Karwar through land route. Bullock carts were used for this purpose. However, they carried small quantities of salt. Efforts were also made to export salt to the Presidency of Madras during World War I but the result was not satisfactory.

In 1931-32 Goa's salt was sought after in neighbouring India because there was less salt imported from Europe due to the boycott of European products which was recommended by some leaders of India's freedom struggle. It may be noted that it was the time when the civil disobedience movement was carried out.¹²⁰

Salt worth Rupees 3,00,000 per year was exported in 1930.¹²¹ Salt trade had its ups and down. The quantity of salt exported during 1945-48 is given below.¹²²

1945	.....	9,146 tons
1946	.....	15,428 tons
1948	.....	10,719 tons

There were no salt traders exclusively. Mostly the producers sold their products directly. Some of the producers purchased salt from other producers and exported it. The figures given below show the quantity of salt exported from Goa to Mozambique.

Years	Amount in tons	Price in Escudos
1947	3,385	1,798,582
1948	3,861	2,115,874
1949	3,280	1,825,433

From 1950 to 1960, Goan salt export amounted to 30,00,000 Bengali *maunds*.¹²³ Prior to the severance of economic relations between Portuguese India and Indian Union in 1954, most of the surplus salt found a ready market in the Union, for the consumption of its population, who at all times preferred Goan salt for its better quality and economy. In spite of the economic measures taken by India, the salt producers of Goa found alternative markets in the Province of Mozambique. But the consumer of Mozambique was accustomed to clean white salt. As such the first consignment to that Province was not found satisfactory.¹²⁴ In 1956 there were 144 salt producers in Goa and they employed 667 workers. The total product was to the tune of 5,595 tons.¹²⁵ Salt was sold only in the local market wherein only 1/6th of the production was sold in 1956. In January 1959, 685 tons of salt was exported to Mozambique as is shown below:¹²⁶

Origin	Type of Salt	Amount in tons	Price per ton C.F.Mozambique
Goa	Dark	256,7	350\$00
Goa	Whitish	267,7	450\$00
Daman	White	42,0	450\$00
Diu	White	119,0	450\$00

Though Goa had produced considerable quantity of salt it was also imported from outside. The amount of salt imported during 1953-54 is given below:

Year	Country from where imported	Amount in Metric Tons
1953	Metropolis	206
	Angola	3970
1954	Metropolis	5
	Angola	2303

The amount imported tended to decrease because of the increase in production of salt in Goa. The possibility of exporting to other African countries was remote because of competition from Egypt, Aden and South African Union. The export declined from 6003 metric tons in 1951 to a mere 152 metric tons in 1960 as given below:¹²⁷

EXPORTS OF SALT

Year	Quantity	Value in Rupees
1951	6,003	137,485
1952	7,656	489,764
1953	8,555	506,528
1954	6,193	414,970
1955	—	Rs. 16
1956	1,084	37,420
1957	480	23,064
1958	5,335	146,765
1959	—	119
1960	152	389

In 1955 there was no export and it could be due to the imposition of the Economic Blockade. From then onwards the exports were negligible except for the years 1956 and 1958. Besides market fluctuations, there was another reason due to which the salt industry in Goa deteriorated. While many parts of the world and British India saw developments in the methods of refining salt, its quality, presentation and packaging, the salt industry in Goa was stationary.¹²⁸ There was no salt refinery in Goa inspite of its abundant supply.¹²⁹ The Anglo-Portuguese treaty, the dwindling market, the absence of steamers to transport salt to the ports of Macau, Shanghai, Singapore, Siam and to those of the eastern coast of Africa and the primitive processes of manufacturing were the causes of the decline of salt industry in Goa.¹³⁰

WHEAT

Wheat was cultivated at Nagar-Aveli and Daman in small quantities. About 3,016,704 kilos of whole wheat and 245,285 kilos of wheat flour were imported in 1904. In 1923 the import was 1,365,989 kilos and 1,759,064 kilos respectively. The consumption rate increased due to the progressive use of wheat by the people. By 1925, the stone mills were replaced by motor mills. In order to discourage the import of wheat flour, the Portuguese government raised the import duty on flour by 500 percent.¹³¹ Australia, Canada and United States of America had

been the main exporters of wheat and wheat flour from 1958. However Goa's import of wheat flour from France rose from 874 tons in 1958 to 2,822 tons in 1960, while imports from Australia dropped from 2,014 tons in 1957 to 755 tons in 1960, and those from U.S.A. from 2,030 to 650 tons. Imports from Canada maintained the same level of about 3,000 tons in the last four before liberation.¹³² In 1959-60 wheat and wheat flour were imported and their cost was about 5 to 5.6 millions as given below:¹³³

QUANTITY IMPORT IN TONS

Year	Wheat	Wheat Flour
1959	4489	7186
1960	3437	7304

Before liberation wheat and wheat flour costing Rupees 51,02,780 and Rupees 20,37,012 respectively were imported annually.¹³⁴ Regarding wheat, the imports from Australia showed a decline from 5.223 tons in 1957 to 1.478 in 1960, import of wheat from Canada increased from 410 tons in 1957 to 1.695 tons in 1960.¹³⁵

TILES

Rice, timber and tiles were imported from Mangalore, all carried out in *Patamarins* or *Catamarans*.¹³⁶ Tiles manufactured were crude and primitive. The machine made tiles came from Madras known as *Telhas de Gancho*. It was in

1890 that a tile factory was started at Kandola near Ponda by Ismael Fernandes.¹³⁷ Soon came two more, one at Moira and the other at Mormugao. The tiles prepared at these factories were smooth and fine.¹³⁸ Tiles were also imported from the Bombay presidency.¹³⁹ Flooring tiles were imported from outside and estimated at Rupees 10,000 to Rupees 15,000 per year.¹⁴⁰

The manufacture of roof tiles and floor tiles was not enough for the market demand, though it started in remote times in Goa. Due to the increase in salaries of workers and the gradual disappearance of the *Kumar* class of people who did this type of work only, the small tiles (*telhas vas*) disappeared. They were substituted by Mangalore tiles imported from British India. This import had increased tremendously from 1,624,640 in 1920 to 2,527,732 in 1929, draining to British India more than rupees 103,000/-.¹⁴¹

CHILLIES

It was from tropical America that the Portuguese introduced chillies into Goa. This replaced the use of pepper. But inspite of a progressive chilly cultivation, over one lakh rupees worth of chillies were imported from British India yearly. There were different varieties of chillies graded according to their size, shape and degree of pungency and were known by the names of places where they were cultivated. Those that were

grown in Goa were mostly less pungent, than those grown in Daman and Diu.¹⁴² Chillies imported into Goa from British India were known by a general term, *Ghanti* chillies. Chillies were exported from Goa too. In the year 1927, 25,974 kilograms of chillies worth Rupees 1.781/- were exported to British India.¹⁴³

VEGETABLES

Although the natural conditions for vegetable cultivation were ideal in Goa, much encouragement was not given and Goa was dependant on the imports of vegetables to meet the local demand. Vegetables such as peas, potatoes, tomatoes, etc. were grown in negligible quantities in the territory. The main vegetables here was sweet potatoes, brinjals, etc. valued at Rupees 30 lakhs annually.¹⁴⁴ The varieties of goods imported and their magnitude reveal that Goa depended to a great extent on resources of other places. In 1959, for instance, Goa's production of sweet potatoes went so low that stocks had to be brought from outside, otherwise it was common in Goa.¹⁴⁵ A few items like potato, peas, beans and ginger were imported from Egypt, Belgaum, Italy, Portugal, Netherlands, Singapore, Burma and Mozambique. Prior to the economic blockade, vegetables were locally grown and sold by hawkers in the important markets.¹⁴⁶ Onions were exported mostly to the Southern ports of India like Mangalore and others. The annual

average export of onion together with potato from 1919 to 1928 was 472.496 *ceiras* or 440.838 kilograms and their value was Rupees 36.632. In the year 1927, 661.819 kilograms of onions were exported in the value of Rupees 43.436.

In the year 1927, Goa exported to British India the following goods: 17.871 kilograms of lady fingers worth Rupees 3,142/-; 165.686 kilograms of several other vegetables, worth Rupees 15,985/-; 292.818 kilograms of dried cocum worth Rupees 49,108.¹⁴⁷

The following table shows the amount and value of Cocum exported from 1914 to 1928.¹⁴⁸

Years	Amount (<i>Maõs</i>)	Value (Rupees)
1914	9.182	29.316
1915	4.734	21.952
1916	8.953	24.560
1917	6.107	27.140
1918	6.282	23.863
1919	4.531	24.780
1920	7.673	40.992
1921	7.694	35.069
1922	7.665	40.046
1923	7.432	36.614
1924	4.326	29.451
1925	7.299	39.451
1926	8.129	49.653
1927	7.909	49.079
1928	9.523	58.872

Prior to liberation there was negligible export of cocum (dry rind) or seed.¹⁴⁹

It was in 1954 that the export of vegetables to Goa was banned by the Indian Union. Prior to this, the bulk of the vegetables which were sold in Goa market came from Indian Union.¹⁵⁰ It was during the period of Economic Blockade that the potentialities of Goa to produce vegetables were proved in a spectacular way. Lack of imported supplies from Belgaum, Dharwar, etc. forced the then *Repartição de Agricultura e Veterinaria* under the guidance of a dynamic director, Antonio Madureira to start a yearly 'Grow more Vegetables' campaign. The object was to have the local market practically flooded with such types as cabbages, cauliflower, beetroots etc.¹⁵¹

TOBACCO

After the Portuguese conquest of Goa, the sale of tobacco became a monopoly of the government. From the second decade of the seventeenth century till about almost the end of the first half of the nineteenth century, the *Estado da India* maintained the monopoly of tobacco leaf and powdered tobacco.

Even though tobacco was an essential item in the whole world, the tobacco which was used in Estado was not cultivated in Goa. However, as its use was widespread there was high consumption and it had to be imported from abroad. It resulted in the imposition of import duty and this in turn resulted in revenue for the government. Tobacco, was highly sought in Goa and was used for smoking, inhaling and chewing.¹⁵² The table

below shows the amount of income derived from import duty on tobacco (1911).¹⁵³

In Satari several foreign agriculturists resided and possessed land leased from the government. They tried cultivating tobacco but were not successful and therefore they gave up the attempt.¹⁵⁴

Type and district	Amount in Ceiras	Value	Tax	Additional	Total
<i>In leaf</i>					
Goa	581.021-2	207.449-08	36.313-13.3	6.452.6.2	42.766.5.5
Daman	18.682	4.669-8	233-7-9	46-11	280-2-9
Diu	8.484	3.407	530-4-6	67-1-4	597-5-10
<i>Rolled</i>					
Goa	14.394.6	23.271-8	4.494-2-2	845-13-10	5.340
Daman	4-20	8-8	0-6-10	0.1-5	0-8-3
<i>As Cigarettes</i>					
Goa	1.554-5-7	5.550-4	972-8-6	195-7-11	1.168-0-5
Daman	36-4	236-5	11-13-1	2-5-9	14.2-10
<i>As Indian Cigars</i>					
Goa	2.018-5-7	4.391-8	878-6-1	160-4-3	1.038-10-4
Daman	75-20	113-10	5-10-10	1-2-2	6-13-0
Diu	2-	2-	0-14-0	0-2-10	1-0-10
<i>Snuff</i>					
Goa	0.20	2-	0-3-0	0-0-7	1-3-7
<i>As Colgate Powder</i>					
Goa	2.849-40	1.791-6	355-15-0	71-1-7	427-0-7
Daman	1.087-4	533-4	135-15-0	16-12-10	152-11-10
				Rupees 51.791-15-8	

Tobacco (*Nicotiana tobaccum*) was originally introduced into India from South America by the Portuguese in the

beginning of the seventeenth century. Cigars and Cigarettes were consumed almost exclusively by the educated class, while the mass of the people smoked Indian unrefined tobacco, in the form of Cigarettes called *bidis* or *Vidis* which were rolled in banana or other leaves.¹⁵⁵ The following table shows the amount of tobacco exported from Goa to Daman from 1873 to 1882:¹⁵⁶

AMOUNT OF TOBACCO EXPORTED FROM GOA TO DAMAN BY SEA

Years	Amount in Pounds	Value		
		Rs	as	Ps
1873	75	86	10	06
1874	---			---
1875	---	01	00	06
1876	8			---
1877	---			---
1878	---			---
1879	10	00	08	00
1880	---			---
1881	---			---
1882	---			---
Sum	93	88	02	06

Virginia Bird's eye tobacco packets formed the major portion of the imported manufactured tobacco. Most of the imported manufactured tobacco imported was of a very strong type known as *Ganti*. The imports of unmanufactured tobacco and tobacco powder were exclusively from British India, namely Bombay and Madras. The cigars and cigarettes were about seventy-five per cent from England and little over five percent

from Holland. In 1925, about Rupees 8,00,000 worth of tobacco was imported from British India and England.¹⁵⁷

SUGAR

Though the soil and climate were suitable for sugarcane cultivation in Goa, it was not cultivated on a large scale for commercial purpose. On the eve of the liberation of the territory only seventy hectares of land were used for sugar cane cultivation. By the beginning of the twentieth century, tea began to replace the morning rice broth (*canjee*) of the common people in Goa. With tea, people extensively used sugar, replacing the use of jaggery considerably. The result was a sudden spurt in the import of sugar from 1904 onwards. The imported sugar came from Mauritius, Java and British India.¹⁵⁸ The import of sugar during the period from 1924 to 1928 increased by 75 percent as compared to the previous five years.¹⁵⁹

THE IMPORT OF SUGAR FROM 1924 TO 1928

Years	District - Goa and amount in Ceiras (933 grams)	Value in Rupees
1924	2.702.107	1.008.842
1925	2.516.172	663.378
1926	3.087.432	709.674
1927	3.226.033	789.952
1928	3.199.909	664.182

Goa used to buy sugar from Mauritius and Java at reasonable rates. Following the customs union the country was forced to turn to the Sena Estates Sugar Company of Mozambique, a British Syndicate in which Portuguese officials were holding shares. Goa had to pay a higher price for sugar from Mozambique and lost customs duty in the bargain. The loss suffered by Goa on this account in 1947 was Rupees 300,000.¹⁶⁰

Mozambique sugar was first imported into Goa in the year 1929. The following figures will show that the imports of sugar had increased enormously.

1929	...	...	867.021
1930	...	...	960.917
1931	...	...	4.001.582
1932	...	...	2.294.251
1934	...	...	4.559.089

Mozambique sugar was first imported into Goa by Messrs. Ralli Brothers of Bombay. Their aim was to compete with Java sugar. The sugar was shipped to Bombay and then sent to Goa. On being re-exported to Goa, the importers obtained a refund of the Customs duty paid in Bombay and they also obtained a reduction of fifty percent on the duty payable in Goa. The importers were thus able to sell Mozambique sugar in Goa for almost half the price at which it was sold in Bombay. This state of affairs continued in Bombay. This state of affairs continued for about eight to ten months, and dealers in Goa were enabled

to realise handsome profits from the trade in sugar. But as soon as the manufacturers in Mozambique realised what was happening in Goa, they resolved to take full advantage of the situation. The six principal factories in Mozambique came together with a view to sell sugar at a higher price in Goa. The agency was withdrawn from Messrs. Ralli Brothers and given to the Anglo Siam Corporation, who had only one agent in Goa.¹⁶¹

The under mentioned figures show the import of sugar and its supply to the local market made by the Board of External Trade:¹⁶²

SUGAR

Year	Total imported In Metric Tons	Total supplied In Metric Tons
1957	7.966,463	7.754,333
1958	10.812,487	10.553,212
1959	10.848,223	9.972,025
1960	6.009,557	5.854,123

Most of these quantities had been imported from the Portuguese Province of Mozambique. The Board of External trade had imported about 7,000 tons of sugar in the first half of the year 1961. During November 1961, it had imported 1,977 tons of sugar for local consumption.¹⁶³

JAGGERY

Jaggery was made out of the juice of sugarcane or juice collected from coconut palms. Jaggery was extensively used for

all home made sweets.¹⁶⁴ The high tax hindered the growth of the jaggery industry in Goa, and favoured its import from other territories. The following table shows the amount and price of jaggery imported from Madras, by sea into Goa:¹⁶⁵

Years	Amount in lbs.	Value
1883	3.864	133.00.00
1884	12.842	425.08.00
1885	14.812	603.02.00
1886	18.532	753.08.00
1887	28.989	1298.09.00

The cheap imported jaggery hit the local production to such an extent that in 1930 only 600 coconut palms were tapped for jaggery making.¹⁶⁶ The government had confined themselves to the collection of taxes on the trees tapped for toddy, and had done nothing to protect or encourage the industry with the result that the country had suffered in the long run. The following factors led to the downfall of the industry:¹⁶⁷ (a) the lower price of the article imported under reduced custom duty; (b) the enhancement of tax on palms taken up for tapping and the consequent increase in cost of production; (c) scarcity of labour; (d) the great rise in the price of country liquor which made the distillation of alcohol more profitable than the manufacture of jaggery.

LIVESTOCK

The situation in the livestock, fisheries and forestry was not promising. The animals were weak and emaciated. Most of them were susceptible to diseases. The absence of Veterinary facilities and ignorance of better breeding and feeding practises lowered the average productivity.¹⁶⁸ Animals required for food were imported. Most of the livestock was slaughtered to meet the requirement of the military personnel. The main domestic animals of Goa were oxen, goat, sheep, horse, buffalo, donkey, pigs and poultry, Buffaloes were issued for ploughing and transportation. The buffalo meat was not generally consumed for food except by the poor classes. Even the milk of the buffalo was not appreciated. Organised pig farming was not done in Goa, some small scale poultry farms existed in Goa since the 1920's. Many living animals were imported from British India.¹⁶⁹ The following table shows the approximate number of cattle imported in Goa from 1919 to 1928:¹⁷⁰

CATTLE

Years	Imported	Value in Rupees
1919	17.301	326.449
1920	14.689	231.902
1921	16.341	302.732
1922	17.319	347.759
1923	19.017	420.224
1924	16.968	353.878
1925	14.258	324.071
1926	12.549	284.237
1927	12.963	323.990
1928	14.333	335.218

In 1924, 53 donkeys valued at Rupees 644; 4,830 goats valued at Rupees 28,975, 108 horses valued at Rupees 7,086; 17,717 oxen valued at Rupees 3,69,205; 2 peacocks at Rupees 16; 7 pigs valued at Rupees 86; 1,031 sheep worth Rupees 5,723; hens and ducks worth Rupees 302 were imported. And one buffalo at Rupees 45; 75 goats at Rupees 564; 19 horses at Rupees 1,360; 314 oxen at Rupees 8,784; 40 pigs at Rupees 149; 3 sheeps at Rupees 21; 845 Turkeys at Rupees 5,406 and 29,616 hens and ducks worth Rupees 16,613 were exported to British India.¹⁷¹

Before the liberation of Goa, cattle were imported into this region mostly from India, which can be seen in the following table:¹⁷²

IMPORT OF BOVINE CATTLE, BUFFALOES AND GOATS TO GOA

Year	Bovine and Cattle		Buffaloes		Goats	
	Qty In Number	Value In Rupees	Qty In Number	Value In Rupees	Qty In Number	Value In Rupees
1953	10,647	5,41,046	2874	3,02,795	3761	76,021
1954	5,596	2,70,055	1427	1,44,531	2943	51,905
1955	192	14,548	220	16,658	70	1,386
1956	73	5,162	145	12,052	121	2,950
1957	526	33,170	349	24,539	17	420
1958	746	50,549	667	53,245	108	2,800
1959	1301	1,03,220	1226	1,14,024	118	3,178
1960	2757	2,40,660	2759	2,77,695	217	6,170
1961	3697	3,81,414	2756	3,26,371	447	13,588

Cows and goats used to be imported regularly for the supply of meat and the inadequacy of the pastures can be gauged from the import of fodder valued at Rupees 2.5 lakhs in 1960.¹⁷³

Goa had no dairy farm.¹⁷⁴ The great part of butter, whole quantity of cheese and a small part of milk (condensed and tinned) consumed were imported. Ghee, butter and Loni were imported exclusively from British India; condensed milk from British India and England, and cheese from Holland and an insignificant quantity from England too. The following was the quantity and value of cheese, butter, Loni and condensed milk imported in 1924:¹⁷⁵

	Quantity (kilograms)	Value (Rupees)	Customs duty (Rupees)
Butter and Ghee	75,350	1,33,702	7,474
Cheese	4,241	12,108	978
Loni(crude Butter)	18,667	25,884	3
Milk(Condensed)	26,576	25,567	2,631

Goa's annual imports of milk products (mostly powdered milk, condensed milk, etc.) amounted to 472,500 kilograms during 1955-59. In terms of fresh milk, these imports were estimated to have supplied about 12.23 lbs of milk per person per annum. Imports accounted for about 60.50 per cent of the milk consumption of the territory. These large imports of milk products had put a further constraint on the development of the dairy industry.¹⁷⁶

The situation in respect of other livestock products was equally bad.¹⁷⁷ Goans used to consume more of fish as it was cheaply available and surplus fish was exported to Ceylon. Meat was not available in plenty to meet the local demand. Not only animals were imported but frozen meat, bacon, ham and pork were also imported.¹⁷⁸ The blockade of 1954 had reduced the meat supply from India and raised the meat prices. The prices of beef and pork were high due to high demand and short supply.¹⁷⁹ There were imports of canned meat and to some extent this supplemented the supply of fresh meat.¹⁸⁰

Since 1955, there had been a sharp increase in the imports of meat from 18 tons in 1954 to 91 tons in 1959. Highest import of meat and meat products was seen in 1959, 91,659 kilograms of meat and meat products valued at Rupees 3,66,102 were imported.¹⁸¹

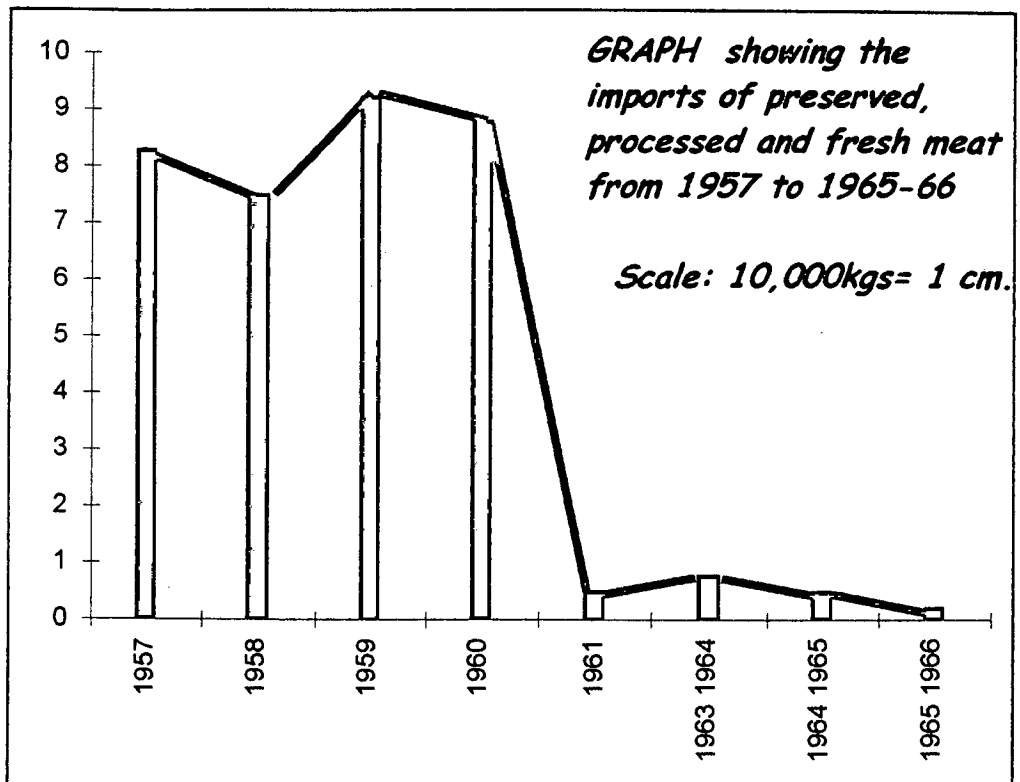
The only livestock based industry in the organised sector was that of meat packing carried out in the two canning factories.¹⁸² Owing to the Economic blockade all the canned meat had to be either sold in Goa or exported to Portugal and her colonies and countries of Middle East.

Export of canned or non canned meat had figured prominently in the foreign trade of Goa. During the period from 1953 to 1961, canned meat amounting to 49,169 kgs valued at Rupees 1,90,392 was exported from Goa.

EXPORT OF MEAT PREPARATION - CANNED AND NON CANNED

Year	Quantity (in kilograms)	Value (in Rupees)
1953	1766	8036
1954	3465	13145
1955	1801	7554
1956	3401	15764
1957	289	1026
1958	4530	13690
1959	16,776	54821
1960	16,305	71482
1961	836	4844

The peak years of export of canned meat were 1959 and 1960.¹⁸³ In 1960, 16.3 tons of meat products valued at Rupees 71,482 were exported.¹⁸⁴ Besides meat preparations, fresh meat was imported in refrigerators from Mozambique and Pakistan to meet the demand for meat of Goans, during the economic blockade years. Preserved and processed meat was imported from Portugal, Denmark, South Africa and Austria, in large quantities. Imports slightly decreased in 1958. From 1959-60 the import of meat increased and the highest quantity of preserved and processed meat was imported in the year 1959. The graph below shows the imports of meat preparations from 1957 to 1965-66.



Source: Agricultural Marketing in Goa, Report on the Marketing of Meat in Goa, No.4. Panaji, 1967

The table below shows the import and values of ham, bacon, fresh meat sausages, pork, meat extracts and preparations from 1957 to 1965-66.

IMPORTS OF PRESERVED, PROCESSED AND FRESH MEAT AND OTHER PREPARATION OF MEAT FROM 1955 TO 1965-66¹⁸⁵

Year	Quantity In kilograms	Value In Rupees
1957	81982	2,97,542
1958	72541	3,50,550
1959	91656	3,66,102
1960	86050	3,41,771
1961	3996	9,926
1962	—	—
1963	4989	27,287
1964-65	4313	23,352
1965-66	150	739

The imports of boots and shoes were used only by a fraction of the western oriented Goans, while the majority used the locally made products. The government levied a 10.7 percent tax on imported boots and shoes. Boot making was one of the few small scale industries of Goa that faced a stiff challenge from the imported leather goods.¹⁸⁶ The trade was carried on by private individuals who usually engaged the services of one to five assistants or even more.¹⁸⁷ There was no large scale tannery in Goa. The leather used for making boots and shoes was imported, whereas for slippers and sandals the leather tanned by chammars (cobblers) was used. The process of tanning was primitive and no step was taken to set up a well developed tanning industry. In 1925, the import of seasoned leather amounted to 19,694 kilograms worth Rupees 41,492. The import of boots and shoes amounted to 5,606 pairs costing Rupees 18,530.¹⁸⁸

The export of hides and skins was wholly to British India, and had neither to pay export duty in Portuguese India, nor any import duty in British India. In 1925 the export of raw hides and skins of animals amounted to 2,041,442 kilograms worth of Rupees 45,952. The export of hides in 1960 amounted to about ten tons, Daman alone accounted for eight tons.¹⁸⁹ Horns were used for making combs, handles for walking sticks and knives, etc. Tallow as well as hair, feather and blood were

wasted. Excepting a very small quantity that was exported to British India, bones and hoofs were also wasted.¹⁹⁰

COCAINE

In the territory of Goa there was no plantation of *Papaver Somniferum* and *Erythronxylon Coca* or the industry of Salts of Morphine and Cocaine.¹⁹¹ During the first decade of the twentieth century, the Government of India had imposed restrictions on the import, transport and sale of cocaine within the limits of British India with a view to confine the use of the drug to medicinal purposes and to prevent its use as an intoxicant. The Governor General in Council prohibited the import of cocaine by sea or by land into British India and to restrict its import by means of post, or any other means, by individuals or by their authorised agents who had been specially permitted to import the drug by a local government or administrator.¹⁹²

But while the import into British India was being repressed, it was found that considerable quantities of cocaine were imported from Europe to Goa, both through post and as ordinary import goods with the sole object of taking it from Portuguese Indian territory to British India and sell there in contravention of the law.

According to the British it was felt that the annual use of this drug in Portuguese India for bonafide medicinal purpose

was not more than a few ounces, but several ounces of it were dispatched to Goa. Cocaine was also being smuggled into Northern India from Goa. A parcel containing 200 ounces of cocaine, dispatched by Merck and Company of Germany, to Andrade and Company of Nova Goa was detained by the customs officers in Bombay because it was illegal to bring cocaine into Bombay by sea without a licence. A letter was written to Andrade and Company about it, but in reply it asked that the parcel should have been forwarded to them as they were druggists and chemists and there was no need for them to have licence in Goa. The table below shows the maximum amount of Cocaine that could be imported in Goa.

Designation		Amount in Grams
	Chemist Andrade e Sa	60
	Chemist Souza e Figueiredo	30
	Chemist Azavedo	30
Ilhas	The remaining seven chemists in the Comarca, 15 grams each	195
Bardez	Chemist Souza and Ferrao, 30 grams each. The remaining 23 at the rate of 15 grams each.	60 3.45
	Chemist Silva	
Salcete	The other three at the rate of 15 grams each.	45 35
Sanquelim	The ambulance of the Municipal doctor	
Ponda	Chemist Cardozo	15
	The Chemist of the Military Hospital of Nova Goa, in order to supply the chemists of the Estado and official ambulances.	1.146
Total		2.000

The Government of India had taken these steps to restrict the sale of cocaine in British India to purely medicinal purposes, because it was felt that it was a substance that was harmful to health when used as an intoxicant. It is said that a large firm of Chemists in Bombay sold only about 6 ounces of cocaine annually for purely medicinal purposes and so the obvious conclusion was that the enormous consignment of 200 ounces was intended for sale as an intoxicant. It was also probable that the intention, in consigning the case to Goa, was to avoid the restriction of its import at a British port and then send the drug by land into British India.

The restrictions imposed on the sale of cocaine in the Bombay Presidency was that nobody could sell cocaine without government licence and this licence was issued only to chemists and druggists legally recognized and doctors and the maximum amount that could be sold in one day to a person who had no licence was six grams of dry cocaine and $\frac{2}{8}$ of solution. Special pleas were made for cooperation from Goa to prohibit the importation of cocaine into Portuguese Indian territory except under permits, the permits were to be given only to approved chemists and druggists and licensed practitioners for small quantities as were required for bonafide medicinal purposes in Portuguese Indian territory.¹⁹³

There were no special regulations or rules about the import of these products into Portuguese India. There was only

one ministerial decree dated 19th May 1909, which forbade the import and sale of cocaine in *Estado da India* except by the chemists for medicinal purposes. The maximum amount was 2 kilograms, as per the Official Gazette no.45 of 15th June 1909. The records of the custom offices confirm the import of 4 ounces from the time of its prohibition, two more ounces had been imported for the military hospital which are not found in the records as the medicines imported for that establishment was duty free.¹⁹⁴

OPIUM

Crude opium and powdered opium were imported only for medicinal purposes. The use of these products as intoxicants was not common among the natives in Goa. However, in the districts of Daman and Diu there were a few banyas who ate crude opium mixed with jaggery, which was probably imported from abroad clandestinely in small amounts which escaped the Customs officials.¹⁹⁵

GANJA

Ganja was imported from British India. It is said that an English Company was cultivating it in the Taluka of Quepem and the produce was solely for export. What was used in Portuguese India was imported from British India.¹⁹⁶

TEXTILES

There was no cotton mill in Goa. Only a few handlooms were set up in a few places which could not meet the local demands. There was already an old well established handloom industry which had suffered much as a result of cheap mill made cloth that used to be imported in large quantities. The European textile particularly of England were of better quality and cheap also.¹⁹⁷

Yarn was imported to the tune of 17,000 kilos valued at Rupees 90,000 during the 1920s.¹⁹⁸ Woven Goods were imported from British India.¹⁹⁹ The value of the net output of the handlooms in Portuguese India was Rupees 1,50,000. Silk and wool were imported which however formed a small proportion. Cotton fabrics also came from England with its quota of little more than six percent.²⁰⁰ Between 1913 and 1916 the import duty on cotton fabrics was 13 percent and for silk 20 percent. Between 1922 and 1925 it was 4.2 percent to 8.2 percent for cotton fabrics and 9.6 percent for silk. There was no duty on raw cotton and 0.1 percent on cotton yarn.²⁰¹ Goa exported to British India 6.697 kilograms of cotton (*Sumauma*) in the value of Rupees 4.417/- in 1927.²⁰²

The cloth made in Daman was sold in the district, or exported to Mozambique and Goa. The value of these exports could not be fixed because they were carried not only by sea but also by land and also some of them were taken as personal

baggage of the travellers. As per the register of the Customs Department the export from 1892 to 1895 was as follows:

1892-93	
To Mozambique	4.134.00.00
Bombay	1.873.00.00
Goa	17.009.00.00
Total	23.016.00.00
1893-94	
To Mozambique	6.550.04.00
Bombay	851.08.00
Goa	30.779.00.00
Total	38.180.12.00
1894-95	
To Mozambique	6.609.00.00
Bombay	654.00.00
Goa	28.697.00.00
Total	35.960.00.00

The average annual export to Goa was 25,495.²⁰³

Another industry which got facilities from the Board of External Trade was the budding textile industry. Most of the owners were financially weak and were at the mercy of the big capitalists who used to sell them raw materials at high prices. In order to free them from such profiteers, the Board of External Trade decided to import the yarn, and then supply it to the textile industrialists at cost price plus the transport and customs expenses. As a further help, the Board of External Trade supplied the yarn even on credit to those who were not in a position to pay it. The average annual import of yarn made by the Board was to the value of about two million *escudos*.²⁰⁴ The Board had imported cotton yarn for Goa's handlooms.²⁰⁵

OTHER COMMODITIES

MATCHES

The match factory made much progress during the last few years of Portuguese rule, when as a result of economic blockade, no matches from India could find their way into Goa.²⁰⁶

LIME(CAL)

The ovens producing lime were built of mud and rudimentary methods were used in lime production. Most of the shells were imported near the wharfs from Karwar and other Southern ports of India. They were heated with firewood, usually from forests. They were mostly the irregular or nodular firewood that could not be exported.

SOAP

During 1920-30 soap was imported annually to the tune of more than Rupees 126000/-. The price of imported soap was being reduced with the objective of destroying a nascent industry.²⁰⁷

CANNED PRODUCTS

In 1960 about 31 tons of canned tins of fruits were exported. The major markets were West Germany and United Kingdom.²⁰⁸ There was a marked development of Goa's canned food industry. The demand for Goa's canned stuff, especially

canned fruits, from foreign markets had considerably increased in the first half of the year 1960. The main importing countries included Bahrain, Iraq, Kuwait, Singapore, United Kingdom, Angola, Mozambique, Burma, European Portugal and Cabo Verde.²⁰⁹

IRON AND STEEL

During the period 1950-51, five *maunds* of iron and steel, bars, sheets, girders and other commercial goods were imported from the Punjab. In 1953-54, six *maunds* of iron and steel were imported.²¹⁰

FERTILIZERS

In the early 1950s the Development Programme Department launched extensive propaganda for popularising new methods. It encouraged the use of fertilizers and better seeds and their supply improved. It awarded prizes to farmers for raising yields.²¹¹ From Punjab during 1952-53, 38 *maunds* of oil seeds and ground nut were imported into Goa.²¹² Fertilizer imports which stood at 84 tons in 1951 went upto 4,757 tons in 1960. However owing to lack of credit and marketing facilities, much of the work done by the Department met with little success.²¹³

RICE

The soil in Goa was fertile and yet the Portuguese Government never took pains to exploit it for the benefit of the

people. This is obvious because as colonial masters they were after lucrative enterprises like trade for amassing wealth. The result was that rice, the staple food of the Goans, had to be imported from outside. Since Goa was a rice deficit area the need for rice was met through imports from Basrur and from Mangalore.²¹⁴ Rice was exported from Mangalore to Goa by rowers Nicholas Fernandes and Baba Naik, after the Luso-British Treaty was signed.²¹⁵ About 2/3rd of the rice consumed was imported from British India or Burma. Nearly 27 lakhs of rupees were annually expended on 19½ thousand *candis* of imported rice.²¹⁶ Due to the shortage of rice, land owners were forced to convert their palm groves into paddy fields during the second half of the twentieth century. This change contributed to decrease in the production of coconuts and consequent decrease in exports.²¹⁷ The following table shows the import of rice into Goa during the financial years 1891-1899:²¹⁸

Years	Value in Rupees Value of rice husked and unhusked	Value in Rupees of other Cereals and legumes	Total Value in Rupees
1891-92	886.351	153.923	1.040.274
1892-93	1.254.697	336.763	1.591.460
1893-94	1.299.903	411.103	1.711.006
1894-95	1.077.415	354.757	1.432.172
1895-96	703.220	338.964	1.042.184
1896-97	1.540.864	410.793	1.951.657
1897-98	1.570.081	305.723	1.875.804
1898-99	1.208.510	324.103	1.532.613

Rice was the staple food and its production was insufficient for consumption in Goa. Therefore it was imported on a large scale which can be seen in the following table:²¹⁹

Year	Quantity
1879	287 <i>contos</i>
1880	342 <i>contos</i>
1881	237 <i>contos</i>
1882	220 <i>contos</i>
1883	307 <i>contos</i>
1884	294 <i>contos</i>
1885	341 <i>contos</i>
1886	421 <i>contos</i>
1887	454 <i>contos</i>
1888	367 <i>contos</i>
1889	298 <i>contos</i>
1892-1893	502 <i>contos</i>
1893-1894	520 <i>contos</i>
1894-1895	430 <i>contos</i>
1895-1896	281 <i>contos</i>
1896-1897	616 <i>contos</i>
1897-1898	633 <i>contos</i>
1898-1899	483 <i>contos</i>
1899-1900	881 <i>contos</i>
1900-1901	503 <i>contos</i>
1901-1902	398 <i>contos</i>
1902-1903	546 <i>contos</i>
1903-1904	229 <i>contos</i>
1904-1905	171 <i>contos</i>
1905-1906	120 <i>contos</i>
1906-1907	192 <i>contos</i>

The import of husked rice from 1924 to 1928 is given below:²²⁰

Years	Amount – Candis of 20 curos	Value in Rupees
1924	145.545	3.63.858
1925	122.968	2.887.710
1926	133.633	3.261.987
1927	122.011	2.918.839
1928	114.734	2.441.672

The import of unhusked rice (paddy) during the same period is as follows:

Years	Amount – Candis
1924	234.984
1925	666.847
1926	921.920
1927	901.214
1928	1.057.698

In 1930, the government in a bid to safeguard the interests of the local cultivators, decided to raise the import duty on rice. But the government faced a stiff resistance from the traders lobby, the Goa Chamber of Commerce (*Associação Commercial da India Portuguesa*) founded in September, 1908.²²¹ Discussing the rice problem in Goa in the 1930s, Cunha argued that, through the import of rice, there was a great increase in State revenue through a levy of customs duties and super tax. Despite the increase in State revenue, he comments that “...not a pie had been utilised for the

improvement, increase and production of cultivation or even for reducing the cost of cultivation".²²² Under the pretext of protection, the government collected within seven years, that is from 1931 to 1937 a super tax on imported rice amounting to Rupees 18,30,737 in addition to the ordinary customs duty which amounted to Rupees 12,41,119.

In consequence of these heavy duties and profits realized, rice which had constituted almost the exclusive food of the Goan people had to be imported in great quantities from British India, where it was available at Rupees 6 per bag, it cost in Goa Rupees 13 per bag and sometimes Rupees 16, thanks to profiteering by merchants.²²³

In the period 1878 coarse rice (*arros de Concherim*) the staple grain food of this district was sold at the rate of 7.87.²²⁴ There was no rice huller in Goa till 1916, the work being carried out by normal labour. It was only in 1917, that some rice hullers were introduced into Goa and by 1927 there were as many as 175 hullers and the number increased steadily thereafter.²²⁵ The establishment of peeling machines gave rise to the decrease of the import of unpeeled rice (paddy). Thus, while in 1920, 28.432 *candis* of unpeeled rice were imported, in 1929, 85.288 *candis* were imported and 126.866 *candis* of rice(peeled) were imported in 1920 and decreased to 99.904 *candis* in 1929.²²⁶

There was a need to ensure a regular supply of a few commodities. The main one was rice, which was the staple food of the local population. The Board of External Trade had taken up the responsibility of maintaining a regular flow of rice supplies in the market as well as of keeping enough stock in cases of emergency. Earlier the import of rice was being effected by local merchants. However, the irregularity of such imports aggravated by political upheavals directly or indirectly affected the market situation of the main rice supplying countries. This led to the Board of External Trade to assume the task of importing rice itself through reliable channels, in fairly large consignments and thus ensure regular supplies to the local population. Besides the Board had possessed very spacious and modern warehouses, where it had to stock the imported rice in good condition. Another reason which made the Board take over the imports was to maintain uniform price level and to enhance the value of local rice production. In order not to cause any disadvantage to the rice merchants who were habitually importing this commodity, the Board was supplying imported rice to the market through the medium of those merchants, by allowing them a reasonable margin of profit. The following table shows the import and supply of rice effected by the Board of External Trade which was to meet the market demand:²²⁷

Year	Bolled rice L- tons	Unbolled rice L- tons	Fine Unbolled rice L- tons	Total imported L- tons	Total supplied L- tons
1957	19.585	9.013	—	28.598	26.839
1958	5.617	8.298	1.000	14.915	12.971
1959	19.254	10.583	100	29.937	27.731
1960	12.267	20.049	302	32.618	25.271

Till December 1961, rice and sugar were imported solely by the Board of foreign trade. The Board sold them to the local merchants who in turn supplied the market for consumption at the prices fixed by the Board. The following table shows the value of imports and their market price.

IMPORTS AND THE RETAIL PRICES WHICH PREVAILED IN THE MARKET²²⁸

Years	Rice Quantity Kilograms	Value Rupees	Sugar Quantity Kilograms	Value Rupees	Rice Boiled Rupees	Raw Rupees	Sugar Rupees
1951	12,796,226	9,993,243	5,857,622	5,533,492	0.83	0.90	1.24
1952	10,261,552	8,711,986	4,432,140	4,251,448	1.03	1.01	1.16
1953	10,212,071	10,55,542	7,241,290	5,349,910	0.94	1.01	0.94
1954	9,293,436	7,125,203	6,313,229	3,799,041	0.64	0.79	0.89
1955	21,943,729	9,952,397	8,226,505	4,972,035	0.64	0.71	0.85
1956	22,281,794	11,968,535	6,320,598	3,775,989	0.71	0.76	0.89
1957	35,515,428	22,881,159	3,790,050	2,686,143	0.78	0.78	0.98
1958	21,299,612	11,969,888	13,086,608	7,647,924	0.78	0.78	0.98
1959	25,127,665	13,611,346	10,026,332	5,771,698	0.78	0.71	0.97
1960	34,699,631	16,731,445	7,294,897	4,056,999	0.78	0.71	0.97
1961	26,232,185	12,562,001	9,485,308	5,474,640	0.75	0.75	0.97

The selling prices of rice and sugar were fixed by the Board. In fixing the price of the rice it considered the competition which it could make to the local production. Generally, the import prices of these two articles were lower

than the selling prices fixed by the Board, the difference being the profit of the Board. If the import prices were higher, it was the Board that used to make up for the loss of its fund.

Due to the difficulties in transport which was experienced by some merchants there arose in the local market, a tendency to tighten the sales, with the expectation of higher profits if lean days came. The prices had also shown a tendency to rise. These trends were however, offset by the government by opening its own centres where rice of good variety was sold at 8 annas, 3 pies(boiled) and 8 annas, 6 pies(unboiled). Ninety-nine centres were opened, and the people availed themselves of the facilities which were provided. The government did not have any desire to replace the private dealer, but only exercised steadying influence on the market.

On the other hand, the people found that rice sold at government centres was cheaper and of good variety, and so naturally preferred it to the rice sold in the market. As a result, there arose a need to prevent crowding and long queues at the centres. It was felt necessary to ensure that only genuine purchasers took the supplies, more especially in town. The government had therefore introduced the system of coupons, issued in the administrative offices, thus obviating the inconveniences noted above. A government order which was published had authorised the Imports-Exports Coordinating Committee to purchase rice of local production to

supply the centres which were set up for the sale of rice to the public.²²⁹ During the period of July 1961, the Board of External Trade imported 19,000 tons of rice, both boiled and unboiled.²³⁰ The following quantities of rice and sugar were supplied to the local markets by the Board of External Trade from 2nd to 28th October 1961.²³¹

	Boiled Rice Kilograms	Unboiled Rice Kilograms	Sugar Kilograms
City of Goa	3,551	21,150	73,727
Cortalim	577,800	1,180,400	279,000
Mormugao	200	7,500	262,000

The Board had imported 1,010 tons of unboiled rice and 1,977 tons of sugar for local consumption.

The average production of rice was not sufficient to meet the requirement and so rice had to be imported at a cost of Rupees 1.67,31,445 annually.²³² The rice produced was sufficient only for seven months. And rice constituted the largest single commodity imported from India till 1955.²³³ During the Economic Blockade, Pakistan's main item of export was rice. Karachi had announced that as a result of trade talks, Pakistan had offered to export to Goa thirty items which included cotton, jute and rice.²³⁴

About 33.49 percent of the total area under paddy cultivation belonged to the agricultural associations known as the *Comunidades* and their state of production used to be an indicator for purpose of import of food grains to meet the food

grain deficit. The requirements of rice in the year 1961 were estimated to be around 93,000 tons and the actual production of rice was of the order of 65000 tons. Thus leaving a deficit of about 28,000 tons of rice which used to be imported from Burma. That is though the yearly production of rice, produced locally, used to meet the requirements of seven months, the requirements for the rest of the months used to be met through imports.²³⁵

The territory depended on imports from India for the supply of various articles of daily use. The export markets for its own products such as fish, salt, coconuts etc. were almost entirely in Indian territory. The closure of the borders in 1955 curtailed the free movement of labour, restricted the railway traffic to local areas, and India ceased to figure as a source of supply thereafter. Since 1957 the import trade was confined to mining machinery, automobiles, trucks and consumer goods which were handy for smuggling. The half hearted attempts of the Portuguese Government, limited markets and the absence of cheap sources of energy, technical knowhow were responsible for the weak industrial structure and low agricultural productivity.²³⁶

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CHAPTER

5

**TRENDS IN TRADE
AND
INTERNAL TRADE**

CHAPTER - V

TRENDS IN TRADE AND INTERNAL TRADE

After the heydays, Goa witnessed an unfavourable balance of trade. The value of the imports largely exceeded that of the exports, thus causing a drain of money which affected the financial condition of Goa.¹ The following statistics indicate the import and export during the four financial years from 1896-1897 to 1899-1900. The average import amounted to Rupees 4,451.875/- and the export to Rupees 1,252,500/- and the difference was Rupees 3,199,375/-.² In the year 1895, Dada Rane revolt broke out, Goa was in a troubled state. Trade was affected and a large number of traders left Goa for British territory.³

Trade statistics reveal Goa's impoverishment as the commercial deficit was soaring up higher and higher. The value of exports could not keep pace with that of imports. Hence, there was always a great adverse balance in Goa's economy which had to be made up largely by the remittances sent home by Goan emigrants.

The following chart shows the facts in round figures in rupees.⁴

Year	Import	Export	Deficit
1901	4,226,315	1,360,019	2,866,296
1904	5,343,953	1,649,049	3,694,904
1910	6,271,436	2,550,091	3,721,345
1915	7,844,848	2,971,141	4,873,707
1920	13,591,274	4,005,237	9,586,037
1925	15,253,378	3,949,247	11,304,131
1930	17,427,806	4,090,058	13,337,748
1937	N.A.	N.A.	14,000,000
1947	N.A.	N.A.	20,000,000
1948	49,257,563	9,932,288	39,325,275
1949	53,550,323	8,834,765	44,715,558
1950	75,250,740	9,755,557	65,495,183

In the year 1902-1903 there was a slight increase in the trade in Portuguese products. The decrease in imports from British India and exports to British India was not due to any particular cause. The table below will show the value of commodities traded during the years 1902-1903.⁵

**COMPARATIVE STATEMENT OF VALUE OF THE PRINCIPAL COMMODITIES
IMPORTED AND EXPORTED DURING THE YEARS 1902-1903.**

Imports			Exports		
Description	1902 Rupees	1903 Rupees	Description	1902 Rupees	1903 Rupees
Cotton fabrics	642,423	615,050	Livestock - Oxen	12,462	18,896
Wool fabrics	89,937	81,141	Poultry - Turkeys Ducks	24,985 15,078	17,247 11,788
Silk fabrics	58,870	50,257	Fish refuse	28,621	25,158
Livestock Oxen	129,980	118,898	Bamboos	16,534	15,145
Liquor Spirits Wines	19,386 99,500	21,138 96,677	Spices - Betelnut Kokum	149,029 15,315	172,826 8,450
Tea	17,433	16,926	Fruits - Mangoes Potatoes, Onions and Tubers	97,064 13,326	61,702 15,875
Grain and Pulse	1,298,740	1,714,854	Fish - Salt Dry	84,007 156,784	33,603 112,067
Kerosene oil	116,175	151,852	Salt	97,743	81,485
Tobacco(Raw)	226,231	200,873	Cashewnuts	82,203	88,933
Total	2,698,675	3,067,666	Coconuts	472,670	455,622
			Timber, firewood	14,459	12,829
			Total	1,280,280	1,131,626

Wine imported were chiefly the produce of Portugal, beer of Germany and spirits of Netherlands. Most of the cotton imported was of the produce of British India, as were the imports of grain and seeds. The goods were imported into this country via Bombay. Extensive imports of petroleum oil from the Burma oil wells had been made. Oil was carried through Goa to British India. The total imports by land and sea into Goa in 1903-1904 were valued at Rupees fifty lakhs.⁶ The trade of Goa had undergone no considerable variation during the year 1905. The seasons were normal and the afflicting conditions of plague and famine experienced in other parts of India had practically no effect on trade.

According to the report on the trade of Goa for the year 1905, the classification of the imports, according to countries of origin was based upon the customs returns which only recorded the name of the last port from which goods were received. Thus as nearly all merchandise passed through Bombay on its way to this state, there were, it was presumed, some imports from foreign countries among those classified as derived from British India. These however included chiefly small importation of piece-goods, glass, hardware and sugar. The principal imports from British India were grain, pulse and cotton fabrics. The illuminants imported were of foreign origin, the kerosene oil from the wells in British Burma, which were so extensively consumed in the surrounding districts of British

India, had not found its way into the local market, partly owing to the restrictions of the Bombay Custom Department and partly owing to the difficulties in the matter of brokerage. The trade with Portugal showed decrease by about 12 percent of its value during these years.

In 1904-1905 there was slight decrease in imports and increase in the exports. The decrease occurred in the importation of grain and pulse, which was abnormally large in the previous year. And in the value of exports the increase was apparent in the value of coconuts exported. It is said that this was more due to a rise in the value of the nuts than to the quantity.

The importation of coal had almost ceased but in 1904 and 1905, some coal was imported and retained in a depot at the port of Mormugao for the purpose of sale to mills and to steamers. The demand being small, the business became unprofitable as the coal remained exposed for a long time before its disposal could be negotiated.⁷

The agricultural produce was hardly enough for consumption, therefore in the financial year 1905-1906, food stuffs in the value of more than eight hundred *contos* had to be imported, rice the staple food of the people was imported to the tune of six hundred and thirty four *contos*. The difference between the value of the import of rice and the total value of the import of other foodstuff was hundred and sixty six *contos* and it was made up by the following essential items: chick peas 39.784\$400; wheat 69.000\$000; maize

1.600\$000; nachinim 7.200\$000, barley 480\$000; legumes 26.400\$000; potatoes 6.000\$000; onions 4.000\$000; wheat flour 9.200\$000 reis; and *inhames*, *sumos* and tubercles in general 2.333\$600.

The most important items of cultivation were coconut and cashew, but the export of the products of the coconut trees, the only ones that were valuable in the colony, did not come upto three hundred *contos* in the financial year 1905-1906. Since the production was less, its trade was insignificant. Its trade was reduced to a simple exchange between the small items that Goa exported and the ones it imported which were of a much higher value. The main import was carried out with the ports of British India, especially Bombay, from where Goa got seventy five percent of its total imports.⁸

From the commercial point of view Goa was not as important as it should have been in consideration of her railway, river and port facilities. In 1915-1916, the following items were exported from Goa : coconuts – 35,677,000 fruits; salt – 950,290 *maunds*; fuel – 316,250 *maunds*; cashew-seeds – 37,250 *maunds* and areca – 17,110 *maunds*. During the year 1922, Goa's export amounted to only twenty eight lakhs of rupees, while the imports valued as much as eighty two lakhs, a difference of fifty lakhs. Items were imported chiefly from Bombay and Madras Presidencies. In 1915 and 1916, imports exceeded exports by 27 and 12 lakhs respectively. To meet the deficit in the budget several of the old taxes were raised and

new ones levied. The customs duty for instance was raised by ten percent and again by twenty percent. A duty of over fifteen percent was levied on the average.⁹

The government revenue receipts were 23 lakhs of Rupees in 1906-1907, which increased to 34 lakhs in 1920-1921 and sky rocketed to 102 lakhs during 1948. Thus when the population did not vary much, the colonial regime was filling its coffers through various sources, the Customs (*Alfandegas*) being the largest. Its revenue increased four fold from 1875-1876 to 1906-1907 and five fold from 1906-1907 to 1934.¹⁰

Avertano Correia Fernandes stated that the economic position of Goa was not very bright and that year after year the social and economic situation was worsening. The export had declined to a negligible amount. The agricultural produce was decreasing year by year.¹¹ The following statement reveals the figures of commodities exported in the year 1907, 1927 and 1928:¹²

Name of the Commodity	Numbers in thousands		
	1907	1927	1928
Coconuts	83,088	42,320	33,666
Price in rupees	1,580	1,598	1,639
Salt (<i>Maunds</i>)	749	315	325
Price in rupees	159	313	322
Mangoes	9,041	9,545	11,371
Price in rupees	160	373	580
Arecanut (per hundred)	10	24	33
Price in rupees	80	292	387
Fish (per hundred)	30	49	30
Price in rupees	110	406	352
Cashew (per hundred)	27	27	33
Price in rupees	118	264	294

The balance of trade in Goa was adverse, the import was greater than exports. The table below shows the amount of export and import for the period from 1923 to 1928.¹³

Years	Import Rupees	Export Rupees
1923	15,198,593	3,741,103
1924	14,913,151	4,519,628
1925	13,985,901	3,535,653
1926	14,921,897	3,552,598
1927	15,396,061	3,645,814
1928	15,116,634	4,169,874

The export trade was done without the intervention of the producer or the agriculturist.

The territory's imports were regulated through the two customs barriers on both sides of the border: Portuguese and British. The Portuguese levied duty on the British Indian imports and the British on the Goan exports. During the 1930s heavier customs duties were imposed on imports, which mainly consisted of consumer goods, the cost of living in Goa rose higher than in rest of India.¹⁴ The customs income for the year 1936 amounted to Rupees 29,28,735. The customs revenue was thus estimated at Rupees 30 lakhs per year or about half of the State's total receipts. Its burden fell specially on articles of indispensable necessity, a great part of which was imported from British India, and increased the cost of living.¹⁵ The working class which was most concerned with consumer goods, was badly hit and as a result the cost of production whether of agriculture or of other industrial goods went

sky-rocketing. The high cost of production had placed Goa's goods in an unfavourable position in the Indian market, where local goods produced at a lower cost naturally pushed Goa's goods out of it. Even in Goa's local market, the local goods produced at a higher cost could not compete with the Indian goods produced at a lower cost. And worse still, as the Portuguese customs imposed an ever high duty on imports of Indian origin, the British in retaliation also levied higher duties on Goa's exports, with the result there was a great slump in the trade. Between the years 1930 and 1935, while the imports declined by twenty percent, the exports went down by thirty eight percent. Items were bought dearly and sold cheaply, Goa produced almost nothing and imported everything. The economic situation of Goa was thus alarming. The Portuguese officialdom would not admit the blunder it made, on the contrary it thrived on it, because the heavy duty imposed yielded a handsome revenue.¹⁶ The value of export goods in 1936 was Rupees 24.41.390, while the imports was Rupees 1.32.78.972.¹⁷ This tremendous unfavourable balance of trade shows the backwardness of Goa's economic development and its growing dependence on other countries.¹⁸

The poverty of exports was evident both in its quality as well as quantity. The reason for this bankruptcy was the fiscal policy of the Government. The high custom duties, fixed by the government on goods of primary necessity under the cover of protection, raised the cost of living to the point of affecting the general cost of

production of agricultural and industrial articles of local production that were consequently superseded by outside goods. Hence there was the invasion of the local market by imported articles and the atrophy of local production. On the other side, the high customs and freight barrier, set up in retaliation to this policy in British India against the chief Goan products which were in great excess of its needs was harmful to its main sources of wealth.¹⁹ The high customs duties imposed under the cover of protection affected the general cost of production in Goa and resulted in decreasing productivity. The main result was that Goa imported more goods which it was unable to produce at competitive cost of production and exported less.²⁰

Coconut which was one of the most important exported articles, fell down to almost nothing in 1936. The cause for this tremendous fall lay in the prohibitive duties and freight which Goa had to pay to reach a market which was actually close to its borders. While the price in Goa fell to less than Rupees fifteen per thousand coconuts, the freight and the customs duty cost Rupees eighteen which proved that it was not so much the fall in the price in the neighbouring market that depreciated the product as the artificial barrier established and maintained for the exclusive benefit of the state. The same was the case with mango, which was the next best product for exportation from Goa. The quantity in 1938-1939 was the lowest. And it is said that on each load of mangoes worth one thousand rupees sent from Goa to Bombay,

Rupees four hundred more was paid than what was paid on the same quantity sent from Ratnagiri.²¹ The dry or salted fish exported from Goa in the 1920s was on average of 40 to 50 thousand *maunds*. It had fallen to 15 thousand *maunds* in 1936.²² The only article which had gone up, due to the demand in America was the cashewnut. Thus all the best products and industries of Goa were condemned to atrophy through this customs regime imposed on the country to the benefit of the government finances.²³

Trade statistics show that the percentage of imports from British India was 72.45% until 1929 but it had reduced to 55.37% in 1930s. The total export which was of nearly four million rupees in 1930, hit by the high duties, had come down to two and half million in 1935, thus suffering a reduction of thirty eight per cent and in the same period the imports had also fallen to twenty percent, they fell not only in value but also in volume. The total value of exports in 1936 was reduced to a little over one-sixth of the total value of imports. Thus the constant raising of duties and other restrictions resulted in seriously damaging the internal economy and also in badly affecting the Indian products,, while countries more distant and foreign were benefitted. Thanks to its proximity, the Indian market was in a better condition to supply and absorb all the most important commodities, but it was denied any preferential treatment conceded to other countries. While the total value of Portuguese India's trade, that is imports and exports including transit merchandise, was of Rupees 1.51.86.420. The

value of trade with Portugal and its colonies was just of Rupees 8.43.690.

The value of imports was four times the value of exports. The tariff barrier was responsible for the high cost of living in Goa. And the high cost of living affected particularly the labouring class and was consequently responsible for the high cost of production. The high cost of production led to decline in Goa's productive capacity, and it was unable to compete with the lower cost of production elsewhere. The result was tremendous increase in imports and fall in exports.²⁴ Proposals were put forth for negotiations to be carried out with British Indian government for the exemption of duties on fruit, ~~fresh and~~ dry fish, vegetables etc. and for reduction of duties in all other produce. Portugal had been from time immemorial a faithful ally of the British and so it was felt that a reasonably fair treatment should have been accorded to her settlements. Goa's import of British wines, salt, tin preserves, clothes, sugar, tea, machinery and practically every other necessities of life without any hindrance was no comparison to the high tariff walls created against the meagre product of Goa.²⁵ As far as trade in general was concerned, Indian imports and exports with the Portuguese possessions since 1947, were consistently falling.²⁶ In 1950 the import duty brought in Rupees 48,23,482;00, export duty brought in Rupees 45,822;00.²⁷ A study of Goa's foreign trade shows that right from the nineteen thirties to fifties, it was unfavourable. However the condition changed radically with the development of

mining industry. Besides, the Portuguese government in Goa was forced to launch a drive for self-sufficiency so as to insulate the Goan economy against the adverse impact of New Delhi's policy. The table below illustrates these changes.²⁸

TRADE DURING THE YEARS 1940 to 1961

Year	Tonnage	
	Import	Export
1940	104,117	42,004
1945	72,162	45,831
1950	122,899	118,148
1955	169,914	1,699,683
1956	127,237	2,247,789
1957	174,698	2,914,726
1958	146,090	2,639,841
1959	145,411	3,843,661
1960	192,744	5,813,791
1961	198,330	6,640,543

The above figures reflect the position of Goa's trade with regards to the external trade, the average amount was of Rupees 113800 (682,800 *contos*) per year in the years 1949 to 1953.²⁹

In the year 1958 the balance of trade was unfavourable by a big margin of Rupees 562.46 lakhs, which was reduced to Rupees 68.30 lakhs in 1959. The year 1960 showed a slight surplus of Rupees 3.53 lakhs. In the year 1961, however there was again an unfavourable balance.³⁰ It may be noted 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.³¹ The foreign trade of Goa was not static, but it was more adverse in nature. Food grains produced

were never sufficient to meet the local demand and Goa had to depend on imports of foodgrains from outside. In 1958, these imports accounted for Rupees 419.22 lakhs, and in 1961 they reached a peak figure of Rupees 502.95 lakh, accounting for 24.2 percent of the total imports. The table below indicates the export and import of food stuff in Goa.

EXPORT AND IMPORT OF FOODSTUFFS IN GOA DURING 1958-1962³²
(in lakhs of rupees)

Year	Imports		Exports	
	Value	Percent of the total imports	Value	Percent of the total exports
1958	419.22	28.7	28.96	3.23
1959	441.35	35.2	36.17	3.05
1960	467.42	27.2	43.17	2.50
1961	502.95	24.2	41.35	2.06
1962	72.98	12.1	13.77	8.7

India was one of the countries supplying food stuffs to Goa upto 1954. The following statistics show Goa's trade with India.³³

Year	IMPORTS	
	Volume of trade In Rupees	Percentage of Share of India
1948	492,57,563	27.2
1950	752,50,740	21.5
1953	942,00,634	24.3
1955	1215,36,792	Nil
1958	1457,19,000	Nil

Year	EXPORTS			
	Total volume of trade in Rupees	Percentage of Mineral produce	Remaining percentage	Percentage share of India
1948	99,32,288	3.8	96.2	54.1
1950	97,55,557	30.7	69.3	40.7
1953	650,10,300	88.9	11.1	4.3
1955	560,86,687	93.7	6.3	Nil
1958	894,73,000	95.5	4.5	Nil

Goa had been dependent on India for several centuries. Goa's import and export trade were connected with India. Because of the strained relations no trade took place with the Indian Union in 1954. During the period 1955-1956, the import with respect to Portugal reached an annual average amount of sixteen percent. During this period two-fifths of the total value of exports went to Japan and one-fourth to Germany. This consisted almost totally of minerals.³⁴

For a long time the trade in Goa had shown a deficit, which in 1958 rose to 337,476,000 *escudos*. However in 1959, it was reduced to 41,178,000 *escudos* and presented a favourable trend towards a better balance of trade. The main factor which contributed to reduce the trade deficit was the growing export of ore, which in the year rose by over sixty-six percent in relation to 1959. Goa's total imports in 1960 showed an increase of 279,844 *escudos* over 1959, while the exports including ore and other products increased by 323,062,000 *escudos*. In the import section the increase was more marked on such items as machineries,

trucks and other equipments mostly destined for the mining industry. In 1960, the import of these items amounted to about 287,000,000 *escudos* as against 180,000,000 *escudos* in 1959. Imports of foodstuff were only slightly above the 1959 figures: about 28,500,000 *escudos* worth of food stuff was imported in 1960 against 26,500,000 *escudos* in 1959. The table below shows the import and export for the years 1955 to 1960.³⁵

Year	Imports	Exports (in 1,000 <i>escudos</i>)	Balance
1955	729,222	336,522	-392,700
1956	684,312	496,446	-187,866
1957	849,936	672,612	-177,323
1958	874,319	536,842	-337,477
1959	750,678	709,700	-41,178
1960	1,030,522	1,032,762	+2,240

The boom in commercial activity few years before liberation led to a phenomenal increase in the imports of consumer goods. The value of imports rose from Rupees 6.72 crores in 1954 to Rupees 17.29 crores in 1960. Though the import duties were low, when compared to the Indian tariff, they yielded Rupees 133 lakhs of revenue in 1960. The import duties were not uniform in Goa, Daman and Diu. In general, lower tariff was charged for goods imported into Daman and Diu. Preferential duties were prescribed on imports from Portugal and her overseas territories. The highest advalorem duty charged was twenty percent and applied to automobiles, watches, cinematographic films etc. Free imports of pharmaceutical goods were allowed. Specific duties wherever

imposed were low. On most of the commodities, it varied from Rupees 0.62 to Rupees 2 per kilogram.

Export duties were few and exports to all Portuguese ports were free of duty. The duties were nominal. Advalorem duties of one percent were levied on arecanut, cashewnut, copra and manganese. Specific duties were levied on coconuts (42 paise per 1,000), charcoal (50 paise per ton), fish (68 paise for 50 kilograms) and salt (50 paise for 50 kilograms).³⁶

The marked development of Goa's economic activities resulted in a substantial increase in the import and export trade, which in 1960 amounted to 1,030,522,000 *escudos* and 1,032,762,000 *escudos* respectively. Thus the year 1960 closed with a favourable balance of trade of 2,240,000 *escudos*.

Besides ores, the following products were exported from Goa in 1960.³⁷

Items	Kilograms/Nos.	Value	Countries
Cashew nuts	1.253.546	19.104.230\$00	U.S.A., Japan, Persian Gulf
Canned Food	33.848	546.302\$48	Timor, Persian Gulf, W. Germany, England, Angola, Guinea, Portugal, Mozambique
Dry Fish	305.104	2.037.546\$00	Ceylon
Fins	1.942	42.258\$00	Singapore, Hong Kong
Fish-Maws	9.784	316.715\$00	Singapore, Hong Kong, England
Gambiar	10.522	281.605\$00	Pakistan
Empty bottles	431.258	535.175\$00	Pakistan
Syrup	140	3.600\$00	Persian Gulf
Animal fat	639	15.745\$00	Persian Gulf
Cotton seed oil	8.000	38.400\$00	England
Betel nut	69.767	238.255\$00	Other Countries
Bamboos	121.500 nos.	189.750\$00	Persian Gulf
Coconuts	15.000 nos.	13.500\$00	Persian Gulf

In the trade with other Portuguese overseas provinces, value of Goa's imports rose from 17,442,000 *escudos* in the first six months of 1960 to 25,608,394 *escudos* in the first six months of 1961. The provinces which exported their products to Goa included Angola, Mozambique, Macau and Timor. In May 1961, Goa exported 6000 kilograms of gambiar to Pakistan to the tune of 176.570\$60. In 1961 the total export of Goa's product to Portugal amounted to ten million *escudos* which represented a substantial increase in relation to 1960, owing mainly to the shipment of 46,000 tons of iron ore to the value of eight million *escudos*, to Portugal's steel factory, Siderurgia Nacional, which was just then installed. Equally satisfactory was an export trade with other Portuguese overseas provinces as given below :

Provinces	Value	Period
Mozambique	213,800 <i>escudos</i>	During the first half of 1961.
Angola	100,946 <i>escudos</i>	During the first half of 1961.
Timor	14,250 <i>escudos</i>	During the first half of 1961.
Cabo Verde	8,910 <i>escudos</i>	During the first half of 1961.

The policy of large scale imports from European markets went a long way to satisfy the new demands.³⁸ Statistics reveal that during the year 1961, imports into Goa were of the value of about Rupees twenty crores. More than ninety percent of this value was due to the import of petroleum products, rice, foodgrains, mining machinery, motor vehicles, textiles and cement.³⁹ Goa's

imports in 1961, were to the tune of 19,332,941 *escudos* (about £237.000). Switzerland continued to be one of the main exporting countries: imports of Swiss goods in May 1961 amounted to eight million and a half *escudos*, imports from England were to the value of more than one million *escudos*, followed by West Germany, from where Goa imported about 500,000 *escudos* worth of goods.⁴⁰ In 1961, food stuffs were imported and the value touched a figure of nearly three crores.⁴¹ Imports in Portuguese India (comprising Goa, Daman and Diu) during the first three months of 1961 amounted to 39 million *escudos* and was divided as follows :

Goa	2.500.000\$00
Daman	11.000.000\$00
Diu	3.000.000\$00

The above imports in Daman and Diu refer only to the goods which were shipped direct to those ports from the exporting countries. In addition, Goa was supplying goods to those markets.⁴² In 1961 the prices in Goa were relatively lower compared with the rest of India. The year 1960 was a prosperous year.⁴³

Though the balance of trade was adverse in Goa its effect was reduced due to the following : firstly, by the remittances of Goan emigrants, and secondly, by profits from smuggling activities. After the Indian blockade, the boom in mining industry in Goa provided the necessary foreign exchange.⁴⁴

The economic dependence of Goa on India was revealed by the fact that the Indian currency circulated freely in Goa and it constituted almost two-thirds of the total of all currencies in circulation. From 1942 to 1952, the Portuguese authorities had banned the circulation of Indian currency in Goa. Then the Goans were forced to resort to barter for transactions.⁴⁵ Till the year 1953 the Reserve Bank of India used to provide the Portuguese government with the foreign exchange needs for imports from foreign countries.⁴⁶

Between 1947 and 1952, New Delhi released £13.16 million (convertible sterling) for Goa's benefit and about £13 million (non convertible sterling) in favour of Portugal through Goa, so that Goa's economy might be toned up. But instead of stabilising the economy, Portugal purchased luxury goods and dispatched them to Goa.⁴⁷ According to Bombay Chronicle dated 17th April 1951, the Reserve Bank of India had stopped exchange facilities for Goa's imports, alleging that they were used for imports of arms and ammunitions.⁴⁸ In 1951, itself the arms and ammunitions imported into Portuguese India was worth Rupees 2,924,000 as compared to the imports worth only Rupees 42,000 in 1948. As a result of the suspension of exchange facilities to the Portuguese government in Goa in the last week of March 1951, the food position deteriorated considerably in Goa. This resulted in a severe necessary food shortage and the food grains ration was cut down from three *seers* to 1 *seer* per capita.⁴⁹ The prices of food grains in

Goa had gone up at least by fifty percent.⁵⁰ The Free Press Journal dated 21st April 1951, stated that the government of Goa sought a substantial release of sterling from the State Bank of Pakistan to overcome the economic crisis. The Portuguese authorities in India needed sterling valued at about Rupees twenty crores every year for the purpose of their export trade. The Goa Government had entered into a Trade Pact with Pakistan in 1949 for the purchase of vital rice supplies from Pakistan. The much sterling facilities were required to import goods to Portuguese territories in India. According to the Free Press Journal dated 17th April 1951, a delegation of Goan merchants went from Goa to Bombay to meet the Governor and other high officials of the Reserve Bank of India and explained them the difficulties resulting from the foreign exchange restrictions imposed by the Government of India on import of goods to Goa. At that time the Portuguese government in Goa urgently required foreign exchange for rice imports from Burma. However the Government of India was willing to make the following arrangements for such releases only if the Portuguese Indian authorities cancelled the decree regulating the surrender to the Portuguese Indian authorities of foreign exchange earned by exports financed by Indian banks and secondly that imports of commodities below were either banned or were restricted closely to quantities genuinely required for consumption in Portuguese India : Gold and silver jewellery, scents and perfumes, watches, spirits, cigarettes, chocolates, bicycles, fountain-pens, silk and art silk

piece goods, precious and synthetic stones. Liberal imports of these goods had a tendency to stimulate smuggling.⁵¹ In the year 1951, Goa imported silk worth Rupees 6,533,000 when in the year 1948 she had imported silk worth Rupees 568,000 only. Goans hardly wore silk. Silk was not exported out of Goa, and it was smuggled through the highways and byways across the common frontier.⁵² These imports absorbed a large part of the exchange quota which otherwise was needed for more essential goods. The foreign exchange facilities which were suspended by the Reserve Bank of India on 24th March 1951, were resumed from 1st January 1952. However, there were some modifications. Such applications required import licenses from the Portuguese authorities, and all earnings through exports to this area were to be surrendered to the Reserve Bank of India. Foreign exchange for imports from other areas were to be provided by the *Banco Nacional Ultramarino*. The sterling was released to Goa to enable the colony to import necessary commodities on the understanding that the hard currency earned by Goa would be credited to the Reserve Bank of India. An agreement was reached between India and Portuguese Government in Goa under which India was to make available £1,200,000 to the Portuguese Indian Government during the period from July 1951 to June 1952. One-fourth of this was to be convertible into Portuguese currency. The agreement was for a year. After the independence of India, the Portuguese Government issued a decree directing all Indian Banks to surrender to it all the

foreign exchange earned by them on Portuguese India's foreign trade. But India insisted on the withdrawal of the decree. The Portuguese had then withdrawn the decree and thereby enabled Indian Banks to earn for India foreign exchange on the Portuguese Indian trade. In spite of the deadlock created, India made available £1,200,000 to the Portuguese government in India till the end of May 1951. Portuguese India however squandered this huge amount by importing luxury goods which were often smuggled into India. Along with the agreements the Portuguese Government had introduced an import licensing system. It was hoped that the agreement would check smuggling of luxury goods into India.⁵³

When normal relations existed between Goa and the Union of India, India afforded Goa the necessary credit to meet her commercial needs. When this facility was withdrawn to bring home to the Portuguese in Goa their dependence on India, Goa smuggled foreign goods across her border with India to earn the much needed Indian Rupee.⁵⁴

Goa had been a reservoir not only of gold and wine but of other foreign goods like scents, chocolates, watches and luxury goods which were smuggled into India. In these nefarious activities many Indian capitalists were aided and abetted by Portuguese officers. Thousands of people were engaged in this smuggling business.

Another device employed by the Goans to make up their shortage of currency was smuggling.⁵⁵ Goan economy was in a

chaotic state from late 1940's till its liberation in 1961. This state of affairs had its repercussions and bad consequences for free India on the economic front. Smuggling on a big scale was one phenomenon which needs to be studied for its implications of this nature. Ironically, the Portuguese authorities who were involved in suppressing the political opposition of highest nature, did not take any serious steps to curb the illicit trade across its Goan borders. The Portuguese not merely connived at but openly encouraged smuggling. In the opinion of the Consul General of India in Goa, one third of Goa's economy survived on the contraband traffic between India and Goa. He revealed that in 1952 alone, Goa's imports were worth Rupees nine crores of which Rupees three crores would have been sufficient enough for Goa's utilisation. He pointed out that the remaining goods valued at Rupees six crores naturally had been clandestinely taken to India. He also disclosed that the total value of the gold imports in Goa was over Rupees five crores.⁵⁶ In Goa, the tax on luxury articles like fountain pens, watches, cosmetics, transistors and even on cars was very low. This was a deliberate policy of the government to facilitate intensive smuggling of these goods into India. Much of Goa's import trade consisted of luxury goods which surreptitiously found their way into India.⁵⁷ K. L. Sanzgeri, President of Goa Congress in a statement said, "For many years in the past, Goa had been a smuggler's den and most of the goods, mainly luxury goods imported into Goa, were meant for smuggling into India".⁵⁸ A notification was passed

by the Government of India on September 24, 1951 to the effect that import trade control restrictions in force in India were applicable to goods arriving at Indian ports for onward transshipment to Portuguese possessions in India. Due to this restriction, Goa's import trade in particular was paralysed and a variety of luxury goods in large quantities had reached Bombay and remained there. Shipping Companies were also reported to have advised their principals abroad not to accept luxury goods for sometime for shipment to Goa. The object was not to thwart the genuine trade but to restrict importation into Portuguese possessions via India, of articles which were likely to be smuggled into India. The Government of India decided that it would not apply to goods intended for transshipment to Portuguese possession in India imported by air or sea and shipped on or before 1st October 1951. As regards the goods shipped after that date, the restriction, at that moment, applied only to selected articles. In a letter dated 14th December 1951, from the Assistant Collector of Customs, M. B. Ghandi, to the Trade Agent of the Portuguese Government at Bombay orders were passed by the Government of India, that the cargo manifested for transshipment to Mormugao and imported by air or sea and shipped before 1st October 1951, be allowed to be transhipped under the following orders. Cargo imported by air or sea and shipped after 1st October 1951 was allowed to be transhipped with the exception of the following items: a) diamonds, sapphire, Emeralds and precious stones cut and uncut; b) fountain

pens and parts; c) clocks, watches and parts; d) Pearl necklaces and imitation pearls; e) synthetic stones; f) jewellery and articles of gold; g) playing cards; h) saccharine; I) liquor; j) silk, silk yarn and articles of silk yarn; k) betelnuts.⁵⁹

The customs authorities raised a 'Second Front' of customs to check smuggling of articles from Goa into the Indian Union by land and sea routes. Flying squads were maintained to keep a vigilant eye along the sixty miles land frontier between Goa and Karwar district. The sea board, another vulnerable frontier between Goa and Karwar was also guarded. From the Indian side, rice, gur and dal were attempted to be smuggled into Goa.⁶⁰ The fishing and commercial country-craft made the most valuable contribution to the success of this smuggling. The *modus operandi* consisted of the exchange of goods in mid sea by such country crafts.⁶¹ There was no difficulty for Indians in their trade with Portuguese India because the Indian rupee had always enjoyed ready convertibility in Goa, Daman and Diu. The Portuguese policy on hard currency kept prices of certain luxury articles like watches and jewellery comparatively high, although sufficiently below Indian prices to maintain smuggling from Goa to India lucrative. Illicit trade in watches had become one of the most serious problems for the custom authorities.⁶² With the independence of India, the goods in transit through Mormugao decreased considerably. But even then the economic life of Goa drew its sustenance from India. As imports were restricted and prohibition was introduced in the neighbouring

state of Bombay, a large smuggling trade developed from Goa with the connivance of the Portuguese authorities.⁶³ Expensive luxury goods, far in excess of Goa's internal requirements, were imported from abroad and systematically smuggled into India. The main goods in the smuggling trade were liquor, American fountain pens, Swiss watches, Italian silks, silver and gold bullion. The value of silk cloth imported in Goa in 1948 was Rupees 0.5 million; but in 1951 it amounted to Rupees 6.5 million. Consequently, the revenue of Goan Customs increased from Rupees 5 million in 1948 to Rupees 10 million in 1952. It bolstered the economic life. And as a result the total revenue of the Goan budget went up to Rupees 25 million in 1953 from Rupees 12 million in 1948. It is to be noted that the smuggling trade provided Indian currency to the Portuguese government in Goa. The main goods in the smuggling trade as already mentioned were silver, gold, silk, liquor, diamond etc. The total value of such contraband goods seized by Indian Customs and Excise authorities in three months in 1954 amounted to Rupees 25 lakhs. The Goan as well as the Indian merchants amassed big fortunes by smuggling goods into Goa via Aden, Singapore, Ceylon and other routes and thus helped the Portuguese government.⁶⁴ According to the Times of India, luxury goods worth more than Rupees 1,50,000 was smuggled into Bombay from the Portuguese territories of Goa, Daman and Diu and was seized. Some important parties in Bombay were hand in glove with regular dealers in Goa and Daman in the illegal importation of nylon,

watches, fountain pens, silk and other luxury articles which were either dutiable or the import of which were severely restricted. A motor launch plying between Goa and Bombay, was intercepted in Bombay. It was found loaded with machinery, ship parts and other goods valued at Rupees 4,000 bound for Goa. Officials said that the motor launch had no port clearance and necessary export licenses.⁶⁵ But smuggling into India of goods imported from foreign countries was not the only trade in which the Portuguese had specialised themselves. They had also adept at pushing into India strong alcoholic drinks distilled in the Portuguese possessions for the manifold purpose of stultifying India's prohibition policy, of raising revenues, and of earning the much needed Indian currency. T. B. Cunha pointed out that the main state revenue came from the industry of strong alcoholic drinks, produced in quantities too big to be absorbed, by the small local population. For a long time, the Daman government had lived on this industry. Large quantities of liquor distilled in Daman were smuggled into Bombay where prohibition was in force. The country and foreign liquor were also smuggled into India. Portugal used to export wines and spirits into Goa, for example the cheap light *Maceira* was imported into Goa legitimately for consumption. Later it was smuggled into the dry regions of Maharashtra and other areas where it was prohibited. The border police hauled up cases of this and other liquor in transit for smuggling.⁶⁶ According to the Bombay Chronicle dated 1st March 1950, the extent of smuggling of foreign and country liquor

from Goa by the land route could be gauged from the huge quantities of smuggled liquors seized by the preventive staff of the Central Excise Department at Castle Rock, Bombay States railway frontier, contiguous to the Portuguese territory of Goa, known as the *Estado da India Portuguesa*. From this tiny foreign possession virtually rivers of liquor were smuggled by bootleggers who had smuggled vast quantities of liquor into the Bombay state through land frontiers and every avenue explorable on the littoral that stretched along Bombay's long sea front. A case of 264 bottles of *Maceira* brandy and Goa country liquor valued at Rupees 1,500 were detected when passengers of a Bombay bound train were searched. The *Hindustan Times* dated 18th January 1951, reported that the Governor of Goa had assured M. L. M. Patil, the then Minister for Excise and Prohibition, that the government of Goa would strictly enforce the three mile dry belt created in May 1950 on their border to check smuggling of liquor. Imports of alcoholic beverages in territories of Goa, Daman and Diu were reduced to the minimum needs of local consumption.⁶⁷ The measures adopted by the Union and state governments concerned to check smuggling, however proved themselves inadequate and inefficient.⁶⁸

The *Times of India* dated 13th November 1953, stated that smugglers and dealers in contraband, smuggled several thousand pens, watches and sunglasses, collectively valued at Rupees three lakhs. Seventy nine thousands pens, mostly American and a few Japanese, worth Rupees 1,60,000 were seized by the Customs

Department from a number of shops and godowns. The pens recovered by the customs were smuggled into Bombay from America through Goa and Daman. Raiding a fashionable stores at fort, the Custom had also effected a haul of 396 Swiss watches valued at Rupees 32,000 , for which duty had not been paid. One thousand and four hundred dozen sunglasses made in America were taken possession of in other raids.⁶⁹

Between India and the Portuguese possessions of Goa was a stragglng land and sea frontier and between these two areas a two-way illicit trade had developed. Gold and imported commodities were smuggled into Bombay state and food and Indian manufactured goods found their way into Goa. However Goa with a less population could not absorb all the goods that found their way into Mormugao and Panjim.⁷⁰ The excerpts from the contemporary newspapers help us to reconstruct the history of contraband trade. From 1954, the illicit trade in gold increased considerably. That was the period of the economic blockade imposed on Goa by the Government of India. The Portuguese authorities were under pressure to accept Indian currency on par with its *Escudo*, and the trading community agreed to cooperate with the government only if they were allowed to import gold against this currency. This indirectly encouraged gold smuggling.⁷¹

During the last four months of the year 1949 and first two months of 1950 there had been no imports of Gold in Goa. In the month of March 1950, 15000 ounces of Gold were imported from

Macau.⁷² Gold was not only smuggled from Gulf and other countries to Goa, but it was legally imported by many in Goa and then systematically transferred to the Indian Union. A letter dated 13th March 1950 and addressed to the Portuguese authorities states that large quantities of gold were imported into Goa by a special plane from Macau, and that this gold was smuggled into India. It further states that in the absence of many more customs posts around Goa, the illegal entry of gold into India could be obviously prevented. Besides the Goans and the foreigners in Goa, also many top business tycoons from Bombay were involved in this traffic. The gold recovered from motor trucks owned by the top Bombay businessmen shows the involvement of Bombay traders in this illicit gold trade. Besides those involved and mentioned above, also the Portuguese customs guards were in the trade.⁷³

Goa was the smuggling centre for gold and it was illegally flown to the Indian Union via Majali and other check posts. The newspaper reports also reveal that much of gold, poured into Goa through Gulf, Macau and Mozambique. The approximate amount of Gold imported into Goa in the year 1950, is given below:⁷⁴

Sr. No.	Date or Month of Import	Quantity of Gold Imported
1	23 rd January, 1950	9,37,500 <i>tolas</i>
2	27 th May, 1950	50,000 <i>tolas</i>
3	June, 1950	4,270 <i>tolas</i>
4	10 th August, 1950	42,257 <i>tolas</i>
5	October, 1950	35,200 <i>tolas</i>

Another source says that during the year 1950 about 10,69,227 *tolas* of gold were imported into Goa.⁷⁵ During the period from 1950 to February 1952, the smuggled gold worth Rupees 2,115,013 was confiscated by the Government of India. About 540 *tolas* of gold valued at over Rupees 60,000 were discovered on the person of eleven passengers from a coastal steamer from Mormugao, Portuguese India port. Custom authorities described this as the biggest haul and said a gold cylinder was among the 49½ bars of gold seized at Karwar. According to the Bombay Chronicle dated 1st March 1950, large quantities of gold, valued at many thousands, at Castle Rock, Bombay states railway frontier, were being clandestinely smuggled into Bombay territory.⁷⁶ New Delhi on the other hand complained about the complacency on the part of the Portuguese government in helping it to control the smuggling and contraband traffic. It is said that, that gold bullion valued at Rupees 9,30,000 had landed in Goa after a secret passage by air from Kuwait in the Persian Gulf. The metal weighing 880 lbs. was carried by a British chartered flying boat. An official of the Aquilla company, owner of the sea plane, stated that they did not know who sent the gold nor for whom it was really intended. The Central Excise authorities on the Karwar-Goa border had detected Gold smuggling in stomachs. A party of eleven persons, who were suspected of smuggling gold were detained at Majali and brought to the Hubli Civil Hospital for medical check-up. An x-ray of the suspected persons revealed the

presence of gold in the stomach of three persons. A goldsmith had also eluded the Central Excise authorities with gold in his stomach, but who died from 'intestinal obstruction'.⁷⁷ There were import restrictions on bullion in India and there was a gap between the price of gold in India and that in foreign countries which represented the profit of the smuggler. Experts estimated that bullion of the value of Rupees fifteen to twenty crores continued to be smuggled from Goa to India. The smuggler could net in a profit of Rupees fifteen to twenty per *tola* or 11.5 grams.⁷⁸

Gold had also been seized from certain people on board the ship 'Sabarmati'. Five person, including three women, had taken up lodgings in Bombay on arrival from Karwar. They were outwitted by the Officers of the Rummaging Division and Opium Intelligence of the Customs, and 190 *tolas* of gold, valued at more than Rupees 20,000 were discovered. Information received by M. A. Rangaswamy, Assistant Collector of Customs, revealed that some people on board the 'Sabarmati', arrived from Mangalore via Goa smuggled gold into the city. The Customs Officers led by Inspector D. Leither and John Goes swooped on the ship on berthing. Scores of other officers took up position in various places where the passengers had their accommodation, there they were joined by two other passengers. The officers raided the hotel, subjecting the concerned woman to a close examination. Nineteen gold bars of ten *tolas* were recovered from the persons.

The Customs Preventive staff had a busy time during week end and intercepting smuggling activities in Bombay port. During the year 1951, besides the big haul of gold seized at the airport, the Preventive Officer, Pendharker was reported to have seized five bars of gold worth approximately Rupees 5,000 from Appa Narvekar who had arrived from Panjim.

A Customs staff along the 62 miles land frontier between Karwar and the Portuguese territory of Goa was strengthened and strict vigil was maintained both along the land border and sea coast to foil attempts to smuggle gold into India from Goa. A considerable amount of gold found its way to India from Goa through jungle paths in this frontier, which was mostly a forest area. Small country crafts were also employed by the smugglers to land their precious metal along the Karwar coast. A. S. Kyte, collector of Central Excise and Customs, Bombay, said that the custom authorities had planned to employ motor launches to chase suspected boats and defeat smugglers effort to take advantage of the large sea coast. A new instrument namely the 'gold detector' was also commissioned to trap the smugglers.

The Goa traders had close connections with some of the foreigners who had settled in Goa either because of their trade involvement or for other reasons. These foreigners were acting as agents or partners of some of the Goan traders. Foreigners like Antonio Shayo of Macau, Fauzil el Hose of Lebanon and some Goans well known for gold trade imported kilograms of gold into

Goa. In 1950, only the above mentioned two foreigners and two other locals had imported 1,122,312 kilograms of gold to Goa.⁷⁹ The main stay of the Portuguese government in Goa was the contraband trade.⁸⁰

Gold which was legally imported by many into Goa was then systematically transferred to the Indian Union. A letter dated 13th March 1950 addressed to the Portuguese authorities stated that large quantities of gold was imported into Goa by a special plane from Macau, and that this gold was then smuggled into India. It further stated that in the absence of many more customs posts around Goa, the illegal entry of gold into India could not be prevented effectively.⁸¹

The *Times of India* dated 17th October 1953, reported that the Government of India had actively considered stringent measures to prevent smuggling of gold into the country from Goa and Pondicherry and from the Persian Gulf. It was stated that Bombay was the biggest market for the smuggled gold and was estimated to absorb annually over a lakh *tolas* of such yellow metal, mainly which came from Goa and Persian Gulf.

A report from the *Hindustan Standard* dated 6th February 1953, stated that the Central Board of Revenue, Union Ministry of Finance paid constant attention to the problem of reducing smuggling along the land and sea frontiers of India. During that year, a gold haul of great magnitude was brought off on the Goa frontier by a flying squad. Goods worth Rupees 40,000 were seized

on the same frontier when they were on the point of being smuggled. On a careful examination of the concerned persons, the Bombay Custom authorities had suspected the same as coming from Goa. One of them carried gold and the bundle contained five bars of gold bullion wrapped in a rubber balloon and tied behind the knee of one of his legs. Six other passengers were found carrying gold bullion ingeniously concealed inside their bodies. Five of them had two balloons each containing altogether ten bars weighing 100 *tolas*. The sixth was found in possession of such balloon, containing five bars weighing nearly 50 *tolas*. In all, 60 gold bars weighing about 600 *tolas* were recovered from the passengers.⁸²

When the economic sanctions were applied by India against Goa, there were many agents or groups who helped the Portuguese to smuggle goods into and from India. During this period shops displayed silks and cotton textiles. There were food grains smuggled from India. There were many Indian articles which found their way into Goa via Singapore, Aden and Cairo. The fishing and commercial country craft made the most valuable contribution to the success of this smuggling. Smuggling of Indian goods via Pakistan was both easier and more profitable as the route was the shortest for the Goan and the Indian. The Indian restrictions did not produce much effect on Goa's trade, thanks to the rampant smuggling.⁸³

The Indian authorities were in constant touch with the Portuguese authorities at Goa to prevent large scale import of gold into Goa and its smuggling. A meeting was once arranged and held between the Portuguese Minister and representatives of the Government of India to check smuggling in gold and other precious articles like watches and diamonds.⁸⁴ Such smuggling could fill the gap in the Portuguese balance of trade. The Portuguese were of the opinion that the amount of gold imported was not excessive in view of the well-known jewellery work and manufacture of articles and images for religious worship. However, the desire of the Portuguese authorities in checking the contraband activities through Goa was made clear to their Indian counterparts. Diplomatic pressure was brought to bear upon the Portuguese authorities to put their desire into practice. The Portuguese authorities also intensified their vigilance to avoid contraband, specially against the Arabs who were the principal gold traders.⁸⁵ Further on the request of the government of India, inspection was carried out in private houses, on board ships, principally in those arriving from the Persian Gulf, and also in the luggage, clothing and other places of concealment of persons entering or leaving Goa. Night patrols were also started at sea within the territorial waters by motor boats of the naval services. These measures helped to check smuggling to some extent. During the year 1950, gold worth 91,553 grams (7.831 *tolas*) valued at Rupees 783,219 approximately was seized. During the 1950's the political situation in Goa was extremely fluid and

whatever measures were adopted were aimed at easing the growing of tension in the neighbourhood. The Government of India was appreciative of the measures adopted, but it also expressed its dissatisfaction with the continuation of the imports of gold into Goa and its illicit traffic.

Apprehending danger for the Indian currency structure as gold smuggling continued, the Government of India continued its requests to the Portuguese authorities to check the growing menace of gold smuggling and offered its assistance in any way the Portuguese Government might be in need of.⁸⁶

With the mining boom, the bulk of the foreign exchange earned by the export of ores was frittered away on imports of consumer goods, of which some found its way into India through smuggling activities.⁸⁷ If Goa had to export to the tune of her imports, there would have been enough credit built up abroad to purchase the consumer goods at home. In the year 1951, Goa exported to the value of Rupees 25,928,522, but in the same year the imported goods were of the order of Rupees 88,977.034. Thus the balance of trade was unfavourable to the tune of Rupees 63,648,512. But Goa had no exchange facilities or credit abroad.⁸⁸ The deficit in the balance of trade was covered by its "invisible exports" namely, the remittances of the Goan emigrants from India, Africa and other places.⁸⁹ In 1951, Goa received from India, by way of remittances by the emigrants Rupees 68.035,241 in Indian currency. The trade deficit of 63 million rupees was thus met with

an equal amount of remittances received from India in Indian currency.⁹⁰ Goa's budget was often sought to be balanced by the Portuguese through heavy taxation on Goans who were largely supported by these remittances from abroad.⁹¹ Until 1950 when minerals came to account for the bulk of Goa's export, visible imports were about five times higher than exports. Invisible imports substantially augmented the already high magnitude of imports. Moreover smuggling was rampant, thus increasing the entry of foreign goods into Goa.⁹² Goa was economically deficient since the value of its imports was several times superior to the value of its exports.⁹³ It was the money of the emigrants that went to pay for all new burdens. The burden of the high cost of living in Goa resulted from the levy of high custom duties on most essential goods imported into Goa. This burden was borne by the Goan emigrants.⁹⁴

In the light of political chaos and anarchy prevalent in the home-country, it was no wonder that contraband, basic to Portuguese colonialism reached fresh heights in Portuguese India leading to the accumulation of huge sums by some. It was the unofficial commercial involvement of the Portuguese in India that explains the survival of the *Estado*. Portugal being in the grip of a deepening economic crisis, the assistance rendered to the *Estado*, particularly by the native Hindu population was the need of the hour. Undoubtedly Saraswat Brahmins and Vantias enjoyed a virtual stranglehold over the Portuguese Indian economy,

particularly the commercial arena.⁹⁵ Ninety percent of the business and trade in Goa was in the hands of immigrants from India. Trade and commerce also depended on the circulation of Indian bank notes.⁹⁶

Besides external trade, the internal trade also played an important role in the economy of Goa. The hinterland with its hilly land formations contributed to the slow movement of goods from one place to another, hence the need for an easy outlet to exchange. Surplus production would also be exported to neighbouring places like Balaghat and Londa. Caravans of bullock carts called *boiadas* would trudge their way to the ghats and bring back in exchange salt, rice, salt fish and coconuts.⁹⁷ Merchants from the ghats transported goods between Goa and the ghats putting on backs of oxen. Some portable goods were transported by persons, who took them on their trade. Internal trade was carried out mostly by road.⁹⁸

The village bazaar is a common feature of any agriculture based economy. As a very traditional and rudimentary form of inland trade that was common all over the country, Goan villages also had their weekly markets and seasonal fairs. This mode of trade was prevalent even in Europe.⁹⁹ These markets and fairs enabled the artisans and farmers to sell their surplus products of domestic crafts and agriculture and to procure in exchange other provisions that they needed. The bazaar day was a day of great interest and activity. Thousands of villagers, all those who wanted to

sell or purchase flocked to this bazaar.¹⁰⁰ The internal trade consisted mostly of food stuff carried on in city markets. Here the people bought rice, dried cereals, vegetables, dried fish, condiments, fruits and sweets, mostly gram sweets, vessels for cooking – earthen and copper vessels, mats to sleep and so on. Besides these essential commodities there were large quantities of tobacco for smoking as well as for inhaling used by men and women, betel nut and areca with their complement of cloves and fresh lime, bracelets, necklaces, nose rings and huge amounts of flowers. This was more than in any fair in Portugal. There were many village markets. Some of them were permanent and many of them were temporary. The earthenware goods were always in large numbers and occupied a large space and were therefore far from the centre of the market. The same was the case with mats and tobacco. But it was the sweet shops and the bangle shops that called the attention of the onlookers.¹⁰¹ Weekly markets were held in different villages on different days in order to enable both the buyers and sellers to trade at their own convenience. The days and the places fixed for the weekly markets were as below:

- Sunday** – *Calangute, Margao, Ponda, Quepem and Siolim;*
- Monday** – *Sanquelim;*
- Tuesday** – *Pernem;*
- Wednesday** – *Assonora, Bicholim and Sanguem;*
- Thursday** – *Mormugao;*
- Friday** – *Banastarim, Mapusa and Tillamola and*
- Saturday** – *Panjim.*¹⁰²

In the markets of Sanquelim, Sanguem and Canacona the goulis and their wives exchanged butter produced by them for cereals, specially rice. The trade with Balaghat continued to be important and essential for the survival of Goa in the eighteenth and nineteenth centuries, as the pressure of the Marathas mounted and the decline of the city of Goa made it no longer an attraction to the foreign merchants. This led to the rise of the markets centres in Mapusa, Margao and other provincial towns and vilas.¹⁰³

MAPUSA : The order dated 8th April 1809 of Bernado José de Lorena, Conde de Sarzedas was made known to traders, oil men and spice sellers and other interested persons of the city. Due consideration was given to the residents of the island of Goa and adjoining areas due to the inconveniences caused to them to carry the provisions from Mapusa fair to their residences. So it was decided to hold three fairs every year under the old order dated 24th December 1776, the practice which they wanted to reestablish again. Therefore finally it was resolved to continue the fair three times in the months of January, April and November. In this it can be seen that the Mapusa fair had a long tradition and it was started about 222 years ago.¹⁰⁴ Mapusa has been a traditional centre of Goa. From time immemorial it has been the entrepot and granary of Goa, specially of grain and provisions which in those olden days were dumped into the town by carts and caravans of bulls and cows going up and down the ghats, and by the sail vessels calling at the

banks of the river. Mapusa was the emporium where people from all quarters of Goa and even from the neighbouring places of British India would rush for their provisions. Mapusa still commands the business prospect and enjoys the privilege of being the first mercantile town, particularly with its weekly Friday fair. Mapusa was specially noted for its gram business.¹⁰⁵

PONDA : A bi-weekly bazaar was started in Ponda. This gave rise to commercial activities connected with consumer needs, including trade in the agricultural produce of the area. The Vaishya community dominated the area around the bazaar area.¹⁰⁶ The arrangement of the market was systematically done. The bazaar was divided into sections. There were different sections for vegetables, for provisions, for salt fish etc. Slightly away was a section exclusively for hardware and gardening items. The final section separated from the whole lot, was the cattle bazaar, where goats, cows, oxen and buffaloes were sold. It must be said to the credit of these bazaars that anything and everything necessary was available. The items that were sold at the Banastarim bazaar included coconuts, bananas and other seasonal fruits, vegetables, chilies, various spices (*temperos do Caril*), mango pickles, tobacco, betel leaves, dried banana leaves, pottravallis, cloth from Balaghat, salt fish as well as fresh sweets, trinkets and roasted grams, an indispensable item at all the feasts. People normally had to travel long distances to frequent these bazaars. Most of them were used

to carrying head loads, but they had to make frequent stops to take a breath. In these spots special arrangement of two tall stones was made in order to enable the person to deposit and re-lift the load without anybody's help. These were known as dounde.¹⁰⁷

The fairs and the transactions there indicate the affluence of people and business congestion in the primitive towns of those old days.¹⁰⁸ The coastal areas were predominantly inhabited by the catholics and had many feasts at regular intervals. These feasts were always accompanied by large fairs which adequately met all the needs of the people. Everything from tins to trinkets and from pots to provisions and from catapults to cattle were sold in these fairs.¹⁰⁹

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- ⁸³ Telkar Shirodkar, *Goa Yesterday and Today*, Bombay, 1962, p. 57; Antonio da Cruz, *Op. Cit.*, p.69; *Goa's Struggle for Liberation: Searchlight on Goan Degradation and Ruin, Azad Gomantak Dal, Belgaum, 1961*, pp. 17-18.
- ⁸⁴ S. K. Mhamai, *Op. Cit.*, p.160.
- ⁸⁵ *Goa's Struggle for Liberation, Op. Cit.*, p.10; *India Comercio*, M-71, A-17, Proc. N^o. 48,23; S. K. Mhamai, *Op. Cit.*, p.160.
- ⁸⁶ S. K. Mhamai, *Op. Cit.*, p.160.
- ⁸⁷ Tumkur Sivasankar, *Goa, Daman and Diu: A Review of Activities of the Government in 1962-1963*, Panjim, 1963, p. 86.
- ⁸⁸ Antonio da Cruz, *Op. Cit.*, p.66.
- ⁸⁹ B. G. D'Souza, *Op. Cit.*, p.190.
- ⁹⁰ Antonio da Cruz, *Op. Cit.*, p.66.
- ⁹¹ *Story of Goa*, Information Service of India, India House, London, p.14.
- ⁹² Stella Mascarenhas Keyes, *Migration and the International Catholic Goan Community*, Ph.D.Thesis, London, 1987, p. 62.
- ⁹³ B G. Kunte, *Op. Cit.*, p.22.
- ⁹⁴ *Ibid.*, p.22.
- ⁹⁵ Celsa Pinto, "Goa based overseas and coastal trade: Eighteenth and Nineteenth century", in Teotonio R. de Souza(ed.), *Goa through the Ages: An Economic History*, New Delhi, 1989, pp.177-178.
- ⁹⁶ Gordon Graham, "Lisbon maintains steel grip on Portuguese India", in *Resurge Goa*, Numero 54, Ano Terceiro, Bombaim, Dezembro de 1952, p.4.

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- ⁹⁷ Richard Cabral, "The Fading Bustle", in *Goa Today*, Vol. XXXII, No. 11, Panaji, Goa, June 1998, p.37.
- ⁹⁸ *Punabhilekh Puratatva*, Vol. VII, No. 2, July-December 1989, Panaji, Goa; Raquel Soeiro de Brito, *Goa e as praças do Norte*, Junta de investigações do Ultramar, 1966, p.114.
- ⁹⁹ Richard Cabral, *Op. Cit.*, p.37; Teotonio R. de Souza, "Rural Economy and life", in Teotonio R. de Souza (ed.), *Goa Through the Ages, An Economic History*, New Delhi, 1989, p.81.
- ¹⁰⁰ B. G. D'Souza, *Op. Cit.*, p.190.
- ¹⁰¹ Raquel Soeiro de Brito, *Op. Cit.*, p.115.
- ¹⁰² Richard Cabral, *Op. Cit.*, pp. 37-39.
- ¹⁰³ Raquel Soeiro de Brito, *Op. Cit.*, pp.115-116; Teotonio R. de Souza, "Rural Economy and life", in Teotonio R. de Souza (ed.), *Goa Through the Ages, An Economic History*, New Delhi, 1989, p.85.
- ¹⁰⁴ *Cartas e Ordens Portarias*, Nº. 927, fl. 71, HAG.
- ¹⁰⁵ Roberto S. Perwin, *The Best of Goa*, pp.17-18.
- ¹⁰⁶ Claude Alvares, *Fish, Curry and Rice*, A Citizens Report on the State of the Goan Environment Economic Forum, Pune, 1993, p.111.
- ¹⁰⁷ Richard Cabral, *Op. Cit.*, p.39.
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CHAPTER

VI



**TRADE IN ORES
AND BIG
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TRADE IN ORES AND BIG INDUSTRIALISTS

Mining activity began in Goa in the early decades of the twentieth century. Mining figured prominently in the economy of Goa after World War I. It has been the backbone of Goa's economy since the 1940's. During the Portuguese rule in Goa, no large scale industry existed except that of mining, where ore was extracted only for export purposes.¹ The exploration of Goa's subsoil and the export of its ore on a commercial scale had opened for this province an excellent source of wealth, and had developed into a flourishing industry which became the mainstay of the economy. It is this industry that provided the Government of Goa with the necessary foreign exchange.²

The early information about the existence of iron ore in Goa is available in the publication entitled *Regimento a Instrucoes* of the year 1636. In this document it is stated that the Viceroy Pero de Silva had communicated to the Chief of Revenue in the Island of Ceylon that there existed large quantities of mineral ore in Goa. Further the Viceroy said that the ore was suitable for foundries on the basis of samples sent to the Chief of Revenue, he should send three or four teachers who could teach the technique of foundry in Goa. However, such an attempt did not generate much interest.³ A Dutch traveller by the name of John H. V. Linschoten, wrote in

the sixteenth century about the existence of ore deposits in Goa.⁴ Even though the presence of mineral ores in Goa was known for very early times, little attention was paid to their exploitation. It was in 1906, that a French Mining Company named *Compagnie de Exploration de Minerio de Fer* started exploring the mineral wealth of Goa. Its activities were centered around Bicholim, Sanquelim and Quepem.⁵ Sporadic attempts to exploit manganese ore deposits were made by some entrepreneurs in the early years of the twentieth century.⁶ The first attempt to exploit manganese ore in Goa was made in the years 1905-1906 by two entrepreneurs, Otto Earnest Meyer and Maniklal. Not much is known of their mining activities and the quantum of ore extracted. Apparently they did not operate long enough. In 1908, an Italian Company named B. D. Lam and Company carried out some commercial exploration of the manganese ore but it too ceased its activities by 1915. Sir L. L. Fermor of the Geological Survey of India also visited Goa in 1909 to study the Bicholim deposits. In 1910, a Belgium Company, *Compagnie des Mines de Fer*, established its headquarters in Bicholim. This Company had explored North Goa carefully, identified the iron ore areas and started extraction of ores.⁷ With the outbreak of World War I, the entire mining operations which were going on in Goa, came to a stop.⁸ After the war, the mining activities were resumed again. In 1920, Goa exported manganese ore to U.S.A. In 1929, Goa exported 4870 tons of manganese ore; 2544 tons were exported to Antwerp and 2326 tons to Baltimore. In

1930, 4082 tons of manganese ore were exported, 556 tons were exported to Antwerp, 3000 tons to Dariem and 526 tons to Baltimore. In 1931, 2393 tons of manganese ore were exported; 300 tons were exported to Antwerp and 2093 tons to America.⁹

After the outbreak of World War I, there prevailed, recessionary trends which covered the entire world during the period from 1929 to 1931. During this period, though some firms from Bombay had tried to do some exploratory work in the Goan mines in the year 1929, they had to abandon it, due to the slump in the world market. Only after the World-wide economic depression was over, in the year 1941, a first sample consignment of 1000 tons of iron ore was sent to Belgium. In the meantime the World War II broke out and there was a break in the mining work which was going on in Goa. In 1942, Dunn made a brief mention of the occurrence of manganese ore deposits in Goa.¹⁰ As late as 1947 the noted Goan scholar and historian D. D. Kossambi yet again noted the existence of iron ore in deposits in Goa, but they were still not exploited. It was only after this that Salazar's regime, desperate for revenue and anxious to justify its claim to retain Goa, began to develop these mines.¹¹ Once it started, production shot ahead. The regular mining operation and exports of Goa's iron and manganese ores restarted after the year 1947. Though there was some desultory extraction of minerals between 1906 and the outbreak of World War II, the history of mining may be considered to have really begun with the extraction and shipment of 102 tons of manganese

ore worth £400 in 1947. In 1948, 4800 tons of ore were shipped. In 1949, 50,000 tons of iron ore valued at £85,000 were shipped.¹² The Portuguese began issuing leases for developing the mineral deposits. The leases were taken up mainly by local Hindu merchants, who paid as little as Rupees three hundred to Rupees one thousand five hundred for the privilege of becoming mine owners. In the 1950's the Portuguese Government made attempts to have a geological map of Goa. The Portuguese Government commissioned Oertel, a German geologist, to do a Geological Survey of Goa. He did the survey in 1954 and 1957. Apart from this no sustained effort was made to carry out any systematic studies.¹³

Trade in metalliferous ores (mainly iron ore, manganese ore and ferro manganese ore) started in the late forties. But it got the real boost in the late fifties and sixties. The speedy development of mining activity in Goa was due to a very liberal policy in respect of granting concessions and also due to the low taxation of minerals and nominal import on mining machinery. This was an attitude of survival, in the face of Indian Economic blockade.¹⁴ As money was required in foreign exchange in particular to pay for increasing imports into Goa, special efforts were made to set up the exploration and export of mineral ores, particularly of iron ore and ferro manganese ores which were discovered in various parts of Goa in the early fifties. Vigorous efforts were made to explore more

mineral finds. A Special Department of Mines in the Directorate of Economic Services was created in order to provide assistance in this sphere and act as a catalyst in the process. Mining leases were given liberally in the talukas of Sanguem, Bicholim and Sattari. These opportunities were of course in the main grabbed by a few members of the trading community who are today names to reckon in the industrial scene of Goa.

The mining industry was enabled to modernize its exploration and mining machinery with the import of dumpers, excavators, bulldozers and other mining equipments and machines to mine more efficiently and quickly.¹⁵

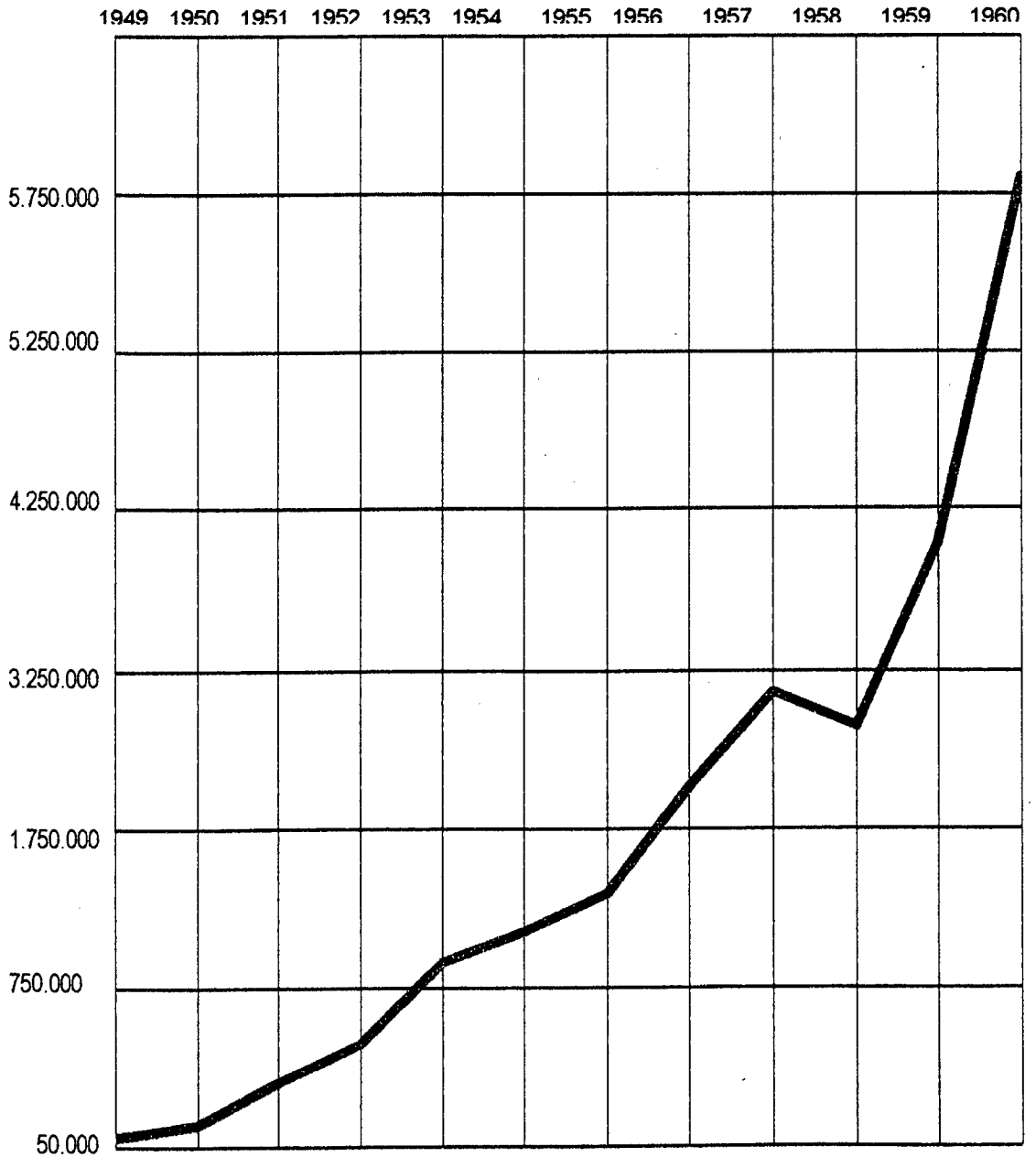
Since the late 1950's the mining industry became the linchpin of Goa's economy. The economy was pretty sensitive to fluctuations in world demand and prices for iron and manganese ores. The unfavourable effects of the Indian embargo were more than compensated by the quick growth of mining activity which was in a way, pushed by the rise in world demand. Among Goa's exports mineral ore stood first as it was a valuable earner of foreign exchange.¹⁶ The table shows the trends in exports of ores from 1947 to 1962.¹⁷

EXPORTS OF MINERAL ORE (1947-1962)

Year	Iron Ore (Tons)	Rupees	Manganese Ore (Tons)	Rupees	Ferro Manganese Ore (Tons)	Rupees
1947	14	425	102	4,000		
1948	5,464	188,295	4,802	175,140		
1949	49,955	1,274,151	11,372	567,371		
1950	72,054	1,744,727	20,450	1,217,335		
1951	284,987	8,064,629	62,839	7,746,450		
1952	471,844	14,913,926	139,608	19,859,141		
1953	886,065	28,599,919	210,596	29,235,443		
1954	1,247,273	36,620,514	103,384	10,780,973		
1955	1,528,797	40,765,719	151,499	11,785,717		
1956	2,078,700	59,082,499	164,880	20,290,028		
1957	2,720,191	82,426,323	129,688	21,266,802	61,402	3,899,385
1958	2,505,249	73,186,887	62,683	8,956,040	63,477	3,351,899
1959	3,686,080	95,064,796	55,296	5,393,959	99,417	4,148,212
1960	5,652,087	154,387,277	33,666	3,481,772	124,150	4,422,612
1961	6,527,695	183,143,197	37,784	4,505,297	71,453	2,856,782
1962	5,290,483	149,798,821	19,919	2,080,393	100,397	3,950,095

The following graph shows the export of ore from 1949 to 1960.

Export of Goa's ores in metric tons from 1949 to 1960



Source: *Boletim Informativo de Junto de Comercio, Ano.1, Vol.1, no.2, Fevereiro 1961.*

It was in the 1950s that the 'ore rush' began. Owing to the boom in the world market for iron ore till 1961, the years 1957 to 1961 had been the best period. The manganese ore market had been dull for five years since 1957, and Goa's export trade in this commodity suffered a setback.¹⁸ Iron ore production increased from 24.5 lakh tons (metric) in 1956 to 58.6 lakh tons (metric) in 1960. Manganese production had declined.¹⁹ The entire production of iron and manganese ores was exported.²⁰ Japan was the leading importer of iron ore and West Germany and Italy occupied the second and third places.²¹ As for manganese ore, the countries that imported this commodity from Goa were the U.S.A. (chief customer), Belgium, Sweden and Italy being the next in order of importance. The table below shows the figures exported to each country during the year 1950.²²

Mineral	Country	Tonnage	Value in Rupees
Iron Ore	West Germany	7,000	175,000
Iron Ore	Holland	1,5000	37,500
Iron Ore	Japan	62,448.7	1,362,227
Manganese Ore	Belgium	5,408.15	334,635
Manganese Ore	Italy	1,000	60,000
Manganese Ore	Sweden	3,500	197,000
Manganese Ore	Baltimore(USA)	10,235.15	625,700

There was a steady increase in iron ore exports from 72,000 tons valued at Rupees 18 lakhs in 1950 to 6.5 million tons valued at more than Rupees 18 crores in 1961 which represented a ten fold

increase. Trade in manganese ore was on the decline after a peak period from 1952 to 1957. The export of ferro manganese ore began in 1957 and grew steadily to 120,000 tons in 1960. In 1961 there was a setback and the exports amounted to 71,000 tons only.²³ The history of the mining industry had ups and downs.²⁴ During 1953-1954 and in 1958 the export of iron ore was depressed as a result of cutbacks in steel production by the importing countries. Subsequently, the trade picked up when the steel production in the importing countries attained normal levels.²⁵

In 1951 the total exports of all types of ore were only 347,826 metric tons, and it rose to eleven lakh metric tons in 1953, fourteen metric tons in 1954, seventeen metric tons in 1955, twenty one metric tons in 1956, twenty nine metric tons in 1957, twenty six metric tons in 1958 and thirty eight metric tons in 1959. The total value of exports rose from 1.6 crores in 1951 to Rupees 10.8 crores in 1957 and 16.2 crores in 1960. In the 1961 the total value of exports was Rupees 19.0 crores; Rupees 18.3 crores for iron ore, Rupees 28.5 lakhs for ferro manganese and Rupees 45 lakhs for manganese ore.²⁶ Thus in 1961 Goa exported 6.52 million tons of ores as against the exports of 3.5 million from the rest of the country.²⁷ There was a boom in the Goan mining industry which within a brief span of two or three years made Goa the world's greatest exporter of iron ore.²⁸ Japan imported 40% of the 4.7 million tons of iron ore produced in 1960.²⁹

Iron ore constituted the bulk of Goa's export trade which recorded the following movement in the first three months of 1961:

Month	Iron Ore	Value
January	626,458.660 tons	102,184,481\$00
February	494,160.688 tons	83,680,098\$00
March	668,418.592 tons	109,862,609\$00
	1,789,037.940 tons	295,727,188\$00

In the same period Goa also exported ferro manganese but in small quantities, as specified below:

Month	Ferro Manganese	Value
January	20,848.320 tons	5,168,135\$00
February	---	---
March	6,045.200 tons	1,485,807\$00
	26,893.520 tons	6,653,970\$00

Among the importing countries of Goa's iron ore, in the year 1961, Japan held the top most place with 963,990,320 tons amounting to 165,389,992 *escudos* which represented 53% of the total iron ore exported; next came West Germany with 23% and Italy 7% and other countries together imported 17 percent. During the month of April 1961, Japanese imports covered about 42% and West Germany's 33% of the total iron ore shipments from Goa, as specified below:³⁰

Country	Tons	Value
Japan	264,106.472	46.360.876\$00
West Germany	210,955.980	32.001.671\$00
Italy	92,933.520	16.125.814\$00
Czechoslovakia	21,183.600	3.163.070\$00
Holland	20,594.320	3.090.520\$00
Portugal	8,000.000	1.484.000\$00

Goa's exports, specially of ores had shown a slight increase in the month of May 1961 in relation to the preceding months. The total quantity of ore exported in May was 628,678.546 tons which valued 106.288,560 *escudos*.

In the month of May 1961, Japan and West Germany continued to head the list of the countries importing Goa's iron ore, Japan consumed 44 per cent and West Germany 42 per cent of the total iron ore exported. The following quantities of ores were shipped from Goa to the other countries listed below in the month of May 1961.

Country	IRON ORE (Metric ton)	Value in <i>Escudos</i>
Japan	268,036.440	47.513.668\$00
West Germany	263,737.870	40.216.609\$00
Italy	47,143.416	7.902.682\$00
Czechoslovakia	19,558.000	2.917.018\$00
Yugoslavia	8,300.000	1.491.510\$00
Portugal	4,511.000	823.710\$00
Holland	9,753.600	1.725.590\$00
	621,040.326	102.590.787\$00

Country	MANGANESE ORE (Metric ton)	Value in <i>Escudos</i>
West Germany	3,570.220	2.945.557

Country	IRON ORE (Metric ton)	Value in <i>Escudos</i>
West Germany	4,064.000	752.196\$00

It is to be noted from the above table that West Germany's imports of Goa's iron ore had increased since January 1961, while Japan's imports, although represented about fifty percent of the total had slightly dropped as shown below:³¹

Country	January 1961	May 1961
Japan	315,380.880 m/t	268.036.440 m/t
West Germany	160,800.100 m/t	263,737.870 m/t

The export iron of ore in September 1961 amounted to 443,351,000 tons worth 77,180,403 *escudos*, which indicated a slight decline as compared with the quantity exported in the month of August 1961. However this decline was not due to the reduced demand from the chief importing markets such as Japan and West Germany. Infact they had absorbed larger quantities in September than in the month of August. The Goan exporters of iron ore were well known, specially in Japan and gained confidence from the buyers abroad.³² The reason for the decline was that no iron ore was exported to the smaller markets such as Czechoslovakia, France and Portugal. Among the regular markets, only Italy reduced her import of Goa's iron ore to 20,574 tons as against

46,614 tons in August 1961. On the other hand there was a rise in the export of iron ore to Japan and West Germany which continued to be Goa's best markets as is shown below:³³

Country	September 1961		August 1961	
	Tons	Value	Tons	Value
Japan	267,970,000	48,618,631\$00	231,094,060	38,035,781\$00
West Germany	129,705,600	20,654,490\$00	127,461,728	20,591,650\$00
Italy	20,574,000	3,503,175\$00	46,614,080	8,075,971\$00
Yugoslavia	6,510,000	1,171,800\$00	8,980,000	1,653,756\$00
Czechoslovakia	—	—	37,906,800	8,839,893\$00
Portugal	8,940,000	1,648,683\$00	38,534,400	1,622,512\$00
France	—	—	6,187,000	925,410\$00
Finland	9,652,000	1,563,624\$00	—	—
	443,351,600	77,160,403\$00	466,778,068	79,744,773\$00

In the second half of the year 1961, there was a marked increase in the export of iron ore especially to the steel industrial centres of Japan and West Germany. A Japanese mission connected with the Japanese steel industry had visited Goa with the purpose of studying the possibilities of accelerating the mining output so as to meet the increasing demands of the Japanese Steel plants. A remarkable rise in both volume and value of Goa's ore exports was registered in October 1961. It was the longest quantity exported ever since the mining industry was set up in the province. The quantity of iron and ferro manganese ores exported in October 1961, amounted to 793,071,212 tons, worth 132,845,175 *escudos* as against 443,351,600 tons worth 77160,403 *escudos* during the month of September 1961.

Besides the regular importers of ore, Finland continued to be a very good market for Goa's iron ore, having substantially increased her purchase. The following table indicates the export of iron ore and ferro manganese in October 1961.³⁴

Country	Iron Ore	
	Metric Tons	Value in Escudos
Japan	441,584,092	75,698,334
West Germany	205,829,320	33,315,195
Italy	82,702,400	13,348,568
Finland	15,646,400	2,598,518
France	9,753,000	1,500,990
Czechoslovakia	9,550,000	1,781,560
Holland	9,906,000	1,226,690
Yugoslavia	9,900,000	1,850,200
Portugal	8,200,000	1,530,120
	793,071,212	132,845,175

Out of these quantities, 41,249,000 tons of blue-dust worth 6,251,020 *escudos* were exported to Italy, Japan and Holland.

Ferro Manganese Ore		
Country	Metric Tons	Value in Escudos
West Germany	11,177,200	2,871,581

West Germany was the only importer of Goa's manganese and ferro manganese ore. In the year 1961 Goa exported iron ore for the first time to the Metropolis (Portugal) to feed Portugal's steel industry, Siderurgia Nacional which consumed ores preferably from Metropolitan territory and the overseas. The following were the quantities shipped to Siderurgia Nacional, Portugal, since the beginning of 1961:³⁵

February	4,775,200 tons	885,800\$00
March	4,368,800 tons	810,412\$00
April	8,000,000 tons	1,484,000\$00

The liberation of Goa in December 1961 coincided with the recession in the world market and exports indicated a downward trend.³⁶

Richly endowed with iron ore in close proximity to navigable rivers and a good harbour, the mining industry in Goa had taken rapid strides. Goa's ores were in great demand that the Port of Mormugao was often congested with the consignments awaiting shipment to their respective destinations.³⁷ During the year 1961, not less than six million tons of Goa-mined ore were exported through Mormugao. The table below shows the growth of ore traffic.

Growth of ore traffic of the Mormugao Port from 1958 to 1959 to 1961-1962:³⁸ (in 000 tons).

Year	Tonnage
1958-1959	4,585
1959-1960	4,585
1960-1961	6,335
1961-1962	6,345

Production and transport of mineral ores in Goa started with labour intensive traditional methods. One of the well-known industrialists of Goa, V. Dempo, while speaking about the system of

transport mentioned about the use of bullock cart and country craft in the transport of ores in Goa. He said: "there was time when ore was transported by bullock carts from the pit-heads to the river side loading bundars, transferred to the country crafts which then sailed to Mormugao Port, to be loaded into ocean going vessels by the crew of such craft.... The industry has moved far from those conditions".³⁹

In 1906, when a Prussian Engineer named Otto Earnest worked for M/s D. B. Lamb C. and Co. from Bombay and started mining the manganese ore at Sancordem of Sanguem Taluka and Melaulim of Satari Taluka. About 15000 to 20000 tons of high grade manganese ore were exported by using bullock carts, from the mines to Collem railway station and from there to Mormugao port. Those were the days when mining was entrusted to groups of piece rated workers, who used ordinary pick and shovel methods. As scale of operations increased, technology overtook and supplanted the traditional methods.⁴⁰ In 1952, a self-propelled barge was first introduced in the Goan mining industry by another famous industrialist V. D. Chowgule. In 1958, Chowgule and Co. Pvt. Ltd., obtained a concession from the Portuguese Government to set up a Mechanical Ore Handling Plant with a capacity of 10,000 tons per day, the very first of its kind in all of Asia. In Goa the transport of ore by inland water transport dominated the other two modes of transport that is transport by railways and roads. The Mandovi and Zuari rivers, linked by the Cumbarjua canal, provided

an excellent and cheap inland waterway system.⁴¹ The transport of ore by waterways or rivers by barges continued to increase tremendously year after year as can be verified from the following figures:⁴²

Year	Tonnage
1951	1,35,464 tons
1952	4,21,018 tons
1953	8,11,917 tons
1954	10,68,825 tons
1955	12,05,868 tons

In 1955, 85% of the ore products were transported by river route.

Between 1950 and 1960, Goa found itself a place on the iron ore map of the world.⁴³

CONTRIBUTION OF BUSINESS FAMILIES

The serious lack of planned geological studies of ore deposits did not deter enterprising Goans from plunging into the extraction of iron ore when demand for it shot up after World War II. Some enterprising business minded individuals with very small means, including clerks, grocers and vegetable vendors, with no entrepreneurial experience but with extra-ordinary business acumen and determination began to develop the mines and process the ore. They depended entirely on their own resources. They found the ore almost on the surface of the rocks with an iron content of about fifty eight percent. Many participated in the Goan

iron ore rush, but only a few by dint of luck and an astute eye for value and hard work survived. Virtually devastated by the war, countries like Japan and Germany were faced with the gargantuan prospect of rebuilding their infrastructure and economies. Astutely perceiving new unfolding vistas, spirited entrepreneurs like V. D. Chowgule, V. M. Salgaoncar and V. S. Dempo ventured forth into the iron ore business.⁴⁴ The entire mining activities were in the hands of traders turned mine owners, who are today giants who must be recognised in the industrial scene of Goa.⁴⁵

For Vasanttrao Dempo, business was not completely new. History had it, that the Dempos were in the field of business even as early as 1600, when they owned a fleet of *Pangayas* – country sailing craft, and ran a passenger cum cargo service from Goa to African and Arabian ports. Then in 1885, the Portuguese entered into an agreement with the Dempos, granting them the right to carry passengers and cargo to Mozambique and other African ports.⁴⁶ They first ventured into exporting agricultural produce. They also began importing foreign goods like cigarettes, perfumes, liquors including scotch whisky, chocolate and other confectionery from England and Portugal. It was during the World War II that they got the golden opportunity. At the end of the War they expanded their import business importing foodgrains for the Government of India.⁴⁷ In 1941, Vasanttrao established V. S. Dempo and Co. Pvt. Ltd., to export Goan iron ore to overseas countries, notably Japan.⁴⁸ In 1950, the first shipment of ore was

only 20,000 tons. The Dempos knew that the Japanese phoenix from the ashes of Hiroshima and Nagasaki would now be wanting to build her economy. So the Dempos set their eyes upon Japan and since then shiploads of ore shipped by Dempos poured into Yawata and other Nipponese ports. They also exported ore to Holland, France and Germany.⁴⁹

Salgaoncar's were the largest import house in Goa, operating through out the territory. They imported huge quantities of food products, groceries, wheat flour for the entire territory, toiletries and cosmetics, fountain pens and wrist watches, industrial goods such as compressors, heavy duty pneumatic pumps, mechanized earth moving shovels, car and truck spares and a range of mining equipments. They supplied relative exotica like pumpkins, cucumbers and squashes, vegetables which were not available even in Belgaum. Salgaoncar and Irmao had flourished in the trade and their roster of customers included exclusive vessels contracts with blue chip agencies as Killick Nixon, the Bombay Steam navigation Company and Volkart Brothers.

Shortages of goods were common in 1947 after India achieved independence. One such shortage occurred with a single, but indispensable item of stationery, namely pencil. The Salgaoncars placed orders for tens of thousands of rupees worth of pencils. Pencils were even flown from Karachi at prohibitive air freight charges. They even invested on a large stock of rare tea which was never sold in Goa before. It was a rare variety of Darjeeling, with a

flavour so subtle as to be discernible only to the most sensitive of palates. It is said that this tea was bought, taken back sampled on board by a Chinese crew. Salgaoncars sold it for double the price.⁵⁰

During the blockade years, wheat flour was one of the commodities which was scarce. Salgaoncars had developed the best relations with Australian suppliers to supply wheat to Goa. They also had export orders on hand for hundreds of thousands of tons of ore. Their first shipment of 16,500 tons of ore took thirty five days to complete in 1952. We get reference to a letter in a file in the Salgaoncars office in Vasco. The letter is addressed to his sons, Shivanand and Dattaraj who so ably guided the fortunes of the conglomerate. It is written by K. E. Panofsky of M/s H. V. Noord Europeesche Erts - En Pyrietmy, Amsterdam, one of Europe's largest traders in iron steel ore. It reads in part thus: *"for a statistical purpose, I may mention that according to our records we shipped during the years 1950-1952 about 50,000 tons of ore from Goa from other suppliers. In June 1953, after the visit of your father in Amsterdam, the first steamer with Salgaoncar ore arrived in Rotterdam and at the end of 1953 already 130,000 tons of Goan ore had been shipped by your firm"*. In 1957, Salgaoncar's exported one million tons of ore.⁵¹

From a modest beginning of exporting tiles, timber and such other goods, the house of Chowgule's steadily grew over the years. Dattajirao started a tile factory and began to export tin scrap to

Japan. The venture did not prove quite a success. Vishwasrao launched out in the export business in a small way.⁵² He moved into ship-chandling, dealt in a bewildering variety of goods, an intriguing reflection of the needs of a floating community, butter, cheese, eggs, whisky, vegetables, medicines, beer, cigarettes etc., dealt with a vast conglomeration of suppliers, ensured quality right across the border. From a ship chandler he rose to be a ship owner.⁵³

The World War II gave a hard blow to the shipping agency which was launched by Shri Vishwasrao. It also saw virtual stoppage of the export of tin scrap. New avenues of business had to be sought and Vishwasrao tried his luck with the export to the Middle-East of such items as wood, cow-hide, silk and fancy articles. Some of these could be supplied from Goa, but not the others. It certainly required much imagination and business acumen, to take advantage of the fact that Portugal was a neutral country in the war, and could be used as a clearing house for trade. He sold in those days half a tons of cigarette paper to the Middle East. Another item in great demand was coconut oil. Vishwasrao learnt that a large stock of coconut oil had been lying idle in Goa. By that time he established banking relations with the Swiss Banking Corporation. He cabled the bank to say that the stock was available and the bank promptly cabled back to give the name of the merchant who would buy it. The oil was immediately exported

by Vishwasrao. The export business continued till 1946, it flourished well from one year to the other.

Thus a tally clerk had become an exporter in a big way, but for some time mining had held his attention. In 1940's Chowgule and Sons was merged with a new company known as Chowgule and Co. Pvt. Ltd.

In 1947, the Chowgule Company made its first shipment of Goan minerals, that is 1500 tons of manganese ore to Czechoslovakia.⁵⁴ From 1950 onwards Vishwasrao and his brothers concentrated their efforts on the iron ore business. The pioneering role which they played in the development of the Goan iron ore industry, must not be overlooked. It all began with a modest shipment of 9,000 tons made in December 1950.⁵⁵ It was in the year 1950 that Shozen Maru, the first Japanese ore carrier sailed away carrying the first consignment of iron ore exported by the Chowgules to Japan. The iron ore was brought in country craft from the Sirigaon mines. This was the beginning of the history of trade between Goa and Japan. The time was most opportune for such a beginning. Japan was raising its head from the ashes of World War II. She was in dire need of iron ore. The stocks of the ore in the Philippines were exhausted and India with its ore potential was the nearest place. Goa then under the Portuguese rule was a convenient place for such a deal. Vishwasrao Chowgule came forward to exploit the situation. He entered into an agreement with the Japanese for the mechanisation of the Sirigaon

mines. The agreement was finally made. As far as the bank loans for mechanization of Sirigaon mines was concerned the Chowgule Formula had three provisions:

1. Chowgule and Company had to export fifteen lakh tons of iron ore to Japan, and Japan offered a loan of fifteen lakh dollars.
2. The loan was provided in the form of material and money for the mechanisation of the Sirigaon mines, the first mines to be mechanised in Goa with the help of Japanese Engineers. The Konkan mining Company provided the engineers who were enrolled as members of the staff of Chowgule and Company.
3. The loan was to be repaid from the cost of the iron ore supplied. The rate for the ore settled was six dollars per ton, out of which one dollar was adjusted towards the repayment of the loan, and five dollars were paid in cash to Chowgule and Company.

Thus started the regular flow of iron ore from Goa to Japan. It was on the basis of the Chowgule Formula that iron ore exporters from Australia and Brazil took loans from the same Japanese Bank and mechanised their mines. Goa had topped the list of exporters of iron ore to Japan in 1951.⁵⁶ The significance of the above agreement was that it heralded the introduction of the mechanization of mines and secured for Goan iron ore a place in the competitive world market.⁵⁷

Chowgule took every step towards the development of the mining industry and of the export of iron ore from Goa to Japan, as a result of which Goa grew from a sleepy colonial port on the West coast of India into by far the largest iron ore export harbour in the whole of India, with all modern facilities. It is said that Chowgule was the first supplier of iron ore pellets to the Japanese steel industry.⁵⁸

After having mechanised the mines, V. D. Chowgule had made a proposal to the Japanese to mechanise the loading of ores at the Mormugao harbour. Having agreed to this V. D. Chowgule in October 1956 signed his second major agreement with Nippon Konkan for building the mechanised ore handling plant at Mormugao harbour. The Sumitomo Company of Japan built the Mechanical Ore Handling Plant at Berth No. 6. This plant was inaugurated in 1959. V. D. Chowgule received the highest Portuguese decoration of Commander for his contribution to the industrial field. In 1953, V. D. Chowgule was honoured with Knighthood by Portugal.⁵⁹

Thus we see that there were signs of Goa's transformation from a colonial to a bourgeois – capitalist mode of existence. Thus during the last ten years of colonial rule, Goa saw the emergence of capitalists like Dempos, Salgaoncars and Chowgules.⁶⁰ Along with them many industrial houses emerged in Goa. The table below shows the names of exporters, the quantity and kind of minerals exported by them and their value in the year 1960 and 1961.

Exports of Iron Ore, Manganese Ore & Ferro Manganese with names of the Exporters for the Year 1960.

Name of the Exporter	Iron Ore		Manganese Ore		Ferro Manganese Ore		Total	
	Ton. Met	Value	Ton. Met	Value	Ton. Met	Value	Ton. Met	Value
Chowgule e Ci. ^a Ltd. ^a	1,058,146,906	165.012.779\$00	---	---	2,171,442	565.429\$00	1,060,318,348	165.578.208\$00
V. M. Salgaocar e Irmao Ltd. ^a	1,032,411,440	160.570.646\$00	---	---	---	---	1,032,411,440	160.570.646\$00
V. s. Dempo e Ci. ^a Ltd. ^a	765,952,240	130.464.026\$00	---	---	---	---	765,952,240	130.464.026\$00
Kantilal e Ci. Ltd. ^a	503,256,182	95.122.409\$00	4,064,000	2.753.230\$00	17,881,600	3.606.203\$00	525,201,782	101.481.842\$00
Sesa Goa Limitada	416,250,336	65.390.230\$00	---	---	---	---	416,250,336	66.390.230\$00
Timblo Irmaos Ltd. ^a	284,960,560	47.379.409\$00	10,383,520	4.959.952\$00	36,916,360	7.934.630\$00	332,260,440	60.273.991\$00
Kantilal Khusaldas e Irmaos	399,113,640	73.775.945\$00	---	---	32,664,400	5.318.500\$00	431,778,040	79.094.445\$00
-Sociedade Mineira-Goesa, S.A.R.L.	276,596,680	43.838.722\$00	---	---	---	---	276,566,680	43.838.722\$00
Damodar Mangalji e Ci. Ltd. ^a	229,097,200	35.565.633\$00	1,300,000	517.006\$00	---	---	230,397,200	36.082.639\$00
Ananta Vinaeca Sarmalker	178,729,740	26.579.179\$00	---	---	---	---	178,729,740	26.579.179\$00
Narsingdas Agrawal	153,736,040	24.553.972\$00	12,950,860	8.667.223\$00	894,080	233.460\$00	167,580,980	33.454.655\$00
Vinaeca Naraina Bandekar	115,265,200	18.342.250\$00	---	---	---	---	115,265,200	18.342.250\$00
e Cadar Limitada	114,472,720	19.909.709\$00	---	---	---	---	114,472,720	19.909.709\$00
Belinda Simoes	74,736,560	10.219.500\$00	---	---	7,366,000	1.646.940\$00	82,102,560	11.866.440\$00
Sociedade Fomento Industrial, S.A.R.L.	30,581,600	5.001.744\$00	---	---	---	---	30,581,600	5.001.744\$00
B. Neugui	---	---	---	---	23,835,300	6.458.558\$00	23,835,360	6.458.558\$00
e Ci. ^a Ltd. ^a	8,382,000	1.592.580\$00	4,967,680	3.993.223\$00	2,420,800	771.950\$00	15,770,480	6.357.753\$00
Empresa Minerio Comercial de Goa Ltd. ^a	10,261,600	2.003.390\$00	---	---	---	---	10,261,600	2.003.390\$00
	5,651,950,644	926,322,123\$00	33,666,060	20,890,634\$00	124,150,042	26,535,670\$00	5,809,766,746	973.748.427\$00

Source: *Boletim Informativo de Junta de Comercio Externo, Ano 1, Vol. 1, Serie No.6, Cidade de Goa, Julho 1961, pp.36-37.*

Exports of Minerals and Names of Exporters for the year 1961

Name of the Exporter	Iron Ore		Manganese Ore		Ferro Manganese Ore	
	Ton. Met	Value	Ton. Met	Value	Ton. Met	Value
V. N. Bandekar	76,525,120	12.154.560\$00				
S. Kantilal	242,739,870	45.443.203\$00			4,064,000	752.196. \$00
Chowgule & Cia.	542,112,668	86.277.619\$00				
A. V. Sarmalkar	78,872,100	11.388.131\$00				
Mingoa	152,919,280	24.049.181\$00				
V. M. Salgãocar	548,534,352	87.153.998\$00				
Sociedade Fomento	60,949,120	9.654.186\$00				
Damodar Mangalji	127,871,520	20.869.371\$00				
V. S. Dempo	345,320,112	55.677.604\$00				
Timblo e Irmãos	138,581,840	24.038.482\$00	10,261,600	7.494.540\$00	10,515,600	2.579.267\$00
Marzook e Cadar	57,185,560	9.925.397\$00				
G. N. Agrawal	102,691,920	16.632.190\$00				
S. Khushaldas	361,727,160	66.591.020\$00			19,324,320	3.845.375\$00
Sesa Goa	433,590,856	74.724.580\$00				
Lidia B. Simoes	60,452,000	8.719.270\$00				
Minero Comercial	24,180,800	4.449.000\$00				
Italab	1,000,000	75.000\$00				
Shantaram N. Zantye	29,829,760	4.600.234\$00				
Zoirama Neugui	9,245,600	1.756.664\$00	4,238,700	2.748.013\$00	7,576,220	2.427.583\$00
Caetano F. F. Figueiredo			5,005,580	5.041.280\$00		
	3,394,629,628	565.209.995\$00	19,495,880	15.284.833\$00	41,480,140	9.604.421\$00

Source: Boletim Informativo de Junta de Comercio Externo, Ano 1, Vol. 1, Serie No.6, Cidade de Goa, Julho 1961, p.21..

From the above, it is clear that mining industry had developed in Goa during the first half of the twentieth century. From the late 1940s, mining and export of iron and manganese ores had brought much revenue to Goan industrialists. The availability of these mineral resources and their effective exploitation had put Goa on the trade map of the world.

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CHAPTER

VII

**MORMUGAO PORT
AND
RAILWAY LINE**

CHAPTER - VII

THE MORMUGAO PORT AND THE RAILWAY LINE

Goa being intersected by numerous navigable rivers running from the western ghats to the Arabian sea, water transport was both convenient and cheap. The principal navigable rivers of some importance were Terekhol, Chapora, Sinqeirim, Mandovi, Zuari, Sal, Talpona and Galgibaga.¹ Terekhol and Araundem river rises in the Sawantwadi region of Maharashtra and flows in the Arabian Sea. It is 48 kilometres long and is navigable for 32 kilometres. Chapora or Colvalle river rises at Ramghat and after separating the Talukas of Bardez and Bicholim from Pernem, takes a zig-zag course to the South-West and empties into the Arabian seacoast close to the village of Chapora. It is 64 kilometres in length and is navigable for 32 kilometres for crafts of 20 tons upto Sirgalim.² Chapora was used as a halting port by the coasting steamers.³

Mandovi river has been the most important river in Goa and it rises in Parvar Ghat in Satari taluka. It runs north-west of Ponda, then south-west of Bicholim and Bardez. After forming several islands and passing Panjim empties into the Bay of Aguada on the Arabian sea. By itself it is 62 kilometres long but with its five tributaries and a branch canal it is 410 kilometres.⁴

Both Mormugao and Aguada had natural anchorages, capable of accommodating the largest ships.⁵ The other ports were Panjim, Chapora, Betul, Talpona and Aguada.⁶ Other ports like Betul and Talpona were used extensively by sailing vessels. The steamers used to touch the Panjim deck which was about three miles of Aguada proper. During monsoons (June to August) it was closed owing to formation of sand bars across the estuary of the Mandovi river.⁷ Panjim is situated on the south bank of the Mandovi river. A small jetty had been built at Panjim and small vessels could lie alongside. There was considerable trade and the port was frequented by many native crafts, besides it was a regular port of call for Shepherd and Company's daily mail service of steamers to Bombay and the coast.⁸

The Chapora port was a major customs check post and fishing station. There was no dredging and pilot facilities at the port to enable big steamships to enter the port. This prevented its growth as a fishing station. The port however, saw much smuggling in opium and exports of coconuts to Daman, imports of rice, timber and tiles from Mangalore, all carried out in Pattimars or Catamarans.⁹ The minor ports like Betul, Chapora, Panjim, Aguada, Talpona, handled about 8.5 percent of the total maritime traffic in 1959. About four-fifths of the coastal traffic was handled by these minor ports.¹⁰

The Port of Mormugao was one of the best harbours in the peninsula and could be used even during the monsoon season. It provided an outlet for all the goods which came down from the Deccan by the railway which linked up with the Union network.¹¹ According to Sir John Hawkshaw Son and Hayter, "the port of Mormugao was a first class port".¹²

From 1881, the port of Mormugao made important improvements.¹³ The government had given the WIPR company all the facilities, to carry on the work of the Mormugao port without any difficulties, as well as the work of the railway.¹⁴ On account of its geographical position in relation to the Deccan and Southern India, its economic importance was derived from the access to the sea which it offered to this vast region, the local traffic, however was of little value.¹⁵ Almost the whole commerce of Goa was activated by the Mormugao Port.¹⁶ The Port was provided with light houses, buoys and all necessary works and it was easily accessible throughout the year.¹⁷ Mormugao port was the only port in India where a vessel could come in from the open sea and take up her berth alongside a quay within an hour. At Bombay vessels had to go into the deck.¹⁸

The Mormugao harbour as well as railway were the two major enterprises existing in Portuguese India. The railway was built by a British Company, the West India Portuguese guaranteed

Railway as already stated in Chapter III.¹⁹ On, 21st August 1902, WIPR ceded its right for the working of the Mormugao Railway and the Port to the Southern Mahratta Railway English Company. After the independence of India, the railways were nationalised in independent India. Independent India accepted to honour the Working Agreement of 1902 between SMR and WIPR. Accordingly, the Southern Railway of independent India undertook to work and maintain the Mormugao railway and Port of Portuguese India. Due to increasing tensions in the political field between independent India and Portugal, the role of the Southern railway came to be limited strictly to routine affairs required to keep the Mormugao railway and port working, and thus keeping up the contractual conditions with WIPR Company to the minimum. These strained relations lasted till 1955 and then snapped.²⁰ Before the Economic blockade, the Mormugao Port came to function as a transit port for Bombay.²¹ The sea customs department was under the charge of the Portuguese authorities.²²

It was the harbour and the railway that gave a tremendous boost to the commercial activity of the country. The table below shows the value of goods imported into Goa and exported from Goa (excluding those in transit) and dealt by the Mormugao customs house for the years 1896, 1897 and 1899.

1896						
Heading	Dutiable			Free		
	By Sea Rupees	By Land Rupees	Total Rupees	By Sea Rupees	By Land Rupees	Total Rupees
Imports	4,77,106	33,021	5,10,127	59,052	468	59,520
Exports	3,646	1,688	5,334	852*		
* This represents re-export						
1897						
Imports	4,90,897	1,41,308	6,32,205	3,780	8,941	12,721
Exports	18,033	9,210	27,243	28,675	19,268	47,943
1899						
Imports	6,00,392	44,855	6,45,247	20,609	2,419	23,028
Exports	3,05,059	7,600	3,12,659	83,111	83,111	1,04,064

The government in order to encourage shipments had offered a ten percent reduction or total exemption. On the import of national produce imported by Portuguese vessels. Yet the trade was however small.²³

The table below shows the value of trade in Petroleum transacted at the Port of Mormugao. It also reveals the local consumption, duties collected and amount re-exported.

Fiscal Year	Importance and Value of Trade in Petroleum in Mormugao			Total amount imported in imperial gallons	Amount consumed in the Country in Imperial gallons	Sum of respective additional duties collected			Amount reexported in direct transit to the ghats in imperial gallons
	Rs.	as	ps			Rs.	as	ps	
1897-1998	557.504	10	00	1.619.519	27.932	2.034	00	03	1.591.587
1898-1999	630.909	12	00	571.237	41.128	2.850	15	03	1.530.109
1899-1900	491.237	12	00	970.190	21.010	1.446	11	06	949.180
1900-1901	443.305	00	00	934.340.5	67.41	4.939	08	05	867.199.5

227

The figures however indicate that the trade of petroleum in Mormugao had decreased from the year 1898-1899 to 1900-1901.²⁴

The tax on the tonnage, port duty and other taxes were very low, special concessions were being granted to the ships coming from the European or American ports which had touched the port.²⁵

The benefits of the efforts of the administration of the Southern Mahratta Railway in developing the trade of the port had not succeeded in increasing the local trade. But owing to the facilities being given for shipments to and from the port direct to Europe, there was a very good opening for merchants who settled at the port for direct imports of goods to supply the retail markets of the coast and the Southern Mahratta Country.²⁶

The table below shows the quantity of coal dispatched from Mormugao harbour both for public and for the Railway for the period 1903 to 1909.

Year	Public Coal <i>mds</i>	Railway Coal <i>mds</i>
1903	85,603	236,195
1904	97,286	549,911
1905	45,091	708,138
1906	35,174	752,704
1907	132,913	1,124,826
1908	69,370	1,491,624
1909	52,370	2,031,256
	518,048	6,894,654

There had been an increase in the total dispatches but the weight of coal for the public was not as much as expected, owing to the wharf dues which were too high and were still heavier than the charges incurred at Bombay.²⁷

The port lived on overseas traffic which brought in ships directly from Europe, Africa, America, China and Japan, where in the commerce tried to offer for the country's consumption articles cheaper than in British India.²⁸

The table below shows the total import and export (in tons) carried out in the port, by the overseas trade as well as coastal trade, the latter includes trade carried out by sailing boats (*barios a vela*).²⁹

**GOODS TRAFFIC FOR EACH OF THE FOLLOWING DECENNIUM AT THE
MORMUGAO HARBOUR³⁰**

Decennium	Import	Export	Total in Tons
1888 to 1890*	1,11,249		1,11,249
1891 to 1900	7,13,942		7,13,942
1901 to 1910	9,71,306	7,54,064	17,25,370
1911 to 1920	7,79,000	13,76,000	21,55,000
1921 to 1930	10,74,599	26,65,333	37,39,932
1931 to 1940	13,98,754	31,74,380	45,73,134
1941 to 1950-51	29,15,089	6,8,089	35,96,187
* First three years only.			

The Mormugao port and the Railway had led to a formidable increase in the commercial activity of the country.³¹ It was from 1927 that for the first time the net income helped to pay the guaranteed interest. It was partly due to the traffic of agricultural and industrial products from the Southern region of the richest and popular Nizam State of Hyderabad which had constructed a railway line from Secunderabad to Gadag, where it was connected with the Madras and Southern Mahratta Railway. From then on the Port of Mormugao began to be demanded by ships of foreign companies plying directly to Europe.³²

The chief commodities exported were cotton, grain and seeds (edible and oleaginous), the principal imports were rice, petroleum, bales of wood and cotton, machinery and building materials, coal etc.

TRAFFIC OF MORMUGAO PORT TILL 1945³³

Commodities	(in 1000 Long tons)							
Exports	1913	1915	1920	1925	1930	1935	1940	1945
Cotton	20	16	20	17	18	6	3	7
Manganese Ore	87	1	26	150	182	182	76	1
Cotton & other seeds	52	9	3	30	150	39	110	210
Oil Cakes	-	-	-	-	4	6	5	Neg
Misc. Cargo	25	50	50	37	32	44	46	69
Total Exports	193	86	99	243	386	277	240	287
Imports								
Grains	6	6	31	8	7	24	3	46
Coal and coke	66	-	neg	21	53	110	13	55
Mineral Oil	20	20	22	36	41	42	38	52
Misc. Cargo	38	24	21	23	30	43	30	93
Total Exports and Imports	323	136	173	331	517	496	324	575

TRAFFIC OF MORMUGAO PORT FROM 1947-1948 to 1961-1962

Commodities	(In 1000 metric tons)			
	1947-1948	1951-1952	1955-1956	1961-1962
Exports				
Iron Ore	-	-	-	6,211
Manganese Ore	75	515	1,561	124
Misc. Cargo	54	64	18	13
Total Exports	129	579	1,579	6,248
Imports				
P.O.L.	30	67	11	47
Foodgrains & flour	92	56	37	36
Fertilizer	-	-	-	3
Coal	113	107	10	7
Iron & Steel - machinery	-	-	-	11
Other General Cargo	43	35	65	58
Total Imports	278	265	123	162
Total Exports and Imports	407	844	1,702	6,510

In 1902 the Southern Railway Company Limited took over and had reduced the freight on to lines other than Mormugao. Merchandise from British India went free of levies to the port. The income for 1934 was Rupees 576,255 for the port and Rupees 825,743 for the railway. Yet there was more of transit trade and little of local trade the figures being Rupees 29,546,506 to 9,000,000.³⁴ Therefore the transit trade was an important activity of the Mormugao Port and its railway.³⁵ The Port of Mormugao was an asset for a large part of India and served as its port of call. But tables were turned after the Indian boycott in the mid 1950's.³⁶

In the words of Froilano Machado, Mormugao port, although one of the best natural harbours in India, had limited traffic confined to bi-monthly passenger vessels plying between Africa and Goa. The export was only of groundnuts. Coconuts were shipped to different parts of the country by country crafts. Further Vishwasrao D. Chowgule says " Down memory lane, one remembers the idyllic surroundings of the calm waters of the port, movement of regular liner vessels, carrying export cargos like coconut, copra, charcoal, coir products etc. in the 40's. The iron ore exports commenced from the late 40's. The ore came from South Goa by country crafts".³⁷

An assessment of the ports commercial value can be gathered from the following statistics. In 1915-1916, 1494 Portuguese vessels entered Goa, 2176 of the English nationality and three Japanese.³⁸ The port started having a life of its own, because the increase in the traffic was due to communication with ports outside India. The following table shows the export to European countries:

Year	Number of Ships	Cargo in tons
1923	27	91.398
1924	48	143.284
1925	38	128.132
1926	52	186.810
1927	72	260.569
1928	87	366.153

From the above statistics it is clear that the movement of ships and the export had increased almost three folds between 1923 and 1927.³⁹ There were fluctuations in the number of ships coming to the port from the main foreign countries. Because of the climate too the business fluctuated. The business was maximum in the months of December and January and second highest in the month of March.⁴⁰

After the Economic Blockade was imposed by the Government of India in 1954, Mormugao instead of functioning as a port of transit, emerged as an export oriented port for

handling Goa's iron ore. It also handled import of general cargoes required for the domestic consumption of the then territory of Goa.⁴¹

The following figures give the tonnage of export and import trade passing through the port during the last ten years before liberation.⁴²

Years	Import	Export	Total
1952	264,894	870,573	1,135,467
1953	273,973	1,407,816	1,681,794
1954	290,870	1,190,136	1,481,006
1955	134,283	1,554,587	1,688,870
1956	120,193	1,913,179	2,033,372
1957	167,848	2,762,243	2,930,091
1958	133,814	2,345,944	2,479,758
1959	151,297	3,517,947	3,669,244
1960	175,481	5,748,478	5,923,959
1961	194,036	6,562,249	6,756,285

A remarkable shortfall was noticed in the volume of import traffic after the imposition of the Economic Blockade in 1954 and the closure of Goa-India border in 1955 when the Government of India snapped diplomatic ties with the Portuguese Government. Consequently the import traffic fell to 1.20 lakh tons in 1956. The imports, however, picked up thereafter, mainly on account of the booming mining industry and the requirements of consumer goods for the territory which were imported from abroad. The table below shows the position of movement of import goods.⁴³

Nature of Goods	1958 Tons	1959 Tons
Coal	14,988	11,183
Combustibles	28,640	25,429
Pulses	5,093	36,248
General Cargo	85,093	78,437
Total	1,33,814	1,51,297

In the 1950s of the goods in ships from overseas, the most important was fuel that is coal and petroleum and cereals. The boats which plied along the coast were occupied exclusively in distributing these goods. As far as exports was concerned mineral ore was in the first place, followed by cashew nuts. This business had brought the Mormugao Port a total income of 2183 contos, that is, an average annual income of 546 contos.⁴⁴

The tonnage handled in the port had risen from 1.135 million tons in 1952 to 6.756 million tons in 1961. Since the Economic Blockade, the port served only the territory of Goa, the increase in the tonnage handled was entirely due to the export of Goan iron ore.⁴⁵ Gradually over ninety percent of the traffic dealt by Mormugao Port came to consist of mineral ores.

The Port of Mormugao had become important ore exporting centre, from where large quantities of iron and manganese ores were shipped to Japan, America and European ports. Export of iron ore from Mormugao had dominated the

overall traffic handled at the port as is indicated by the following figures:⁴⁶

Year	Total Import - Export (metric tons)	Iron Ore Export (metric tons)
1960-1961	64,11,792	60,35,556

The mining of iron ore in Goa, and export of iron ore from the Mormugao Port had made the port a mono-commodity port with iron ore exports accounting for ninety percent of the total traffic.

The share of Mormugao Port in the export of iron ore in comparison with the rest of India was as follows:⁴⁷

Growth of Iron Ore Traffic (including Iron ore pellets)
(in million tons)

Year	Total - India	Share of Mormugao Port	
		Quantity	Percentage
1950-1951	0.6	0.3	50
1960-1961	9.1	6.0	66

The development of the port and the railway was instrumental in launching Goa on the international trade scene. The Port also encouraged the exploration of Goa's resources. The Port and railways helped Goa to develop in the economic field.⁴⁸

RAILWAY

The railway and port were integrated by the concession granted by virtue of the 1881 contract with the WIPR to cope with

the traffic from the vast Indian hinterland extending beyond the ghats. The hopes for an era of commercial prosperity cherished with the construction of the same line, were fainter on account of the tariff dispute started by the railway companies led by the Great Indian Peninsular Railway (G.I.P.R.).⁴⁹

The Southern Mahratta Railway directly affected by the tariff war started by the Great Indian Peninsular Railway Company against the W.I.P. Railway, proposed to the W.I.P. Railway to hire the port and railway of Mormugao.⁵⁰ In view of the continuous and quick drop in the income of the Mormugao Railway line, the W.I.P. Railway accepted the proposal from the Southern Mahratta Railway. The matter was brought to the knowledge of the Portuguese Government and the latter for want of any other alternative, authorised the W.I.P. Railway to lease the administration and the working of the port and railway of Mormugao to the Southern Mahratta Railway, hoping that from the lease a considerable economic benefit would result for Mormugao and a relief to the Portuguese Government exchequer. The referred lease took place by the 1902 agreement.⁵¹

There was a progressive increase in the income of the railway from 1927. The goods which contributed to the increase of the traffic on the line included oil seeds and ore. It was during this year that for the first time the net income helped to pay the

guaranteed interest.⁵² The export of empty tins for petroleum from Mormugao to any stations of the M.S.M. Railway (Madras and Southern Mahratta Railway) was a new traffic resulting from the industry of tin making which the firm Burmah Oil Company built in Vasco da Gama. This contributed substantially towards the increase in the income of the W.I.P. Railway line as in the port.⁵³

The table below shows the goods and passenger traffic through the railway from 1888 to 1950-1951.⁵⁴

GOODS TRAFFIC BY RAILWAY

Decennium	Passenger Number	Goods in Tons
1888 to 1890*	7,58,555	2,64,198
1891 to 1900	23,04,368	8,52,249
1901 to 1910	27,81,889	20,32,743
1911 to 1920	39,78,791	20,56,600
1921 to 1930	57,28,297	39,32,000
1931 to 1940	66,71,184	45,05,600
1941 to 1950-51	95,76,851	41,02,250
* First three years only.		

Statement showing the total imports by rail to Goa and exports by rail from Goa for the years 1895, 1896, 1897, 1898-1899.

Year 1895			
Heading	Quantity		Total Tons
	1 st half Tons	2 nd half Tons	
Import	6,940	3,877	10,817
Export	18,016	14,566	32,582

During 1895, the principal business with British India was carried on through the WIPR. As regards the chief articles carried by rail, there was an increase in the grain and cotton, but decrease in seeds. Traffic in kerosene oil too increased.

Year 1896			
Heading	Quantity		
	1 st half Tons	2 nd half Tons	Total Tons
Import	16,539	10,162	26,701
Export	4,187	2,384	6,571

The chief articles carried by rail continued to show a decrease owing to the reduced rates which were still in force on the Southern Mahratta Railway and Great Indian Peninsular Railway via Poona. The diversion of traffic from W.I.P. Railway and harbour to the Poona routes was considered as a crucial factor, as the railway and the harbour returns showed a large deficit.

Year 1897			
Heading	Quantity		
	1 st half Tons	2 nd half Tons	Total Tons
Import	12,793	11,098	23,891
Export	3,210	3,233	6,443

During 1897, local salt exported from Goa by rail showed a slight increase.

**STATEMENT SHOWING THE TOTAL IMPORTS AND EXPORTS (LOCAL)
OF GOA ONLY, DEALT WITH BY THE RAILWAY COMPANY**

Heading	1898			1899		
	1 st half Tons	2 nd half Tons	Total Tons	1 st half Tons	2 nd half Tons	Total Tons
Import	18,154	10,668	28,822	12,022	7,326	19,348
Export	7,563	3,365	10,928	6,963	2,553	9,516

The joint competitive rates on the S. M. Railway and Great Indian Peninsular Railway via Poona and other land routes were cancelled at the end of 1898. Traffic was resumed over the W.I.P. Railway via Mormugao to and from Bombay.

The best years for the traffic were 1893 and 1899 because there was surplus crop of cotton, cereals and oil seeds.

**STATEMENT SHOWING THE TOTAL IMPORTS AND EXPORTS (LOCAL)
OF GOA ONLY, DEALT WITH BY THE RAILWAY COMPANY DURING THE
YEARS 1899-1900**

Heading	1899			1900		
	1 st half Tons	2 nd half Tons	Total Tons	1 st half Tons	2 nd half Tons	Total Tons
Import	12,022	7,326	19,348	16,451	8,443	24,894
Export	6,963	2,553	9,516	3,564	2,285	5,849

There was considerable fall in export trade through the railway. It was chiefly due to previous failure of crops in some districts served by the Southern Mahratta Railway.

**STATEMENT SHOWING THE TOTAL IMPORTS AND EXPORTS (LOCAL)
OF GOA ONLY, DEALT WITH BY THE RAILWAY COMPANY DURING THE
YEARS 1901**

Heading	Year 1901		
	1 st half Tons	2 nd half Tons	Total Tons
Import	14,172	11,600	25,772
Export	2,541	1,871	4,412

There was an increase in trade via the railway owing to an improvement in crops over the Southern Mahratta regions. With effect from January 20th, 1902 an arrangement was made between Southern Mahratta Railway and Great Indian Peninsular Railway by which a reasonable quantity of traffic was dispatched via Mormugao to and from Bombay, the competitive rates which were in force for some time were cancelled or leased.⁵⁵

Until 1956 there was a direct rail connection between Goa and the Indian Union and the inter change of passengers and goods traffic. Consequent on closure of the India-Goa border, the Southern Railway which had been the port railway ceased all operations in Goa in December 1955 and the administration of the port of Mormugao and the connected railway reverted to the principals W.I.P. Railway Company. With effect from January 1956, the activities being limited to Goa only.⁵⁶ Both passenger and goods traffic with the rest of the country were cut off from that date.⁵⁷

On April 1st, 1961, an autonomous body named the *Junta Autonoma dos Portos e Caminho de Ferro* took over the port and railway.⁵⁸ The traffic in 1961 was entirely local and consisted of 9,67,532 passengers and a freight of 5,84,169 tons. The goods traffic almost wholly consisted of mineral ores through Mormugao

and amounted to 5,83,367 tons that is about 90 percent of the total exports of Goa.⁵⁹

Thus for a long time the Mormugao port served as a main centre for transit trade, it was only after the Economic Blockade, that it no longer served as a centre for transit trade. The development of the port of Mormugao and of the sea routes were intimately connected with the increase in the value of minerals and their export. The external trade sustained and gave life to the two cities of Vasco da Gama and Margao because these were the cities directly linked to India by railway which climbed the ghats in twists and turns and linked the coastal belt to the large Deccan plateau.⁶⁰

Margao which was an important place even before the advent of the Portuguese because of a *Math* existing there (thus the name *Mathagrama*, from which Margao is derived) began to grow in importance after the building of the railway line connecting Mormugao harbour with Belgaum through Londa and Castle Rock.⁶¹ Therefore, the Mormugao Port and the railway line linked Portuguese Goa with the outside world in a more effective manner. They helped the economic and trading activities of Goa in a big way.

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CHAPTER

VIII



**IMPACT OF
ECONOMIC
BLOCKADE AND
WORLD EVENTS ON
GOA'S TRADE**

CHAPTER – VIII

IMPACT OF THE ECONOMIC BLOCKADE AND WORLD EVENTS ON GOA'S TRADE

The Economic Blockade, the two World Wars and the Great Depression had affected the economy of Goa and its trade and commerce. In this Chapter these details are discussed. Soon after India achieved independence from British rule, the Government of India approached the Government of Portugal and France, through diplomatic channels, seeking vacation of the territories. France complied with the Indian request, and promptly transferred to India the territories of Pondicherry, Karikal and Mahe. But Portugal refused to budge from the territories of Goa, Daman and Diu. Repeated pleas made to its government through diplomatic avenues to quit those territories amicably failed to evoke any positive response from it.¹

When the Portuguese Government refused to vacate Goa, the Government of India took the decision to impose an Economic Blockade on Goa.² Meanwhile the blockade was intensified and individuals who wanted to travel from Portuguese India to India were to carry passports along with them and visa passes were issued. Portugal reiterated demanding Indian citizens and those who wished to enter Portuguese territory from India to obtain passes.³ At a meeting held at Khanapur, the question of Economic Blockade was discussed.

Ram Manohar Lohia's instructions were : "we must stop their supplies. We will not stop rice and cloth and other necessaries which go into Goa legally, that will harm the people of Goa. But we must stop cattle, butter, fruit and vegetables which are meant for the Portuguese officials and the army and their families, as well as rice and cloth and jaggery which are smuggled in and go into the black market". Channapa Wali further said " we will burn the supplies and vehicles of merchants indulging in illegal trade if they do not listen to us. And this wont be illegal or violence either".⁴ The object of this vendetta was to render life unsafe for Goans both inside and outside Goa and to throw the responsibility for their sufferings on Portugal.⁵ In Poona an All Party meeting demanded immediate measures to put a halt to the railway traffic between India and Goa with a view to fulfill the economic blockade and paralyse the economy of Goa.⁶ It was a dismal scenario all around as the Economic Blockade imposed by India meant that all exits of Portuguese India with the Indian Union were sealed, except through Karwar, the traffic of Mormugao Port therefore, was restricted within the limits of Goa.⁷ The railway line which linked Goa with India was cut off at the Indian border in 1954. Roads linking Goa, Daman and Diu with the Indian Union were blocked by India. No ships carrying cargo to be delivered to Goa could touch any of the Indian Ports. The Indian Government ordered the port workers not to load any ship going with cargo to Goa. So

whatever Portuguese India wanted had to be directly imported from other countries than India.⁸ Despite the Economic Blockade, Mormugao became the port of call for thousands of ships. The West of India Portuguese Guaranteed Railway ceased to be a mill-stone round the neck of Goa's economy.⁹ Custom duties levied on goods taken from Indian Union to Portuguese enclaves were enforced. Further restrictions were used and the Indian Government kept pending the applications for granting import licenses on essential goods. Exports of any merchandise and food stuffs to other Portuguese territories were also prohibited. The commercial activity between Goa and India were reduced to zero.¹⁰ Even money orders could not be sent.

There prevailed discontentment and dissatisfaction among Goans in general. The people who had to suffer most were the poor, innocent Goans who lived a hand-to-mouth life. The poor who had received remittances in Goa from their relations in Bombay and other parts of India could get no more than sixty percent of the value of that money in exchange due to insignificant trade and commerce and official transaction of any kind between India and Goa.¹¹

The Portuguese Government declared that Indian currency was no longer legal tender in Goa and introduced the Portuguese currency of *Escudo*, one rupee was roughly equal to six *escudos*. Indian currency was however clandestinely smuggled into Goa and accepted

by Goan merchants on the sly at a discounted rate of exchange loaded against it.¹²

The Portuguese Government rose to the occasion with unusual vigour.¹³ Portugal improved the sea and air communications of Goa, Daman and Diu with her overseas provinces in Africa as well with Metropolitan Portugal. This in turn gave an increased impetus to Portuguese India's trade with the rest of the world which was freed from the apron strings of the Indian Union.¹⁴ The Portuguese built three airfields connecting its territories by air with Karachi and Lisbon. Aeroplanes landed in Goa and left almost daily carrying passengers and goods to various parts of the world. The Portuguese imported not only consumer goods and luxury articles but also all other necessities of life from whichever part of the world they could get them. The blockade gave rise to a considerable increase in the supply of goods with which Goa was flooded.¹⁵ The *Junta do Comercio Externo* (Board of External Trade) swung into action to indent and procure from foreign markets the essential commodities required by the Goans.¹⁶ Oranges from Israel and Argentina, rice from Burma, wheat flour from Australia, sugar from Cuba, Belgium and Mozambique were carted into Goa.¹⁷ Although in principle Malaysia, Singapore and Indonesia had agreed not to sell goods to Portugal and support the Indian blockade, in practice they found means and ways to send their goods to Goa, through shipping agents.¹⁸ Interestingly

during this period, Indian cloth was also imported into Goa, via Singapore and sold at competitive prices since the incidence of extra freight from Bombay to Singapore and then to Goa was more than offset by the rebate in excise available for exports out of India.¹⁹

Countries like Burma objected in principle to supply rice to Goa in defiance of the Indian blockade. But a *modus faciendi* was soon found. Burma would export rice, by the shipload, to Singapore and what Singapore did with it was no concern of the Burmese Government. Singapore, like Burma did not want to officially annoy India, also wishing to live up to its image of a newly-freed Asian country committed to an anti-colonialist philosophy. But again a *modus faciendi* proved convenient. They would not object to the shipping company issuing new bills of landing mid-sea, so rice cleared from Rangoon to Singapore, was "re-exported" on its reaching Singapore's territorial waters to an unknown destination. A Clearing Agent made money, hand over first, on the theoretical unloading and re-loading of the Singapore-bound consignment. The ships agents, likewise made a packet on the re-export and the shipping company was more than happy to collect the money for two theoretical charter parties for one single voyage. The rice came and kept coming during the blockade years.²⁰

Pakistan was one of the countries which tried its best to help the Portuguese beat the blockade.²¹ Trade between Pakistan and

Portuguese India grew in volume.²² Trade talks between the two commenced on 26th July 1960 at Karachi. Pakistan also gave facilities to Portuguese commercial and military planes and ships moving between Portugal and Goa. Its exports to Goa and imports from Goa in 1956 totalled Rupees 53 lakhs and Rupees 3,20,000 respectively. In 1958, the figures of Pakistan's exports to Goa and imports from Goa stood at Rupees 52 lakhs and Rupees 117,000 respectively. The Portuguese had offered Pakistan a full supply of iron ore for its projected steel mill. Reciprocating the gesture I. A. Khan had pledged his country's friendship to the Portuguese Province of Goa. As a result of the trade talks, the Portuguese colony of Goa had offered 20 items for export to Pakistan which included oilseeds, iron ore and machinery and Pakistan had offered to export to Goa thirty items including cotton, jute and rice.²³ The Pakistan Government dispatched to Goa thousands of tons of rice and also supplied to Goa government 2,000 tons of cement in exchange for coconut oil.²⁴ The export of local products to India had stopped resulting in the fall of their prices.²⁵ Agricultural products like mangoes, cashewnuts, coconuts and betelnuts and other products like salt and fish suffered much primarily because of the Economic Blockade as they could not be exported to India.²⁶ Certain sections of the community especially the producers of traditional exports to India were hard hit.²⁷ One of the factors that contributed to the decline of

the salt industry was the Economic Blockade. Much of Goa's salt was earlier exported to Belgaum and to many parts in Karnataka. The surplus salt in Goa was left idle, and all attempts of the Portuguese to find markets elsewhere failed. All attempts of the Board of External Trade to boost up this industry miserably failed. The Board of External Trade desperately bought the surplus salt and sold it to the cultivators much below the cost price. Even then considerable quantities of salt remained unsold.²⁸ One of the articles that had suffered the worst effect of the Indian Blockade was betelnut and betelnut was going waste for which reason the Goa Government offered to buy it at a reasonable price.²⁹ The movement of coconut and betelnut to the markets in the Indian Union stopped and the producers received meagre prices for these commodities.³⁰ The severance of economic ties distorted the trade and also resulted in a distortion of the prices. The prices of many consumer goods such as cloth, tobacco, wines, liquors, radio, automobiles, etc. were about fifty to seventy percent lower than the all India level. The prices of food grains, vegetables and other necessities of life which were earlier imported from India were a little higher. However some of the Indian goods like textiles and tea were sometimes available at prices lower than those prevailing in India. These goods entered through foreign ports and they were low priced due to exchange manipulations.³¹

The large imports to Goa led to the rise in smuggling activities on the borders.³² The blockade had not severely affected the Goan economy as desired by the Indian Government. It bred gangs of smugglers who carried into Goa goods manufactured in India and took from Goa into India various types of foreign liquor, gold watches and luxury items imported in abundance by the business men in Goa.³³ Goa was turned into a big paradise for all kinds of smugglers. Various types of foreign goods were clandestinely taken to India from Goa. Big chains of smugglers had come into existence between India and the Portuguese possessions.³⁴ Goods worth lakhs of rupees which used to be imported into Goa used to be smuggled into India, and these ships which brought goods into Goa would in return carry the iron ore from Goa. They even included textiles from Hong Kong and other places which India had originally exported to those countries at extremely low prices.³⁵

The discovery of rich mineral mines along the territory came to the rescue of the Portuguese. Goa had rich iron and manganese deposits and the Goan ore was in demand abroad. Ore was exported to Germany, United States of America and Japan. Foreign exchange came pouring in and the much needed currency was used to buy the local requirements. The Portuguese Government back home gave incentives to the farmers and offered to buy the produce directly from them.³⁶

All kinds of goods were dumped into the territory. Illicit trade between Goa and India became a highly flourishing business. Smuggling of gold, all sorts of luxury and other goods, imports of many of which were not permitted were carried on. In the course of time a section of Goans and other Indians made smuggling their main profession.³⁷

In spite of all these strategies on the part of the Indian Government they were not successful to get the Portugal quit Goa, Daman and Diu and the country professing non-violence had to in the end use force and move her army into Goa, Daman and Diu and take over on 19th December, 1961.³⁸

On 1st April 1961, the Government of India announced the lifting of the ban on trade with Goa and other Portuguese colonies in India. Referring to the new decision, Jawaharlal Nehru had said that it was a variation and not abandonment of the policy of economic sanctions against the Portuguese colonies. He justified the decision by stating that the limited trade which was permitted with Goa involved the export from India of such items as were required by the people of Goa, particularly the poorer classes. As an example he mentioned textiles, books, drugs, equipments for educational institutions, tea and leather goods.³⁹

The two World Wars and the Great Depression too had left their marks on the living conditions of the people in Goa. Inflation and lack

of availability of commodities were felt in Goa. Due to rise in prices the demand for goods decreased during the two World Wars and the and the Great Depression between the two wars.⁴⁰ During the World War I, which began in 1914 and in which England got involved had consequently affected British India and the traffic through Mormugao Port.⁴¹

Due to the World Depression the export trade had gone stagnant and the internal level prices of coconuts, cashewnuts and betelnuts had gone down compared to the prices that prevailed a few years before the depression. But imports continued to increase by leaps and bounds.⁴² The World Economic Depression affected Portuguese Goa leading to a rift between the consumers and the landlords regarding taxes and surcharges on rice. The Colonial policy was aimed at protecting the interests of the landlords who were vociferously arguing for imposition of special taxes on imported rice. While the consumers class was in favour of the importing rice at cheaper price, the landlords opposed it to protect their own interests. The Portuguese Government favoured the principle of least resistance and promulgated an order compelling the cultivators to record their paddy crop annually. This led to intra-border smuggling of rice, malpractice like false entries in records but failed to improve the lot of the farmers as observed by one of the regimes critic, namely T. B. Cunha.⁴³ In spite of the crisis, in the year 1929 the value of merchandise in

transit through Mormugao Port exceeded seventy five millions of rupees. Greater volumes of transaction of Country's commerce passed through Mormugao Port which was being an important port then.⁴⁴

The impact of World War II was felt by all classes. The landlords suffered due to fall in coconut prices. Salt and arecanut had no demand.⁴⁵ During the World War II, India being a British dominion, in the category of a belligerent was completely cut off from food supplies from abroad, owing to enemy action on British shipping, causing famine conditions throughout the country. In fact famine broke out in Bengal. Goa being in the grip of the Indian sub-continent, was automatically drawn into this famine stricken orbit, and suffered terribly for want of foodstuffs. There was acute shortage of rice, wheat, sugar and kerosene oil in Goa, resulting in whole sale Goan emigration into the adjoining and neighbouring Bombay Province in search of food. The little supplies which the then British Indian Government could send to Goa from its depleted stocks per month, could hardly last for one week out of the four and for the remaining three weeks Goans had to eat anything to sustain their lives. Goa had also started some sort of rationing towards the end of the war, and distributed whatever could be got locally and from India.⁴⁶ Restrictions were laid on the necessities of life coming from India to Goa. Hardships of the common people began to mount when

imports from India lessened and consequently gave rise to black marketing.⁴⁷ Deputations after deputations from the various villages waited upon the Governor General of Goa demanding food, but were turned back without even giving them a sympathetic hearing or comfort in their tribulations.

Before the war, a lot of propaganda used to be publicised in the Goan newspapers that a lot of foodstuffs and sugar were being produced in Portuguese East Africa, but during the war Goans could not get even jaggery to eat. Rumour, however, had it that Portuguese trade in the Metropolis and their African Possessions was open to both the belligerents and was earning good dividends.

The local paddy in Goa, which used to be about Rupees 7.50 per *candy* before the war, shot up to Rupees 26/- per *candy* during the middle of the year, and the price went on increasing year after year. Fifteen years later after the war the official rate was Rupees 40 per *candy*, and the black market was double that figure.⁴⁸

It should be noted that Portugal was not at war, and her ships could navigate all over the world freely, without any fear of enemy action, yet she did nothing to alleviate the sufferings of the Goan people at the time of their dire needs.⁴⁹ According to Yeshwantrao D. Chowgule, "During the IInd World War the Mormugao harbour had a deserted look. There were no ships, and therefore there was no business."⁵⁰

The misery which befell this tiny Portuguese settlement of Goa during the World War II was in the form of money exchange between Bombay and Goa, between Portuguese Rupees and British Indian Rupees which had been the stable currency of Goa side by side with the Portuguese currency.⁵¹ British Indian currency had been forcibly depreciated in the neighbouring territory of Goa under its neutral war policy. The Portuguese Government was systematically undermining the value of the Indian currency medium of exchange to the advantage of its own inconvertible paper notes.

The British Indian currency was always freely circulated in Portuguese India alongside with the Portuguese currency, for both the currencies had the same unit, the silver Rupee. As a matter of fact British Indian money was accepted in Goa at a small premium. All of a sudden, taking advantage of a critical moment for Great Britain's participation in the World War II, an order was issued by the Portuguese Fascist Government to all its offices and departments to refuse British Indian currency notes and coins. It is most significant that no such step was taken during the World War I, when Portugal fought as an ally of Great Britain, although the other economic and financial relations between the two countries were the same. The only condition in these relations which was not the same was that Portugal was ruled during the World War II by a fascist Dictatorship.⁵²

As it could be easily foreseen, the sudden order upset foreign exchange, disorganized trade and most of all led to instability, depreciation and discredit of the Indian Rupee, which caused harm to India's credit. As a result of the refusal of the Portuguese Government to accept British Indian metallic and paper currency, the situation had completely reverted to the detriment of the Indian Rupee. However, the Portuguese still permitted a restricted circulation of the British Indian currency. British Indian coins and paper notes were exchanged for the Portuguese Bank notes at a great loss.⁵³ A high premium was put on the Portuguese rupees, thus discounting the British Indian rupees and the premium rose to as much as twenty percent.⁵⁴

The *Banco Nacional Ultramarino*, a bank controlled by the State and the only one functioning in Goa practically refused to exchange Indian currency notes. A host of private money changers allowed to trade freely with currencies accepted them only at a considerable discount. Following the Government example, one by one the other public institutions controlled by the Government, such as the municipalities, village community associations, the lottery and charity organisations also refused Indian currency and stipulated for Portuguese currency. And gradually the petty traders who dealt with the so called controlled price articles such as rice, sugar and kerosene oil, began refusing to accept payments in the Indian currency.⁵⁵ During the World War II, Goan market saw one of the blackest of

money exchange rackets, which permitted the robbery to go on unchecked.⁵⁶

The monetary unit of Goa was the silver rupee and its whole monetary system was governed by the British Indian system. The Portuguese currency circulated in the country consisted of a small amount of coins minted by the Government a great amount of paper notes issued by the *Banco Nacional Ultramarino* under State control. The only metallic coins minted by the State were those of small denomination, made of silver, nickel, copper and some other alloy. Gold money had never been coined by the Portuguese Government mints and even the amount of other coins were always very small and insufficient for the needs of local circulation. It was precisely the incapacity of the Portuguese State to produce the necessary quantity of metallic coins for circulation that forced the Government to allow, in spite of the law, the free circulation of the British Indian coins within the Portuguese territory. It was due to lack of Portuguese coins that the Portuguese bank notes were never convertible into silver rupee. They badly needed British Indian coins, which paradoxically enough the Portuguese had depreciated. The *Banco Nacional Ultramarino's* prime and sole function was the emission of paper notes. It was of little or no use for financing industry and the trade of the Country.

After the Governments order to its department, to refuse British Indian currency, a host of money changers had appeared in the

market. While almost every merchant transacted with currencies, some accepted British Indian coins at a discount of 2 per Rupee, others exchanged notes at a high rate of fifteen to twenty percent and a few others at a still higher rates. Under the very eyes of the authorities or with their complicity, speculators operated openly, spreading wild rumours about the war, the Japanese invasion, the Indian national movement and the inflation in India.⁵⁷ The Government did not introduce any amendment to the law which regulated the function of the bank. Instead it was quickly allowed to employ black market methods in dealing in British Indian currency. In spite of the penalty imposed by law, a host of money changers were freely allowed to speculate in the depreciated Indian Rupee. Also great was the loss to the export trade of Goa which was almost entirely done with British India. Before the war the exports amounted to one-fifth of the imports while in 1941 they fell to one-seventh.⁵⁸

As far as trade in general was concerned, the Indian imports and exports with the Portuguese possessions since 1947 were consistently falling.⁵⁹

Year	Imports	Exports	Balance of Trade in lakhs of Rupees
1947-48	32.70	47.06	+14.36
1948-49	18.77	42.58	+23.81
1949-50	11.76	10.54	+1.22

In retaliation for the Government's adamant attitude with regards to the discredit of the rupee, all sorts of obstacles were created on the British Indian side to Goan imports and exports, for which Goa was almost entirely dependent on the Indian market and transport thus completely upsetting trade relations with the neighbouring territory. During this period the Portuguese had sapped the vitals of the economic life of the people by severing free commercial intercourse with the rest of India and also by their failure to develop the natural resources of the Country.⁶⁰

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CHAPTER

IX

CONCLUSION

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The history of Trade and Commerce in Goa from 1878 to 1961 had many dimensions. Trade and Commerce never remained static. They changed from time to time and their dynamism was influenced by several other economic factors within Portuguese Goa, within India and in the external world. Portuguese Goa witnessed brisk trade and commerce during the early centuries of the Portuguese rule. The decline which began in the late eighteenth century continued and the situation was unfavourable to the Portuguese during the nineteenth and twentieth centuries. Attempts made by them to restore the economy to its former glory did not yield result. Thus trade and commerce lost their importance, though not completely extinguished. Goa's economy was based on agriculture, but the Portuguese did not provide any scope for its development. The food crops produced in Goa were not sufficient to meet the needs of the people. Even if there was surplus in some areas of agricultural production, trade in agricultural products yielded less income. There was no major industry in Goa until the

beginning of the twentieth century. One notable development was the emergence of mining industry in the 1940s.

Portuguese Goa lost its commercial glory and was isolated. Mormugao harbour could have become an important outlet for the rich products of its large geographic hinterland, but for its isolation by lack of transport linkage with the rest of India. The economic decline of the Portuguese in India was further aggravated by the policies of the British. The British withdrew the concessions that the Portuguese had enjoyed at Surat. In 1872 the British withdrew these privileges on the allegation that under the guise of Portuguese merchandise, contraband was being smuggled into British territory and seriously interfered with the customs revenue of Bombay.

In order to remedy the situation, Portuguese entered into a commercial treaty with the British. On 26th December 1878, they signed a Treaty of Commerce and extradition between the governments in respect of their Indian possessions. The principal conditions of the treaty were: reciprocal freedom of commerce, navigation and transit; abolition of all custom duties on the frontier lines between British and Portuguese possessions in India, uniformity on customs duties in the two

possessions on articles imported and exported by sea. They entered into a mutual agreement for the construction of a railway. The railway and the harbour benefited mostly the British Indian traffic. There was more of transit trade and less of local trade. The hopes of revitalising the stagnant economy of Goa were shattered. The British as an imperial and superior colonial power had taken a much calculated step, they would not allow their next door neighbour in India to boost their economy. Trade statistics after 1878 did not reveal any changes. The Abkari system and the salt monopoly were not beneficial to the Goans. They left behind a trail of misery to the Goan masses. The state of the finances in Goa was very serious due to the loss of the old custom duties and other income. Local industries of distillation of spirit and tapping were badly hit. Severe damages was also caused to the interests of those engaged in these industries. The public treasury was adversely affected. The manufacture of salt which was a flourishing cottage industry in Portuguese India until 1878 also suffered on account of the monopoly given to the British people. The treaty was denounced in 1892. The people were left with bitter experiences during the twelve years of the treaty.

Unfavourable balance of trade prevailed throughout the period of this study. The imports were always higher than the exports. The territory mainly depended on imports from India and these imports were of foodgrains, vegetables, textiles, tea, soap, tobacco and other articles of daily use. Portuguese Goa exported its own products like fish, betelnuts, salt, coconut, etc. to India. The commodities traded generally fell under the category of "small trade". Most important was the external trade carried on with India and other countries. Goa had considerable trade with other parts of India which was a market in close vicinity. Most of the items imported by Goa were from other parts of India. Similarly most of the goods were exported to other territories of India though the amount was irregular. The statistics and details available in the *Alfandegas* indicated that the items traded were essential commodities and were exchanged with other parts of India. However during the monsoons there was no much trade. Flourishing trade along the coastline was one of the characteristic features of Goa's trading system in the late nineteenth and early twentieth centuries. The Arabian Sea and the two major rivers of Goa, Mandovi and Zuari, provided excellent transport facility and ports for trading

and commercial purposes. The Arabian coast was a scene of brisk activity where country crafts designated as patamarins, machuas, etc, plied to and from laden with local and foreign goods. However after 1954 due to the tense political relations with the Indian Union, no more trade was carried out with it. There was no much trade carried out with Portugal and other Portuguese territories. Lisbon always tried to determine Goa's trade policy. Besides there existed direct trade with European countries like France and Italy. United States of America and Japan were also on the list of importers. Trade was carried out with the other Portuguese colonies, particularly with Mozambique. The interaction between Mozambique and Goa continued till the liberation of Goa.

Goa during this period primarily grew into an 'import oriented economy'. Among those commodities exported, coconut and cashewnuts were by far the most important items exported from Goa till the advent of mineral ores on the trade list. Besides the traditional items of import, there was 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

consumer goods. Durable consumer goods which were handy for smuggling into the neighbouring areas such as watches, fountains, pens, wines, cigarette lighters, nylon and gold were also imported in sizeable quantities. Besides there were also imports of trucks, barges, automobiles and other miscellaneous consumer goods which were handy for smuggling. The half-hearted attempts of the Portuguese Government, limited markets, absence of cheap sources of energy and technical know-how were responsible for the weak industrial structure and low agricultural productivity.

As the balance of trade was generally unfavourable, the value of imports far exceeded that of exports. This drain of money caused serious economic and financial difficulties. The finances were not stable. The adverse balance in trade was overcome largely by the remittances sent to Goa by the Goan emigrants and also by profits from smuggling activities. After the economic blockade, the boom in mining industry in Goa provided the necessary foreign exchange. Trade and commerce also depended on the circulation of Indian bank notes. Though the Official Trade or State trade was minimal, the private trade was quite visible. No protection was provided to the indigenous

products because of the liberal import policy of the Government at the cost of indigenous industrialisation. Goa's imports were regulated through the two customs barriers on both sides of the border : Portuguese India and British India. The Portuguese levied duty on the British Indian imports and the British on Goan exports. The tremendous unfavourable balance of trade reflected the backwardness of Goa's economic development and its growing dependence on other countries. The poverty of exports was evident both in its quality as well as quantity. The reason for this bankruptcy was the fiscal policy of the Government. The high customs duties fixed by the Government on goods of primary necessity under the cover of protection raised the cost of living. This in turn affected the general cost of production of agricultural and industrial articles in Goa. Consequently the local products were superseded by goods imported from outside. Hence the local market came to be flooded by imported articles and this further destroyed the local production. British India had set up high customs and freight barrier against the Goan products. In the year 1958 the balance of trade was unfavourable by a big margin, and it got reduced in the year 1959. The year 1960 showed a slight

surplus. In the year 1961, however there was again an unfavourable balance. In the middle of the twentieth century it was the export of mineral ores that saved the economy. The export of a few other items like canned fruit, arecanut and cashew nut increased marginally, while the rest declined. The foreign trade of Goa was not static but adverse in nature. Illicit trade was carried on across the Goan borders. To some extent it helped to overcome the shortage of currency. Much of Goa's import trade consisted of luxury goods. These goods illegally found their way into India. The system of smuggling was very much rampant. Measures were undertaken to control it, but failed to yield any positive result. The fishing and commercial country-craft contributed to the success of this smuggling. Besides the Goans and foreigners in Goa, many top business tycoons from Bombay were involved in gold smuggling. A two way illicit trade had developed. Imported goods, luxurious goods and gold were smuggled into Bombay and food and manufactured goods found their way into Goa. Thus smuggling was a thriving business when the economic sanctions were applied by India against Goa. There were many agents who helped the Portuguese to smuggle goods between Goa and India.

During this period, the shops displayed luxurious items. This was rather an artificial economy. It was not based on the fullest exploitation of the internal resources. Further we see that when the mining industry developed, the bulk of the money or foreign exchange earned by the export of ores was spent on imports of consumer goods which again found its way into India through smuggling activities.

Contraband trade had reached its heights. Huge fortunes were made by some of the traders in Goa. Thus the economy besides drawing sustenance from mining, was also sustained by smuggling and remittances. Goa became a den of smugglers. Besides external trade, the internal trade also played an important role in the economy of Goa. Merchants from the ghats transported goods between Goa and the ghats putting on backs of oxen. Internal trade was carried out mostly by road. Goan villages also had their weekly markets and seasonal fairs. The items exchanged here were mostly agricultural and domestic crafts products. Almost all the items were available in the fairs. The old village fairs continued to be held on specific days, they also sold European manufactured articles along with local supplies which the farmers and traditional artisans brought for

sale. The petty traders and local salesmen catered to the requirements of the local people.

The only redeeming feature was the mining industry, which was the main source of wealth for Goa. Iron ore became the mono-commodity of export and fetched the much required foreign exchange. However, it revitalised the economy from its stagnant position. It was the 'big trade' (mining) that sustained the economy. Those people who formerly depended on agriculture were now provided work in the mining industry which as a result established a new class of people. The mine owners were a rich and dominant group economically and played an important role in promoting trade and commerce in the Goan economy. The exporters and the importers largely controlled the trade in Goa. As the import and export trade was channelled entirely through private enterprise, and since mineral ore was a principal export, inevitably the miners came to play a consequential role in this field. Being the main exporters of mineral ores, they also formed the importing class, conducting whole-sale import transactions on commodities from abroad. The Dempos, Chowgules and others fell under this category.

Due to the liberal policy of the Portuguese only a nominal duty was charged on mineral exports and imports of mining machinery. The mine owners were given lease grants at low payment and it made mining a highly profitable business. Some of these concessions in the mining industry were grabbed by some of the mine owners, who later on became big industrialists in Goa. With the development of mining, Mormugao turned into a busy port. The mining industry had made rapid strides. Gradually the transportation of ore to Mormugao port was done mainly through the barges plying in the inland waterways. The transport of ore by inland water transport dominated the other two modes of transport, that is, transport by railways and roads. The main importing countries of Goa's ores were Japan, Italy, U.S.A., Belgium, Sweden and others. Soon after the spurt in demand for Goa's ores, it had placed Goa on the trade map of the world.

Mormugao Port in the beginning handled a limited amount of exports and imports, but gradually with the development of mining it turned out to be a busy port, often congested. It flourished during the end of the Portuguese rule. It is one of the natural harbours in Goa. The growth of commercial activities

due to mining led to further developments in the communication facilities at the Mormugao Port. Mormugao had natural anchorage, capable of accommodating the largest ship. The port could be used even during the monsoon season. Almost the whole commerce of Goa was carried out at the Mormugao Port. The railway and Mormugao harbour played an important role in trade. Initially, and till the Economic Blockade the Mormugao Port functioned as a transit port and served a large part of India. Then there was little of local trade. The chief commodities exported were cotton, grains and seeds, the main imports were rice, petroleum, bales of wood and cotton, machinery and building materials, coals, etc. After the Economic Blockade was imposed in 1954, the port emerged as an export oriented port for Goa's iron and manganese ores. Besides it also handled import of general cargoes and goods that were required for the internal consumption. Gradually it dealt with ninety percent of exports of mineral ores. Goa came to be linked with the outside world through the railway and Mormugao Port.

The Economic Blockade, the World Wars and the Great Depression had left its mark on the economy of Goa. As soon

as India had attained independence, she insisted that Portugal should liberate Goa. Negotiations had started between India and Portugal, but Salazar refused to leave. Having failed in these attempts, the Government of India thought it best to impose an Economic Blockade. Movement of goods and persons between Goa and India became stringent and were restricted. The Indian Government ordered the port workers not to load any ship going with cargo to Goa. No ships carrying cargo to be delivered to Goa could touch any of the Indian ports. So whatever was needed by Portuguese India had to be imported from other countries. Portugal improved the means of communication (sea and air communications) with her overseas provinces in Africa as well as with Metropolitan Portugal. This gave a boost to Portuguese India's trade with the rest of the world. Some of the countries which exported goods to Goa were Pakistan, Belgium, Israel, etc. The large imports led to a den of smugglers. Illicit trade became a highly profitable business. On 1st April 1961, the government of India announced the lifting of the ban on trade with Goa and other Portuguese colonies in India.

The outbreak of the World War I affected British India and the traffic through Mormugao Port. Rise in prices and lack of availability of goods were felt in Goa. During the Great Depression of 1929 the export trade had gone stagnant. Imports continued to increase.

During the World War II, Goa suffered from want of foodstuffs. Goans had to face acute shortage of essential commodities such as rice, wheat, sugar and kerosene. The Goans had to face these hardships when the imports from India lessened. It gave rise to black marketing. During the World War II the Mormugao Harbour had a deserted look. Since 1947, the Indian imports and exports to Goa were consistently falling.



MAPS

FROM I TO III



APPENDICES

FROM I TO VI

APPENDIX - I

IMPORTS AT BETUL (1878-79)

Date	From	Name of Ship	Nationality	Name of Merchant	Commodity
1878 January					
2 nd	Bombay	<i>Mochus</i>	National	Xavier Cardoso of Velim	4 bags of Rice.
	Bombay	<i>Patamarin</i>	National	Nicholas da Silva of Assolna	4½ bags of Rice, 2 Hens, one bale of powdered Sugar.
19 th	Bombay	<i>Patamarin</i>	National	S. Anna Leitao of Chinchinim	78 bags of Wheat, one bag of Cummin, one bag of Almonds, 4 bags of Mug Dal, 4 bags of Coriander, 4 sheets of tin, 5½ bags of Rice, 4 Oil containers.
28 th	Bombay	<i>Patamarin</i>	National	Antonio Dias of Assolna	8 bags of Wheat, 24 Zinc sheets, one Oil tin, 5 earthenware pots, 2 pots of dates, one bundle of Sugar, one tin of Tea.
February					
18 th	Mangalore	<i>Mochus</i>	National	Joao Camillo Rebello of Deussua	84 bags of Rice.
26 th	Cundapur	<i>Tona</i>	National	Salvador Dias of Assolna	51 bundles of Rice, 30 <i>candis</i> of paddy.
28 th	Ancola	<i>Padau</i>	National	Foquir from Ancola	178 bundles of Rice.

April					
1 st	Rajapur	<i>Mochus</i>		Bala Tandel from Zoitapur	4 bundles of tamarind, 2 slabs of Jaggery of Sugarcane.
5 th	Onor	<i>Tona</i>	National	Salvador Dias from Assolna	20 <i>candis</i> of paddy, 8 bags of Rice.
6 th	Cumpta	<i>Mochus</i>		Madu de Raundy from Malwan	29 bags of Rice.
	Karwar	<i>Tona</i>	National	Constantino de Almeida from Rachol	185 bags of Rice.
May					
10 th	Deugad	<i>Mochus</i>	English	Donu Ori from Deugad	13 bags of Rice.
November					
13 th	Bombay	<i>Patamarin</i>	National	Santana Leitao of Chinchinim	2 bags of Rice, Sardine tins.
1879 February					
3 rd	Kumpta	<i>Mochus</i>		Narana of Kumpta	14 bags of long chillies, 7 bags of onions, 3 bags of Jaggery, 33 bags of Rice, 41 bags of paddy.
5 th	Mangalore	<i>Mochus</i>	National	Joao Camillo Rebello of Deussua	92 bags of Rice, one packet of Ginger, 1 small packet of Coffee.
22 nd	Kumpta	<i>Mochus</i>	English	Narana	206 bags of Rice.
March					
8 th	Onor	<i>Tona</i>	—	Salvador Dias of Assolna	17 bags of Rice.

19 th	Kumpta	<i>Mochus</i>	English	Narana Gabit from Kumpta	80 bags of Rice, 132 bags of Rice, 4 bags of Cane Jaggery.
April					
20 th	Kumpta	<i>Mochus</i>	English	Narana from Kumpta	91 bags of Rice, 132 bags of long Chillies, 64 bags of paddy, 1 bag of loose thread
May					
27 th	Barcur	<i>Manguenim</i>	National	Roque Santanna Cardozo from Assolna	502 bags of Rice, 47 bags of paddy, 1 bag of long Chillies.
November					
15 th	Bombay	<i>Patamarin</i>	National	Antonio Dias from Assolna	31 bags of Wheat, 1 bag of Gram, 1 bag of Mug Dal, 7 bags of powdered Sugar.
December					
26 th	Barcur	<i>Tona</i>	National	Manoel Antonio Dias from Assolna	1½ bags of rice.

Source : *Alfandega de Betul*. 1877-80, N^o. 5947 (HAG)

APPENDIX - II

IMPORTS AT ASSOLNA (1878-79)

Date	From	Name of Ship	Nationality	Name of Merchant	Commodity
1878 January					
2 nd	Bombay	<i>Mochus</i>	National	Nicolas da Silva	4½ bags of Rice, one bag of Sugar, 2 tins of Oil, one box of Tea, two Hens, one box of cigars.
8 th	Bombay	<i>Patamarin</i>	National	Joaquim Antonio Collaco	One bag of Rice, four bags of Tea, one bag of Grams, three bags of powdered Sugar, one box of Camphor.
12 th	Barcur	<i>Tona</i>	National	Simao de Mello	231 bales of Rice, two bales of paddy.
14 th	Karwar	<i>Mochus</i>	English	Durgu	15 bags of Grams.
15 th	Barcur	<i>Tona</i>	National	Domingos Filipe Diaz	171 bales of Rice, 2 bales of Cinnamon.
25 th	Barcur	<i>Tona</i>	National	Jose Mathias Pinheiro	205 bales of Rice.
28 th	Bombay	<i>Patamarin</i>	National	Antonio Diaz	8 bags of Wheat.
February					
5 th	Barcur	<i>Tona</i>	National	S. Anna Crasto	361 bales of Rice.
9 th	Karwar	<i>Padau</i>	English	—	68 bales of Rice.
18 th	Mangalore	<i>Mochus</i>	National	Jose Rebello	100 bales of Rice
27 th	Cundapur	<i>Tona</i>	Portuguese	Salvador Diaz	51 bales of Rice.
27 th	Ancola	<i>Padau</i>	English	Foquir	178 bales of Rice.

March					
1 st	Barcur	<i>Tona</i>	National	Pedro Antonio Dias	173 bales of Rice.
8 th	Gongavoly	<i>Mochus</i>	English	Tur Appá	1122 <i>mãos</i> of paddy.
9 th	Boindur	<i>Tona</i>	Portuguese	Simão de Mello	222 bales of Rice.
11 th	Mangalore	<i>Patamarin</i>	Portuguese	Bento Rozario Dias	1268 bales of Rice.
16 th	Sadassigod	<i>Tona</i>	English	Foquir Donde	122 <i>mãos</i> of Paddy.
21 st	Bada	<i>Tona</i>	Portuguese	Nicolas Fernandes	259 bales of Rice.
April					
1 st	Barcur	<i>Tona</i>	Portuguese	Joao Rebello	189 bales of Rice
	Rajapur	<i>Mochus</i>	English	Balla	2 bundles of Jaggery, 4 bags of Tamarind.
5 th	Onor	<i>Tona</i>	Portuguese	Salvador Dias	440 <i>mãos</i> Paddy, 8 bales of Rice.
6 th	Cumpta	<i>Mochus</i>	English	Madu	29 bales of Rice.
	Carwar	<i>Tona</i>	Portuguese	Constantino de Almeida	185 bales of Rice.
16 th	Malwan	<i>Mochus</i>	English	Fotu	198 bales of Rice, 4 bales of Tobacco leaves of Balagate, 10 pastas of Jaggery.
22 nd	Bombay	<i>Patamarin</i>	Portuguese	Antonio Dias	6 bales of raw Cotton Cloth, 2 curos of Potatoes from Surrate, 5 vessels of Oil, 48 china clay plates, 1 bottle of Mango jam, 2 boxes of Cigars, 8 lbs Sugar powder.
	Cundapur	<i>Tona</i>	Portuguese	Salvador Dias	12 bales of Rice.
May					
3 rd	Bombay	<i>Patamarin</i>	National	Bento Rosario Dias	24 bales of raw Cotton cloth.

7 th	Bombay	<i>Patamarin</i>	Portuguese	Bento Rosario Dias	1 bag dry Ginger, 1 bag of Barley, 130 lbs blue ink, 5 bags of Turmeric, 3 tins of Kerosene, 8 bags of green Beans, 3 bags of Cumin, 28 bags of wheat, 4 bags of Mustard, 24 bags of Grams.
22 nd	Onor	<i>Mochus</i>	English	Durgoia	83 bales of Rice, 1 arroba & 8 lbs of Jaggery, 36 Coconuts.
	Bombay	<i>Patamarin</i>	National	Domingos Mendes	8 bottles with Sulphate of Quinine.
June					
3 rd	Cumpta	<i>Patamarin</i>	National	Dunagy	6 bundles with <i>arobas</i> and 34 lbs of Jaggery.
September					
23 rd	Vengurla	<i>Mochus</i>	Foreign	Pundalic	26 bags of Rice, 10 bales of Tobacco leaves, 6 yards of raw Cotton Cloth.
October					
14 th	Vengurla	<i>Tona</i>	National	Aleixo Menezes	71 bales with 177 <i>arobas</i> of Tobacco leaves of Balagate brand.
24 th	Vengurla	<i>Mochus</i>	English	Mucunda	50 bales of Rice.
30 th	Karwar	<i>Ton</i>	English	—	10 bags of Wheat.
November					
11 th	Bombay	<i>Patamarin</i>	National	Custodio Rodrigues	30 bags of Wheat, 8 lbs of Mustard.
16 th	Bombay	<i>Patamarin</i>	National	Antonio Dias	1 bag of Coffee, 1 barrel of Girgilim Oil.
December					

4 th	Bombay	<i>Patamarin</i>	Portuguese	Joaquim Antonio Collaco	18 yards of Cotton Cloth, 3 yds of Cashmir Cloth.
6 th	Vengurla	<i>Mochus</i>	English	Vassu	8 bales with 25 <i>arrobas</i> of Tobacco leaves.
10 th	Barcur	<i>Tonde</i>	Portuguese	Benedito Cardozo	352 <i>mãos</i> of Paddy, 63 bales of Rice.
23 rd	Onor	<i>Mochus</i>	English	Nanu	30 bags of Rice.
28 th	Barcur	<i>Tona</i>	Portuguese	Manoel Antonio Dias	975 <i>mãos</i> of Paddy, 67 bales of Rice.
30 th	Bombay	<i>Patamarin</i>	Portuguese	S. Anna Leitao	34 lbs. of dates, 4½ <i>arrobas</i> of powdered Sugar, 3 lbs of Tea.

Source : *Alfandega de Assolna*, 1850-1879, N^o. 5603 (HAG)

APPENDIX - III

EXPORT OF COMMODITIES FROM AGOADA (1878-1879)

Date	Name of Ship	Destination	Name of Merchant	Cargo/Commodity
1878 January				
2 nd	<i>Patamarin</i>	Bombay	Domingos Ferrao	21000 coconuts, 250 bags of betelnuts, 109 bags of Solam de brindao (dried Cocum), 14 bags of peeled Cashewnuts.
	<i>Mochus</i>	Bombay	—	20,000 figs, 25 bags of peeled Cashewnuts, 15 bags of Betelnuts
5 th	<i>Patamarin</i>	Bombay	Padma	2 tins with pig fat, 33 bags of Solam de brindao, 15 bags of peeled Cashewnuts, 2500 figs.
7 th	<i>Patamarin</i>	Cochin	Joaquim Fernandes	6 packets of tamarind, Re-exportation of white wine.
10 th	<i>Galveta</i>	Bombay	Mario	87 bags of peeled Caju nuts, 15 packages of Solam de brindao.
12 th	<i>Mochus</i>	Barcur	Narana	110 bags of Salt.
	<i>Vapor</i>	Calcutta	E.G. ?	Various cargo
13 th	<i>Tona</i>	Vengurla	Agostinho Mello	11 empty barrels, 52 bags betelnuts.
14 th	<i>Patamarin</i>	Mangalore	Rama	137 bags of betelnuts, 6 bags of Solam de brindao, 20,800 coconuts.
15 th		Carwar	Usman Naique	2 boxes of wine.
16 th	<i>Manguery</i>	Bombay	—	60 bags of peeled Cashewnuts, 4 barrels of white wine.

	<i>Manguery</i>	Mangalore	Rama	191 bags of salt
	<i>Pangay</i>	Mozambique		
19 th	<i>Galveta</i>	Diu	Rama	20 bags of nachinim, 20 bags of betelnuts.
	<i>Mochus</i>	Barcur	Naique	80 <i>Candis</i> of Salt
20 th	<i>Tona</i>	Vengurla	José Mario Gomes	3 pumpkins, ½ <i>Candis</i> of potatoes.
	<i>Mochus</i>	Ratnagiri	Govinda	10 <i>Candis</i> of Salt.
24 th	<i>Galveta</i>	Daman	Dingui	15,400 coconuts.
27 th	<i>Mochus</i>	Candopor	Ismael	84 <i>Candis</i> of Salt.
	<i>Pangay</i>	Diu	Madeva	long chillies
28 th	<i>Vapor</i>	Calcutta	C. V.	1 case with 24 bottles of Port Wine
	<i>Batelao</i>	Bombay	Cana	35,000 Coconuts, mangoes, jaggery.
31 st	<i>Padau</i>	Bombay	Govan	72,000 Coconuts.
February				
5 th	<i>Mochus</i>	Malvan	Hira Hory	8,000 Coconuts.
	<i>Mochus</i>	Onor	Govinda	105 <i>Candis</i> of Salt.
7 th	<i>Barca</i>	Cassaragod	Sadavisa	125 <i>Candis</i> of Salt.
8 th	<i>Mochus</i>	Rajapur	—	30 <i>Candis</i> of Salt.
	<i>Tona</i>	Durgod	Dondu	Fish Manure
	<i>Patamarin</i>	Bombay	—	680 bags of rice, 21 bags of long chillies, 50 barrel of oil.
18 th	<i>Tona</i>	Karwar	I. Barretto	Earthenware, 110 pumpkins, 13 instruments of iron.

20 th	<i>Bangala</i>	Mascate	Nooshin	3000 bamboos
	<i>Tona</i>	Rajapur	Nooshin	2 <i>Candis</i> of potatoes
26 th	<i>Mochus</i>	Onor	Loximon	70 <i>Candis</i> of Salt
	<i>Patamarin</i>	Bombay	Joaquim S. Anna Fernandes	37750 Coconuts, 5 bags peeled Cashewnuts, 5 barrels of Vinegar
	<i>Galveta</i>	Diu	Pancha	5 tins of pigs fat
	<i>Golbot</i>	Bombay	—	60 barrels of alcohol, 6 bottles of wine, 10 <i>Candis</i> nachinim, 34000 Coconuts
	<i>Mochus</i>	Mangalore	Vissaram	2 <i>Candis</i> of Potatoes, 1000 Coconuts.
	<i>Mochus</i>	Calicut	Custan Naique	275 <i>Candis</i> of Salt, 20 <i>Candis</i> of Onions.
March				
1 st	<i>Gunja</i>	Carachy	Teru	9000 Coconuts.
5 th	<i>Mochus</i>	Zorgod	Abdul Cadin	Fish Manure.
	<i>Bangala</i>	Bassara	Abdul	Coffee.
6 th	<i>Mochus</i>	Cundapur	Ismail	5 <i>Candis</i> of Onions.
	<i>Curvesta de Guerra</i>	Ceillão	E. Wandenkon	War Material.
	<i>Cothea</i>	Probandar	—	Rice and timber.
9 th	<i>Mochus</i>	Udaun	—	140 <i>Candis</i> of Salt.
10 th	<i>Mochus</i>	Cumpta	Naique	15000 Tiles.
	<i>Botelao</i>	Bombay	Sava Hira	110000 Coconuts.

	<i>Padau</i>	Broane	Gonsai Ranchos	100410 Coconuts.
20 th	<i>Mochus</i>	Cananor	Domnic	20000 Figs, 20 bags of Betelnut, 20 <i>Candis</i> of Onions.
	<i>Galveta</i>	Diu	Vasta	100 bags of Nachinim.
	<i>Barca</i>	Lisbon	Rocha	Coir, Pepper, Sugar.
April				
1 st	<i>Mochus</i>	Cochin	Ramaji	Rice.
9 th	<i>Galveta</i>	Daman	Gevane	10000 Coconuts.
	<i>Moshus</i>	Bombay	Gevane	1000 Mangoes.
	<i>Mochus</i>	Vengurla	Goneca	185 bales of Rice, 5 <i>Candis</i> of Turmeric.
				10 bales of Beans, 2 <i>Candis</i> of Coir.
				2 <i>Candis</i> of Onions, 185 bales of Rice.
10 th	<i>Patamarin</i>	Bombay	Bapu	20000 Figs, 200 Pineapples, 500 Mangoes, 1500 Chewing gums
	<i>Galveta</i>	Diu	Mandau Porbito	101 bags of Nachinim, 1 case of wine, 2 tins of Marmelade.
11 th	<i>Barca</i>	Barcur	Suria Naique	38000 Tiles.
	<i>Barca</i>	Bombay	Ragoba	3000 Wooden pieces.
15 th	<i>Patamarin</i>	Bombay	Gourca	3 quarters of Mango conserve, Pepper, 150 Pineapples.
18 th	<i>Barca</i>	Macao	Je. Rebello	2080 <i>Candis</i> of Salt, Re-export of 56 barrels of wine, 14 bales of Onions.
24 th	<i>Patamarin</i>	Calicut	Dada	Coconuts, Copra, Coir.

May				
9 th	<i>Tona</i>	Vengurla	Manuel Salvador Pereira	9 <i>Candis</i> of Onions, 1 mão Ginger, 35 lamps.
11 th	<i>Padau</i>	Brohi	Govinda	20000 Coconuts.
13 th	<i>Dengui</i>	Karachi	—	1460 trays, 5000 Coconuts.
20 th	<i>Padau</i>	Baracho	Mota	122 barrels of Alcohol.
26 th	<i>Patamarin</i>	Bancott	Mamod	83000 Coconuts.
28 th	<i>Mochus</i>	Chiplona	Babaji	10000 Coconuts.
September				
16 th	<i>Mochus</i>	Zoigod	Can	Coconuts.
20 th	<i>Patamarin</i>	Barcur	Buiam	125 <i>Candis</i> of Salt.
23 rd	<i>Gongea</i>	Bombay	—	30000 Coconuts, 2500 Bamboo trunks, dried Mangoes.
26 th	<i>Mochus</i>	Rajapur	Molla	15000 Coconuts.
October				
2 nd	<i>Padau</i>	Cochin	Loximon	40 <i>Candis</i> of paddy.
10 th	<i>Dengui</i>	Karachi	Issa	200 Bamboos, 5500 Coconuts, Coir, dry Mangoes, 5 bags of Cashew skin or peels.
18 th	<i>Galveta</i>	Daman	Budea Dulobo	40000 Coconuts, 2 bottles of Gin and Uraca, 1 barrel of Caju Feni, 6 bottles of Olive oil.
November				
1 st	<i>Mochus</i>	Malvan	Narano	7000 Coconuts.
5 th	<i>Gunja</i>	Porbandor	Rama	40000 Coconuts, re-export of 55 Soaps, 134 wooden pieces, 6 bags of Betelnuts, 2 bales of Turmeric.

9 th	<i>Mochus</i>	Cançargod	Rama	190 <i>Candis</i> of Salt.
13 th	<i>Mochus</i>	Sadassigod	Abdul	5 <i>Candis</i> of Salt.
17 th	<i>Mochus</i>	Purangod	Govind	15 <i>Candis</i> of Salt.
	<i>Mochus</i>	Badargod	Babaji	24 <i>Candis</i> of Salt.
21 st	<i>Tona</i>	Zanjibar	Bartolomeo Fernandes	11 bags of Coir.
24 th	<i>Vapor</i>	Calcutta	—	Different types.
30 th	<i>Bangala</i>	Moscate	Esso	304 bags of Betelnuts, 15 bales of dry Mangoes, 200 Brooms.
December				
1 st	<i>Patamarin</i>	Bombay	Gourea	6000 Coconuts, 1 bag of Coffee, 10000 Figs, 407 bags of Betelnuts, dry Mangoes and Cashewnuts peeled off.
3 rd	<i>Tona</i>	Vengurla	Custodio Pereira	737 Cows leather.
	<i>Bangala</i>	Moscate	Abdul	20000 Bamboos.
	<i>Mochus</i>	Causargod	Rama	192 <i>Candis</i> of Salt.
5 th	<i>Gunja</i>	Karachi	Joaquim	5300 Coconuts, 175 bags of Cashewnuts.
8 th	<i>Patamarin</i>	Betcol	Prasad	120 <i>Candis</i> of Salt.
13 th	<i>Mochus</i>	Badargod	Abdugi	10 <i>Candis</i> of Salt.
15 th	<i>Patamarin</i>	Mulqui	—	104 <i>Candis</i> of Salt.
17 th	<i>Batelão</i>	Broach	Rama	Coconuts.
	<i>Soude</i>	Causargod	Sadasiva	132 <i>Candis</i> of Salt.
25 th	<i>Mochus</i>	Uddipi	Esvonti	60 <i>Candis</i> of Salt.

29 th	<i>Mochus</i>	Batcolla	Durga	37 <i>Candis</i> of Salt.
1879 January				
1 st	<i>Batelão</i>	Barochi	Narano	86172 Coconuts.
6 th	<i>Bangala</i>	Mascote	Amodo	8000 Bamboos.
10 th	<i>Bregue</i>	Mocambique	Ibrahim	Bamboos, 280 fishing nets.
10 th	<i>Mochus</i>	Purangod	Adamji	Salted Fish.
11 th	<i>Pangaio</i>	Diu	Pungea	19500 Coconuts, 400 pieces of threads (pedacos de linha), 1500 Coconuts.
21 st	<i>Galveta</i>	Diu	Poncha Natur	22500 Coconuts, 7 bags of Betelnuts, 150 Bamboos, 9 bags of dried Mangoes (Solam), 4 barrels of Coconut Feni and Cashew Feni.
26 th	<i>Mochus</i>	Zanzibar	Gourea	1000 Bamboos, 15000 Figs.
February				
6 th	<i>Bangala</i>	Bassara	Naçon	Timber.
7 th	<i>Padau</i>	Karachi	Assa	1125 trays (Patingas), 98 dishes, 10000 Potravalis.
8 th	<i>Patamarin</i>	Udaun	Antu	56 <i>Candis</i> of Salt.
18 th	<i>Tona</i>	Cumpta	Esvonto Naique	Salt.
28 th	<i>Barca</i>	Cumpta	Ramachandra	23500 Tiles, 1 barrel of Wine.
March				
3 rd	<i>Patamarin</i>	Bancott	—	Coconuts and Bamboos.

9 th	<i>Patamarin</i>	Bancott	Pandu	1000 Coconuts, 60 bags of Betelnut.
9 th	<i>Barca</i>	Singapore	—	Load of Salt.
29 th	<i>Tona</i>	Cundapur	Naique	30 <i>Candis</i> of Onions.
April				
1 st	<i>Patamarin</i>	Chiplun	—	18000 Coconuts.
2 nd	<i>Patamarin</i>	Batkol	Bodca	22000 Tiles.
10 th	<i>Mochus</i>	Bancott	—	14000 Coconuts, 165 bags of Betelnuts.
19 th	<i>Cotheia</i>	Porbandar	Gona	10000 Coconuts.
May				
9 th	<i>Mochus</i>	Cumpta	Narana	40 <i>Candis</i> of Onions.
15 th	<i>Mochus</i>	Rajapur	Mamodi	15000 Coconuts.
June				
1 st	<i>Patamarin</i>	Bombay	Nagu	30000 Mangoes.
September				
7 th	<i>Tona</i>	Vengurla	Rafael M. Gomes	8000 Coconuts.
	<i>Patamarin</i>	Malwan	Rafael M. Gomes	20000 Coconuts.
19 th	<i>Padau</i>	Barochi	Giva	65400 Coconuts.
24 th	<i>Mochus</i>	Dabol	Durgi	14960 Coconuts.
28 th	<i>Patamarin</i>	Bancott	Durgi	17000 Coconuts.

October				
1 st	<i>Mochus</i>	Honor	Ussongi	80 <i>Candis</i> of Salt.
18 th	<i>Patamarin</i>	Bombay	Manuel Fernandes	48500 Coconuts, 14 bags of Beans.
18 th	<i>Patamarin</i>	Mangalore	Joaquim Fernandes	450 <i>Candis</i> of Salt.
26 th	<i>Mochus</i>	Sul	Gopal	17 <i>Candis</i> of Salt.
31 st	<i>Cotheia</i>	Carachi	Nayak	4800 Bamboos.
November				
1 st	<i>Mochus</i>	Sul	Issagi	12 <i>Candis</i> of Salt.
	<i>Mochus</i>	Barcur	Guno Naique	12 <i>Candis</i> of Salt.
8 th	<i>Galveta</i>	Daman	Dangui	9 <i>Candis</i> of Salt.
17 th	<i>Bangala</i>	Mangalore	—	Bales of Turmeric
24 th	<i>Tona</i>	Vengurla	Rafael Gomes	6 empty barrels, 2 cases with Butter.
December				
1 st	<i>Bangala</i>	Bassara	Abdui	Cargo load of Bamboos.
13 th	<i>Mochus</i>	Udaun	Botu	21 <i>Candis</i> of Salt.
17 th	<i>Padau</i>	Bombay	Nana Gaoncar	100000 Coconuts.
24 th	<i>Padau</i>	Bombay	Dulobo	2000 Coconuts, 76 bales of Copra, 3 jars with Butter, 5 bags of Betelnuts, 3 jars of Honey, re-export of 5 cases of Tea.
	<i>Padau</i>	Bombay	Pancha Gopal	60000 Coconuts.
26 th	<i>Bangala</i>	Mascote	Amod	3500 Coconuts, 21500 Bamboos.
29 th	<i>Tona</i>	Vengurla	João Fernandes	40000 salted Mackrel.

Source: *Alfandega de Agoada*. 1874-1879. No. 4715 (HAS).

NOTE: ———, This line on the Appendix indicates that the matter is not clear on the original record and therefore cannot be read.

APPENDIX - IV

EXPORT OF COMMODITIES FROM SANGUEM (1879)

Date	Destination	Nationality of Transport	Name of Merchant	Description/Commodity	Value	Duties
1878 June						
2 nd	Gattes	Foreign	Luis Fernandes	1400 Coconuts, 3 <i>arrobas</i> Copra	28\$560 8\$160	524 141
	Gattes	Foreign	Rosario Fernandes	1400 Coconuts	28\$560	524
	Gattes	National	Fillipe Gomes	Salted Fish 1 <i>arroba</i> Iron hoes 21 weighing 1 <i>arroba</i> 8 lbs 2 Piglings	680 4\$760 340	34
6 th	Gattes	National	Paulo da Costa	200 Coconuts Coconut Oil Salted Fish 2 <i>arrobas</i>	4\$080 6\$120 1\$360	75 68 68
11 th	Gattes	Foreign	Appa	2800 Coconuts	57\$120	1\$048
16 th	Gattes	Foreign	Appa	2425 Coconuts	49\$470	908
18 th	Gattes	National	Avelino Rebello	50 Mangoes 'Fernandina'	680	

September						
5 th	Gattes	National	Avelino Rebello	400 Coconuts	8\$160	150
24 th	Gattes	National	Dipu Gauncar	1400 Coconuts	81\$600	1\$496
30 th	Gattes	Foreign	Gaудо	Salt 4 <i>mãos</i>	340	150
October						
10 th	Gattes	Foreign	—	Cattle heads	87\$040	
	Gattes	National	Ignacio da Costa	Salted Fish ½ <i>arroba</i>	340	17
11 th	Gattes	National	Numo Naique	2100 Coconuts	42\$840	786
18 th	Gattes	National	Sadaxeva Naique	1700 Coconuts	34\$680	637
22 nd	Gattes	National	Santhiago da Silva	Salted Fish 8 lbs.	170	9
23 rd	Gattes	National	Lourenco da Silva	Coconut Oil	3\$060	34
30 th	Gattes	National	Sinay	Copra 2 <i>Kandil</i> and 1 <i>arroba</i>	91\$163	1\$543
	Gattes	National	Bablo	5400 Coconuts	91\$800	2\$020
	Gattes	National	Ononta Xette	6200 Coconuts	105\$400	2\$319
December						
3 rd	Gattes	Foreign	Custo Dessai	Salt 9 <i>mãos</i>	612	338
4 th	Gattes	Foreign	Hussen Can	Cattle 19 heads	251\$600	1\$048
7 th	Gattes	National	Vissnum Sinay	2250 Coconuts	38\$250	842
	Gattes	National	Babu Sinay	3150 Coconuts	53\$550	1\$179
11 th	Gattes	National	Cosme Lobo	Copra 8 <i>Kandil</i> and 1 <i>arroba</i>	307\$190	6\$499

14 th	Gattes	National	Francisco da Silva	Salted Fish <i>arobas</i> dry Prawns 12 lbs	2\$720 383	136 13
	Gattes	National	Esso Porobo	Salt 11 Sacks	2\$992	1\$650
	Gattes	National	Vitoba Gaunso	Salt 20 sacks	5\$440	3\$000
	Gattes	National	Putu Porobo	Salt 19 sacks Copra 10 <i>arobas</i>	5\$168 25\$500	2\$850 468

Source: *Alfandega de Sanguem*. 1879-80. N^o. 5522 (HAG).

APPENDIX - V

EXPORT OF COMMODITIES FROM SANGUEM (1880)

Date	Destination	Nationality of Transport	Name of Merchant	Description/Commodity and Value	Capital(Value)	Duties
1880 January						
2 nd	Gattes	Foreign	Gonxette	Salt 12 sacks. 48 <i>mãos</i> and 5 <i>reis</i>	2\$448	1\$800
6 th	Gattes	National	Aleixo Costa of collem	Salted Fish one and half and 6 <i>reis</i>	1\$020	51
	Gattes	Foreign	Babu Dory	Coconut oil 12 pints e 136 <i>reis</i>	1\$632	17
7 th	Gattes	National	Loxciman Velip	2½ <i>Kandil</i> Betelnut e 27,200 <i>reis</i> 300 Coconuts	68\$000 5\$100	2\$325 113
	Gattes	National	Bornum Gauncar	Betelnuts 3½ <i>Kandil</i> e 27,200 <i>reis</i>	95\$200	3\$255
9 th	Gattes	Foreign	Madu Naique	100 Coconuts e 1,700 <i>reis</i>	1\$700	38
12 th	Gattes	Foreign	Xette	Betel nuts 3½ <i>Kandil</i> e 1,700 <i>reis</i>	5\$950	204
12 th	Gattes	Foreign	Xette	300 Coconuts e 1,700 per 100 3 <i>mãos</i> salt e 51 <i>reis</i> per <i>mão</i>	5\$100 154	113 113
14 th	Gattes	Foreign	Madeu Gaudó	60 Coconuts e 1,700 <i>reis</i> per 100 24 pints of Coconut oil e 136 <i>reis</i>	1\$020 3\$264	25 34

Source : Alfandega de Sanguem. 1879-80. No. 5521 (HAG).

APPENDIX - VI

EXPORT OF COMMODITIES FROM BETUL (1878)

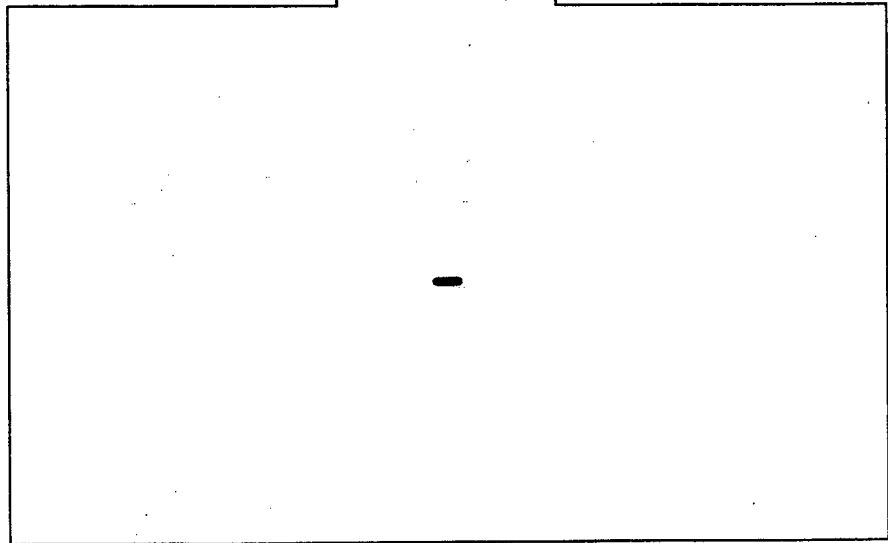
Date	Destination	Name of the Ship	Name of Merchant	Description/Commodity	Capital (Value In Xs.)	Direitos (Duties)
1878 January						
2 nd	Bombay	<i>Patmarin</i>	Anta Porobo Govindo of Assolna	3400 million Coconuts	723-5-20	11-3-70
4 th	Bombay	<i>Mochus</i>	Vitol Pai Cano of Assolna	2900 million Coconuts	497-4-20	7-3-17
18 th	Cumpta	<i>Tona</i>	Vitol Pai Cano of Assolna	7700 Coconuts	183-2-60	2-8-80
25 th	Ratnagiri	<i>Mochus</i>	Visnum of Pomburpa	Fish manure	17-0-00	----
30 th	Mangalore	<i>Mochus</i>	Rozario S'Anna Pinheiro of Deussua	Fowl	3-0-60	1-1-56
February						
4 th	Bombay	<i>Patamarin</i>	Naique of Margao	404 million Coconuts	897-9-00	16-4-56
14 th	Onor	<i>Mochus</i>	Rama Chandra Poi Cano of Assolna	90 <i>candis</i> of Salt	18-0-00	2-0-70
20 th	Ratnagiri	<i>Mochus</i>	Narana of Cumbarjua	70 <i>arobas</i> of Fish manure	20-4-00	---

22 nd	Mangalore	<i>Mochus</i>	Jose Rebello of Dessua	45 <i>candis</i> of Salt	9-0-00	1-0-35
26 th	Rajapur	<i>Mochus</i>	Anto Porobo of Govindo of Assolna	23 million Coconut	469-2-00	8-6-02
March						
2 nd	Rajapur	<i>Mochus</i>	Anto Porobo Govindo of Assolna	Copra 109 sacks	129-2-00	---
8 th	Onor	<i>Padau</i>	Rama Chandra Poi Cano of Assolna	45 <i>candis</i> of Salt	9-0-00	1-0-35
14 th	Onor	<i>Batao/Balao</i>	Chandra Poi Cano of Assolna	550 <i>candis</i> of Salt	30-0-00	3-4-50
22 nd	Bombay	<i>Patamarin</i>	Aleixo Dias of Assolna	400 Coconuts	3-1-60	-1-50
30 th	Bombay	<i>Patamarin</i>	Venxtexa Sinai of Assolna	404 million Coconuts	897-6-00	16-4-56
April	Rajapur	<i>Mochus</i>	Anta Porobo Govindo of Assolna	20 million Coconuts	408-0-00	7-4-80
9 th	Bombay	<i>Patamarin</i>	Anta Porobo of Assolna	35 million Coconuts	714-0-00	13-0-90
13 th	Kumpta	<i>Tona</i>	Vitol Poi Cano of Assolna	77 million Coconuts	157-0-80	2-8-80
15 th	Baracha	<i>Batelao</i>	Guiri Sinai Dempo of Panjim	40 million Coconuts	680-0-00	14-9-60
25 th	Rajapur	<i>Patamarin</i>	Vitol Poi Cano of	12 million Coconuts	40-8-00	- -7-48

			Assolna			
	Malvan	<i>Mochus</i>	Venctexa Sinai of Margao	5 million Coconuts	102-0-00	1-8-70
May						
2 nd	Bombay	<i>Mochus</i>	Vitol Poi of Assolna	212 million Coconuts	448-8-00	8-2-28
15 th	Onor	<i>Mochus</i>	Vitol Poi of Assolna	Nachinim 400 <i>mãos</i>	272-0-00	13-6-00
24 th	Rajapur	<i>Mochus</i>	Anto Porobo Govindo of Assolna	Mangoes 300	2-0-40	
28 th	Onor	<i>Mochus</i>	Ramachandra Poi Cano of Assolna	37 <i>Candis</i> of Salt	7-5-00	- 8-63

Source : Livro da Exportação de Mercadorias da Alfandega de Betul. 1873-78. Nº. 4765 (HAG).

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