

## CHAPTER VI.

## TRADE AND CRAFTS.

## SECTION I.—COMMUNICATIONS.

ITS seaboard of seventy-six miles, its large estuaries and navigable rivers and backwaters, and the easiness of some of its hill-passes have in all times of settled government attracted a considerable trade to the Kánara coast. The chief rivers of the district, the Kálinadi which is navigable for twenty miles as far as Kadra, the Gangávali for fifteen miles as far as Gundballa, the Tadri for fifteen miles as far as Uppinpatna, and the Shirávati for seventeen miles as far as Gersappa, which have all large estuaries and ports near their mouths, give much facility for inland traffic by small boats of one to nine tons. Besides along the rivers, from very early times, the cloth and iron of the inland districts, and the local pepper betelnut sugar and sandalwood probably came in head-loads and on bullock and ass back down the Anshi, the Kaiga, the Arbail, the Devimani, the Gersappa, and other Sahyádrí passes. No trace or tradition remains of early Hindu roads or hill-passes. During the second half of the eighteenth century, Haidar paved some of the hill-passes with laterite and granite and cleared some foot-paths through the forests. Traces of these foot-paths, which are known as Haidar's Paths, remain near the Bingi and Kadra hills, and at Kadvad, Sadáshivgad, and Mirján. When, after the fall of Seringáptam (1799) the district came into the possession of the English, there were no made roads except foot-paths connecting the chief towns. The hill-passes were rugged and impracticable, those chiefly used being the Tinai, the Anshi, the Kaiga, the Arbail, the Devimani, and the Gersappa.<sup>1</sup>

Since the English conquest communications have been greatly improved. New high roads have been built and hill-passes opened joining the district with the Bombay Karnátak, the Nizám's dominions, Bellári, and Maisur. There are seventeen chief passes, two in Kárwár, the Gopshitta and Kaiga; two in Honávar, Hogevasi and Gundil-katta; six in Supa, Tinai, Kuveshi, Diggi, Kundal, Dhokarpa, and Anshi; two in Yellápur, Ganeshgudi and Arbail;

Chapter VI.

Trade.

Early Routes.

Passes.

<sup>1</sup> During the British operations in support of the Peshwa in 1802, six 12-pounders with military stores and provisions were moved from Goa to Haliyál across the Tinai pass, when the pass was opened and repaired. Duke of Wellington's Despatches India, III. 382, 383, 586. Salted provisions, spirit kegs, and rice were often taken from Goa by the Tinai pass for the troops then in North Kánara. Ditto, 531-38. Troops from Mangalor were moved to Haliyál by the Arbail pass in January 1803. Ditto, 549.

Chapter VI.  
Trade.  
Passes.

four in Sirsi, Vadi, Devimani, Nilkund, and Dodamani; and one in Siddápur, Gersappa. Of these seventeen passes the three most important are the Arbail in Yellápur, the Devimani in Sirsi, and the Gersappa in Siddápur.<sup>1</sup>

Of the two Kárwár passes the Gopshitta lies twelve miles north-east of Kárwár, and joins Kadra with Sadáshivgad. The Kaiga pass, about twenty miles east of Kárwár, is crossed by the Kárwár-Yellápur road and is not yet wholly passable by carts. Of the two Honávar hill-passes, the Hogevasi, twenty-two south-east of Honávar, and the Gundil-katta, fifteen miles south-east of Honávar, are the southmost Sahyádris passes with bullock-tracks leading into Maisur; they are seldom used. Of the six Supa passes the Tinai, thirty miles north-west of Supa and twenty-one miles long; the Kuveshi, fifteen miles north-west of Supa and thirteen miles long; the Diggi, seventeen miles west of Supa and eighteen miles long; the Kundal, twenty-two miles south-west of Supa and seven miles long; and the Dhokarpa, twenty-five miles north of Kárwár and six miles long, are in the west of Supa, and all meet the Kadra-Belgaum road by the Anshi pass. These are bullock-tracks, all leading into Portuguese territory, and are chiefly used for the import of cheap salt and salted food from Goa into Supa and other adjoining British districts above the Sahyádris. The Anshi, about twenty-five miles south-west of Supa, is crossed by the Kádra-Belgaum road. Of the two Yellápur hill-passes the Ganeshgudi hill-pass which lies nine miles west of Yellápur is crossed by the Yellápur-Kadra road. The Arbail lies twelve miles south of Yellápur, and over it runs the metalled and bridged Kárwár-Dhárwár road from eighteen to twenty-four feet broad. Of the four Sirsi passes, the Vadi pass, about twenty-four miles west of Sirsi, has a road thirty-two miles long from Sirsi to Hillur, not practicable for carts. The Devimani lies twenty-one miles south of Sirsi and seventeen east of Kumta, and is crossed by the metalled and bridged Kumta-Dhárwár road which is eighteen to twenty-four feet broad. The Nilkund hill-pass, about sixteen miles west of Sirsi, has a cart-road up to the foot of the pass from Kumta to Amadalli on the Dhárwár-Kumta road. The Dodamani hill-pass, about thirty miles west of Sirsi, has a bullock-track eighteen miles long from Bilgi to Mankibail, where it joins the Nilkund road. The Gersappa hill-pass in Siddápur lies about fifteen miles south-west of Siddápur, and is crossed by a metalled road from the port of Gersappa to Talguppa in Maisur.

Roads.

There are four main lines of roads, beginning from the north, the Kádra-Belgaum road by Supa and the Anshi pass, fifty-two miles long; the Kárwár-Dhárwár road by Yellápur and the Arbail pass, 74½ miles long; the Kumta-Dhárwár road by Sirsi and the Devimani pass, 78½ miles long; and the Ankola-Belki coast road, about seventy-three miles long. The Kadra-Belgaum road by Supa, Haliyál, and the Anshi pass, fifty-two miles long, leads into Belgaum at Shetona. It is *murumed* or trap-gravelled, partially bridged, and during the

<sup>1</sup> Details of these hill-passes are given under Places of Interest.

fair season is passable by carts. During the rains when the numerous branches of the Kálinadi overflow their banks, communication is kept up by temporary bamboo and wood foot-bridges. The road passes through beautiful forest and hill scenery. Besides a district bungalow at Haliyál and a travellers' bungalow at Supa, it has a number of rest-houses or *dharmshálas* at convenient distances. The Kárwár-Dhárwár road by Yellápur and the Arbail pass, 74½ miles long and eighteen to twenty-four feet broad, meets the Dhárwár frontier at Sangtikop. The road is bridged and metalled throughout with schist granite and gneiss. About £127,830 (Rs. 12,78,300) were spent in making the first eighteen miles from Kárwár and in widening the rest. Its yearly repairs cost about £3300 (Rs. 33,000). It has five travellers' bungalows, beginning from Kárwár one each at Kárwár, Sanksal, Arbail, Yellápur, and Kirvatti. The Kumta-Dhárwár road by Sirsi and the Devimani pass, with a length of 78½ miles and a breadth of twenty to twenty-four feet, meets the Dhárwár frontier at Yergatti or Ergati. Except for the first four miles and a half from Kumta, the road is metalled throughout with granite and schist. It is also bridged except at Devgi three miles from Kumta, where the Tadri is crossed by ferry boats. It has eight travellers' bungalows, beginning from Kumta one each at Kumta, Katgal, Devimani, Sampkand, Sirsi, Ekambi, Palla, and Mundgod. The outlay in making the road is not recorded; its yearly repairs amount to about £3400 (Rs. 34,000). The Ankola-Belki road is a coast cart-road seventy-three miles long. It has five travellers' bungalows, beginning from the north one each at Ankola, Gokarn, Mirján, Honávar, and Múrdeshvar. In addition to these trunk-roads many branch lines have been made of which the following may be noticed. The Kumta-Dhárwár road has been joined by eight branch lines: Beginning from the Dhárwár frontier, at Mundgod, by the Mundgod-Yellápur road twenty-five miles long; at Palla, by the bridged and metalled Palla-Bankápur road of two miles made at a cost of £75 (Rs. 750); at Ekambi, by the bridged and metalled Ekambi-Samasgi road of six miles; at Sirsi by three roads, the bridged unmetalled Sirsi-Banavási road of fourteen miles with a travellers' bungalow at Banavási, the Sirsi-Yellápur local fund fair weather road neither bridged nor metalled of thirty miles, and the Sirsi-Kodkani local fund road temporarily bridged and unmetalled of thirty-three miles with a travellers' bungalow at Siddápur and at Kodkani; at Sampkand, by the Sampkand-Kumta road through the Nilkund pass, unmetalled, partially bridged and partially passable for carts, of thirty-one miles with a travellers' bungalow at Santgal; and at Katgal by the schist-metalled Katgal-Uppinpattan road, a mile long and connecting the main line with Uppinpattan, the highest navigable point on the Tadri river.

The Kárwár-Dhárwár road is joined by seven branch lines: Beginning from the Dhárwár frontier, it is joined at Yellápur by four branch roads, the unmetalled and temporarily bridged Yellápur-Bankápur cart-road of about twenty-nine miles with an iron bridge at Siddlegundi built at a cost of about £7500 (Rs. 75,000); the Yellápur-Kaiga bridged cart-road of about fifty-four miles, which, built at a cost of about £34,500 (Rs. 3,45,000), was abandoned as a

## Chapter VI.

Trade.

Roads.

Chapter VI.  
Trade.  
Roads.

Provincial road and has been completed (1882) at a cost of about £1600 (Rs. 16,000) and is maintained from local funds; the Yellápur-Barballi fair weather road by Ganeshgudi of eighteen miles; and the Yellápur-Haliyál temporarily bridged fair weather road of thirty miles with three masonry bridges built at a cost of about £6000 (Rs. 60,000); at Hebbul, two miles south of Sunksál, by the Hebbul-Sánikatta unmetalled and bridged road of about eighteen miles leading to the mouth of the Tadri; at Agsur, about eight miles west of Hebbul, by the Agsur-Sirsi temporarily bridged and trap-gravelled or *murumed* road, about forty-three miles long and passable for carts thirty-three miles from Sirsi to the steep top of the Vadi pass; and at Balliguli, about six miles west of Agsur, by the unmetalled Agsur-Ankola road, of two miles. The Kadra-Belgaum road is met by four branch roads and four passes: Beginning from the Dhárwár frontier, at Haliyál by three roads, the Kalghatgi-Haliyál fair weather road of fourteen miles; the Haliyál-Dhárwár bridged and unmetalled road of four miles; and the Haliyál-Belgaum bridged and unmetalled road of nine miles to Lingammat built at a cost of about £5140 (Rs. 51,400); and at Supa by the partially bridged fair weather forest road of about twenty-four miles. The four hill-passes connected with the Kadra-Belgaum road are, the Kuveshi of thirteen miles, the Digi of eighteen, the Kundal of seven, and the Dhokarpa of six. All of them are bullock tracks joining the Kadra-Belgaum road with Goa territory.

Besides these branch roads, there are five lines unconnected with any of the trunk roads. The Gersappa-Talgappa road of about twenty-five miles leads by the well-known Kodkani falls to Talgappa on the Maisur frontier. The road is unmetalled but bridged mostly with temporary wooden bridges. It has a travellers' bungalow at Kodkani. The road was built in 1854 at a cost of about £7850 (Rs. 78,500). Both the Siddápur-Maisur road of five miles bridged but not metalled, and the Banavási-Maisur fair weather road of four miles, lead into Maisur. The Konay-Kodibág bridged and metalled road of two miles, is an extension of the Kárwár-Dhárwár road; and the Usoda-Tinai fair-weather road by Jagalbet, of four miles, joins the Supa-Haliyál road with the Tinai hill-pass.

Tolls.

Of thirteen toll-bars eight are on Provincial and five are on Local Fund roads. Of the eight Provincial toll-bars three are on the Kárwár-Dhárwár road by the Arbail pass, one each at Amadalli, Sunksál, and Yellápur; three on the Kumta-Dhárwár road by the Devimani pass, one each at Ekambi, Nilikeni, and Kamanguli; one on the Gersappa-Talgappa road by the Gersappa pass at Malemane; and one on the Dhárwár-Tinaighát road by Supa and Haliyál at Tinai. Of the five local fund toll-bars two are on the Sanksal-Kumta road, one each at Gundballa and Bargi; one on the Sirsi-Kumta road by the Nilkund pass at Santgal; and two on the Siddápur-Kodkani road, one each at Siddápur and Killer. The toll revenue amounted to about £5180 (Rs. 51,800) in 1882 against £5250 (Rs. 52,500) in 1881, that is a fall of about £70, the Provincial receipts in 1882 being £4850 (Rs. 48,500) against £4815 (Rs. 48,150) in 1881, and the local fund receipts to £330 (Rs. 3300) against £435 (Rs. 4350).

Of ten bridges built over creeks and rivers, the Handimadi wood bridge on the Kárwár-Dhárwár road by the Arbail pass, has laterite piers and seven spans of thirty feet each. It was built in 1874 from Provincial funds at a cost of £3040 (Rs. 30,400). The Anegundi wood bridge on the Kumta-Dhárwár road has granite piers and three spans of about thirty-three feet each. It was built in 1879 from Provincial funds at a cost of about £3600 (Rs. 36,000). The Benihalla wood bridge on the Kumta-Dhárwár road has masonry piers and five spans of thirty-three feet each. It was built in 1883 from Provincial funds at a cost of £2825 (Rs. 28,250). The Konay iron girder bridge over the Konay stream on the wharf-road in Kárwár has iron piers and two spans of forty feet each. It was built in 1864 from Provincial funds at a cost of £6763 (Rs. 67,630). The Hattikeri iron bridge over the Belikeri creek in Ankola has granite piers and four spans, two of forty-two and two of fifty-four feet. It was built in 1874 from Provincial funds at a cost of £3439 (Rs. 34,390). The Tattihalla brick-arched bridge on the Haliyál-Belgaum road has granite abutments and three spans, one of sixty and two of twenty-five feet each. It was built in 1875 from forest and Provincial funds at a cost of £2239 (Rs. 22,390). The Birchi wood bridge on the Haliyál-Supa road has masonry piers and four spans of about thirty-seven feet each. It was built in 1882 from Provincial and forest funds at a cost of £2347 (Rs. 23,470). The second Tattihalla granite-arched bridge on the Haliyál-Yellápur road has three spans of forty feet each. It was built from forest and Provincial funds at a cost of £3563 (Rs. 35,630). The Sidlegundi iron lattice-girder bridge on the Yellápur-Bankápur road has granite piers and three spans, one of eighty-five feet and two of twenty feet each. It was built in 1872 from Provincial funds at a cost of £7535 (Rs. 75,350). The Bedti wood bridge on the Yellápur-Sirsi road has granite piers and ten spans of thirty-five feet each. It was built in 1879 from forest and Provincial funds at a cost of £2607 (Rs. 26,070).

Kánara is comparatively well supplied with accommodation for travellers, having twenty-four travellers' and three district bungalows and forty-eight rest-houses or *dharmshúlas*. Of the twenty-four travellers' bungalows sixteen are Provincial and eight local fund, and eleven are in the coast and thirteen in the upland sub-divisions. One travellers' bungalow at Kárwár is Provincial; of the three in Ankola, the one at Sunksál is Provincial and those at Ankola and Gundbala are local fund; of the five in Kumta, those at Kumta and Katgal are Provincial and those at Santgal, Gokarn, and Mirján are local fund; of the two in Honávar, at Honávar and Murdeshvar, both are local fund; the one at Konadi in Supa is Provincial; of the five in Yellápur, at Yellápur, Arbail, Kirvatti, Palla, and Mundgod, all are Provincial; of the five in Sirsi, at Sirsi, Devimani, Sampkand, Ekambi, and Banavási, all are Provincial; and of the two in Siddápur, at Siddápur and Kodkani, both are local fund. Of these twenty-four bungalows seven are of the first class, at Kárwár, Kumta, Santgal, Honávar, Yellápur, Sirsi, and Kodkani. The first class bungalows are well supplied with tables, cots, chairs, and crockery, and charge a daily fee of 2s. (Re.1). The remaining seventeen are second class bungalows. They are

## Chapter VI.

Trade.

Bridges.

Travellers'  
Bungalows.

## Chapter VI.

## Trade.

Travellers'  
Bungalows.

supplied though less completely with the same articles as the first class bungalows and charge a daily fee of 1s. (8 *ans.*). The Kárwár Provincial first class bungalow, at the village of Baitkul on the Kárwár-Dhárwár road, was built in 1865 at a cost of £995 (Rs. 9950). It is a laterite-built bungalow with a tiled roof and has three large rooms, two dressing-rooms, and three bath-rooms, with out-houses. Of the three Ankola bungalows the Sunksál Provincial bungalow on the Kárwár-Dhárwár road was built from local funds in 1868 at a cost of £93 (Rs. 930). It is mud-walled, tile-roofed, and has two rooms, verandas, and out-houses. The Ankola local fund bungalow on the Ankola-Kumta road was built in 1833 at a cost of £13 (Rs. 130). It is mud-walled, thatch-roofed, and has two rooms and out-houses. The Gundbala local fund bungalow on the Hiregutti-Hebul road was built in 1828 at a cost of £18 (Rs. 180). It is mud-walled and tile-roofed and has two rooms with out-houses. Of the five Kumta bungalows the Kumta first class Provincial bungalow, at the village of Hali-Hervatti on the Kumta-Dhárwár road, was built in 1856 at a cost of £194 (Rs. 1940) and was repaired in 1871 from local funds at a cost of £19 (Rs. 190). It is laterite-built and tile-roofed, and has two rooms with out-houses. The Katgal Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £91 (Rs. 910). It is mud-walled and thatch-roofed, and has two rooms and out-houses. The Santgal first class local fund bungalow on the Kumta-Sirsi road through the Nilkund pass was built in 1842 at a cost of £51 (Rs. 510) and repaired in 1873 from local funds at a cost of £50 (Rs. 500). It is mud-walled and tile-roofed, and has four rooms and out-houses. The Gokarn local fund bungalow on the coast bridle road was built in 1825 at a cost of £43 (Rs. 430). It is mud-walled and thatch-roofed, and has three rooms with out-houses. The Mirján local fund bungalow on the Ankola-Belki coast road was built in 1834 at a cost of £10 (Rs. 100), and repaired in 1873 from local funds, at a cost of £60 (Rs. 600). It is mud-walled and tile-roofed, and has three rooms with out-houses. Of the Honávar bungalows the Honávar first class local fund bungalow on the Ankola-Belki coast road was built in 1846 from local funds at a cost of £208 (Rs. 2080). It is laterite-built and tile-roofed, and has six rooms and out-houses. At Murdeshvar a small mud-walled building is used as a travellers' bungalow for which no fees are charged. It is maintained by local funds. The Supa Provincial bungalow, at the village of Konadi near Supa on the Kadra-Belgaum road by the Anshi pass, was built in 1872 from local funds at a cost of £100 (Rs. 1000). It is brick-built and tile-roofed, and has one large room and out-houses. Of the five Yellápur bungalows the Yellápur first class Provincial bungalow on the Kárwár-Dhárwár road by the Arbail pass was built in 1868 from Imperial and local funds at a cost of £913 (Rs. 9130). It is brick-built and tile-roofed, and has four rooms and out-houses. The Arbail Provincial bungalow on the Kárwár-Dhárwár road was built in 1868 from local funds at a cost of £102 (Rs. 1020). It is mud-walled and thatch-roofed, and has one room, veranda, and out-houses. The Kirvatti Provincial bungalow on the Kárwár-Dhárwár road was built in 1868 at a cost of £99 (Rs. 990), and

repaired in 1870 at a cost of £57 (Rs. 570), both from local funds. It is laterite-built and tile-roofed and has two rooms and out-houses. The Palla Provincial bungalow on the Kumta-Dhárwár road was built in 1824 at a cost of £22 (Rs. 220). It is brick-walled and thatch-roofed, and has two rooms and out-houses. The Mundgod Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £70 (Rs. 700). It is brick-walled and thatch-roofed, and has two rooms and out-houses. Of the five Sirsi bungalows the Sirsi first class Provincial bungalow on the Kumta-Dhárwár road was built in 1848 at a cost of £261 (Rs. 2610). It is laterite-built and tile-roofed, and has two rooms and out-houses. The Devimani Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £182 (Rs. 1820) and repaired in 1870 from local funds at a cost of £80 (Rs. 800). It is stone-built and tile-roofed, and has two rooms and out-houses. The Sampkand Provincial bungalow on the Kumta-Dhárwár road was built in 1855 at a cost of £68 (Rs. 680) and repaired in 1871 from local funds at a cost of £30 (Rs. 300). It is mud-walled, and bamboo and tile roofed, and has two rooms and out-houses. The Ekambi Provincial bungalow on the Kumta-Dhárwár road was built in 1865 at a cost of £70 (Rs. 700). It is mud-walled and thatch-roofed, and has two rooms and out-houses. The Banavási Provincial bungalow on the Sirsi-Banavási road was built in 1823 at a cost of £16 (Rs. 160). It is mud-walled and thatch-roofed, and has one room and out-houses. Of the three Siddápur bungalows, the Siddápur local fund bungalow, at the village of Kondli on the Sirsi-Kodkani road, was built in 1868 at a cost of £65 (Rs. 650) and repaired in 1871 and 1874 at a cost of £97 (Rs. 970), both times from local funds. It is mud-walled and tile-roofed and has four rooms and out-houses. The Kodkani first class local fund bungalow on the Gersappa-Talguppa road was built in 1872 from Imperial funds at a cost of £1465 (Rs. 14,650). It is stone-built and tile-roofed, and has seven rooms and out-houses. Besides the twenty-four travellers' bungalows, there are three district bungalows, one each at Sadáshivgad in Kárwár, at Haliyál in Supa, and at Sirsi. The Sadáshivgad bungalow is at the village of Chitakul on a hill-top near the high-road leading from Sadáshivgad into Goa. It is laterite-built and tile-roofed, and has four rooms and out-houses. It was bought for £120 (Rs. 1200) in the year 1872. The Haliyál bungalow was built in 1827 at a cost of £18 (Rs. 180). It is brick-built and tile-roofed and has a large room and out-houses. The Sirsi bungalow on the Kumta-Dhárwár road was built in 1866 from Imperial funds at a cost of £461 (Rs. 4160). It is laterite-built and tile-roofed and has six rooms and out-houses.

Of rest-houses, which are called *dharmshálás* or charity-houses because travellers have free quarters, there are fifty, seven in Kárwár, six in Ankola, six in Kumta, six in Honávar, nine in Supa, four in Yellápur, seven in Sirsi, and five in Siddápur. Except some which are brick-built in a quadrangular shape with a courtyard in the centre, the rest-houses as a rule are built of laterite with six to ten unconnected rooms and surrounded by a three feet high masonry parapet wall. Except five or six which are roofed with thatch or palm leaves, the rest-houses are tile-roofed. Though

## Chapter VI.

## Trade.

Travellers'  
Bungalows.

## Rest-Houses.

## Chapter VI.

## Trade.

without furniture, the accommodation is good and is sufficient to hold several families. Each rest-house is supplied with a well, built from local funds. Except two built by private individuals and three or four from Imperial and municipal funds, most of the rest-houses have been built from local funds. The average cost of a rest-house is about £100 (Rs. 1000).

## Ferries.

Except on the smaller rivers and creeks which, during the fair season, are fordable at low water, public ferries are kept on the chief rivers and creeks for the transport of goods and passengers. Of thirty ferries maintained from local funds, two work only during the rainy season and the remaining twenty-eight throughout the year. Of these nine work over the Kálinadi, seven in Kárwár, and two in Supa; thirteen in Kumta, six over the Tadri, four over the Gangávali, and three over small creeks; four in Honávar, one each over the Shirávati, the Haldipur, the Venktápur, and the Tudalli; and two in Sirsi both across the Vardha. The two that work only during the rainy season have been lately opened from local funds as public ferries, one on the Mavinhalla creek and the other at Manki in Honávar. The ferry revenue amounted to about £1654 (Rs. 16,540) in 1880, £1525 (Rs. 15,250) in 1881, and £1575 (Rs. 15,750) in 1882, that is a fall of £129 (Rs. 1290) in 1881 compared to 1880, and a rise of £50 (Rs. 500) in 1882 compared to 1881.

## Post Offices.

Kánara forms part of the Dhárwár postal division. Besides the chief receiving and disbursing office at Kárwár, it contains seventeen sub and eleven village post offices. The chief disbursing office at Kárwár is in charge of a postmaster who draws a yearly salary of £108 (Rs. 1080) with an establishment which costs £180 (Rs. 1800) a year. The seventeen sub-offices at Ankola, Balegulli, Banki-kol, Banavási, Bhatkal, Gokarn, Haliyál, Honávar, Kumta, Manki, Mundgod, Murdeshvar, Sadáshivgad, Siddápur, Sirsi, Supa, and Yellápur, are in charge of sub-postmasters, drawing £12 to £60 (Rs. 120 - Rs. 600) a year. The eleven village post offices at Avarsa, Haldipur, Islur, Karki, Kasarkode, Majali, Malgi, Mudgeri, Palla, Sambrani, and Shiralli are in charge of village schoolmasters who receive, in addition to their pay as schoolmasters, yearly allowances varying from £2 8s. to £7 4s. (Rs. 24 - Rs. 72). Letters are delivered at Kárwár by three postmen, at Kumta by two, and at each of the remaining sub-offices by one postman, all drawing yearly salaries of £9 12s. (Rs. 96), except one postman at Kárwár who draws £12 (Rs. 120) a year. At the village post office letters are delivered by postal runners who receive yearly from £1 4s. to £2 8s. (Rs. 12 - Rs. 24) for this additional work. Of the 101 postal runners ninety-five are paid yearly from £7 4s. to £9 12s. (Rs. 72 - Rs. 96) from Imperial funds, and the remaining six who run on the Yellápur-Mundgod postal line are paid £8 8s. (Rs. 84) a year from Provincial funds. The post offices are supervised by the superintendent of post offices, Dhárwár Division, who has a yearly salary of £408 (Rs. 4080). The superintendent is assisted in Kánara by an inspector drawing £96 (Rs. 960) a year. The three chief postal lines are the Kárwár-Hubli line by the Arbail pass, 104 miles long the



Balegulli-Baindur coast line from north to south, seventy-two miles long; and the Kumta-Sirsi line, thirty-nine miles long. Mails from and to Bombay are carried once a week by steamers for Kárwár throughout the year.

The two telegraph offices at Kárwár and Kumta are of the third class, working for seven hours a day from ten in the morning to five in the evening during week days. Kárwár is joined to Dhárwár by a telegraph line on the Kárwár-Dhárwár road by the Arbail pass and Kumta to Kárwár by a branch line. Both the offices which are supplied with the Simon's Relay and Sounder instruments, are in charge of telegraph masters, the one at Kárwár drawing a yearly salary of £218 8s. (Rs. 2184), and the one at Kumta £192 (Rs. 1920), each having an establishment which costs £24 (Rs. 240) a year. The messages sent from Kárwár were 5555 in 1882 against 5155 in 1881. For seven years between 1865 and 1871 the Kárwár telegraph office was of the first class with one telegraph master and four signallers. As, owing to the decrease of trade at Kárwár, there was a fall in the number of messages the office was reduced in 1872 to the third class.

Of the three light-houses, two are at Kárwár and one at Kumta. The Oyster-rock, north lat.  $14^{\circ} 49' 25''$  east long.  $74^{\circ} 2' 50''$ , is a fixed white dioptric light of the first order, on a white granite masonry tower which rises seventy-two feet above the top of the Oyster-rock or Devgad isle in Kárwár bay and is about 210 feet above high water. It can be seen in clear weather from the deck of a ship twenty-five miles off and lightens an area of about 150 square miles. It was built in 1864. Konay, north lat.  $14^{\circ} 48' 20''$  east long.  $76^{\circ} 6' 40''$ , has a red fixed ship's port-side light, displayed from the Kárwár port office on a white flagstaff sixty feet from the ground and sixty-five above high water. It can be seen from a ship's deck five miles off and lightens an arc of  $3^{\circ} 5'$  seaward. It was built in 1864. With the light bearing east-south-east, a vessel can anchor in three to five fathoms. Kumta, north lat.  $14^{\circ} 25' 10''$  east long.  $74^{\circ} 22' 55''$ , is a fixed white light, a common lantern with three burners, on a white laterite column sixty feet above the top of a conical hill 120 feet high, at the mouth of the Kumta creek and about a mile and a half from the town. It can be seen in the fair weather from a ship's deck nine miles off and lightens an arc of  $150^{\circ}$  seaward, or an area of fifty-four square miles. It was built in 1855.

#### SECTION II.—TRADE.

The products for which Kánara is famous, its pepper, white sandalwood, betelnut and betel leaves, spices, and rice, the iron of Maisur, and the fine muslins and painted cloths of Dhárwár and Belgaum, are among the chief articles in the earliest records of Indian trade. These records go back with certainty to B.C. 1000, the time of Solomon and the great Phœnician traders, probably to B.C. 1500, possibly to a very much higher antiquity.<sup>1</sup> The

#### Chapter VI. Trade.

Telegraph.

Light-Houses.

<sup>1</sup> Compare The Rev. T. Foulkes in Indian Antiquary, VIII, 10.

Chapter VI.  
Trade.  
History,  
A.D. 100-300.

nearness to Honávar and Bhatkal of the ancient capital of Banavási, of which record remains as early as B.C. 250, and its mention in the Jain version of the Rámáyan make it probable that trade has centred at Honávar from very early times. The first mention of Honávar is under the form Naoura in the Greek Periplus of the Erythræan sea whose probable date is A.D. 247. From the close similarity of the names, several of the earlier English writers on India identified Mirján about ten miles north of Honávar, with Muziris, which was one of the leading centres of Greek trade with India during the first, second, and third centuries of the Christian era.<sup>1</sup> The details given in the Periplus that Naoura is the first port in Limurike, that is Damurike or the Tamil country, and that after Naoura come Tundis, Nelkunda, and Mouziris, if Naoura is identified with Honávar, would place Mouziris much further south than Mirján. And the discovery by Bishop Caldwell and Dr. Burnell that the once famous (fourteenth century) port of Kranganor in Malabár, about fifteen miles north of Kochin, was in early times known as Muyiri or Muyirikotta is now accepted as proving the identity of Muziris and Kranganor. None of the Greek or Roman writers give details of the trade at Naoura or Honávar. But as most of the leading articles were probably the same at the two ports the following details are taken from the Periplus account of the trade of Nelkunda. The exports were, pepper in great quantities, superior pearls, ivory, fine silks, spikenard, malabathron that is *tamálapatra* or *tejpat* from the eastern countries, transparent stones, diamonds, rubies, and tortoise-shell.<sup>2</sup> The imports were, great quantities of specie, topazes, plain cloth, fine cloth, stibium, coral, white glass, brass, tin, lead, a little wine, cinnabar, orpiment, and corn for the ship.<sup>3</sup>

<sup>1</sup> Details are given under Mirján.

<sup>2</sup> Vincent's Commerce of the Ancients, II. 457-459. Vincent (462) thought malabathron was the betel leaf. But Yule (Cathay, ixzv.) identifies it with the *tamálapatra* Laurus cassia, a leaf with a pleasant clove-like smell.

<sup>3</sup> Vincent, II. 457-459. After Turannosboas, which is apparently in Ratnágiri and is possibly a Greek rendering of Rájápur, the author of the Periplus (Veteris Geographiæ Scriptores; Vincent's Commerce of the Ancients, II. 427-466; McCrindle, 129-130) says: 'You come next to the islands called Sesekreinaí and the island of the Aigidioi and that of the Kaineitai, near what is called the Khersonesus, places in which are pirates, and after this the island of Leuke or the White. Then follow Naoura and Tundis, the first marts of Limurike, and after these Mouziris and Nelkunda, seats of government.' Of these places the Sesekreinaí islands are probably the Venguria rocks, which, though too far to the south, possibly appear in Ptolemy (Bertius' Edition, 213) under the name of Ooangalia or Vangalia. The island of the Aigidioi, which appears in Ptolemy (Bertius' Edition, 213) as Aigidion, in the neighbourhood of Vangalia, and like it much too far to the south, is placed by Vincent (Commerce of the Ancients, II. 433) at Goa, but apparently is Anjdiv. The island of the Kaineitai is doubtful. It apparently is Ptolemy's Canathra (Bertius' Edition, 213) which he places near the island of the Aigidioi, much further south than the Kánara coast. Neitai, the second part of Kaineitai, suggests Netráni or Pigeon Island, forty-five miles south of Anjdiv and about twenty-five miles south-west of Honávar. The close resemblance of the name seems to identify Netráni with Pliny's (A.D. 77; Natural History, VI. 23) Nitrias, a place where pirates and rovers gathered and troubled vessels on their way to Muziris, which is almost certainly Muyiri or Kranganor about fifteen miles north of Kochin (Caldwell's Dravidian Grammar, 97). Against the identification of Pliny's Nitrias with the island Netráni there is Ptolemy's (Bertius' Edition, 198) trade centre or emporium of Nitra close to the north of Tundis. Nitra has (McCrindle's Periplus, 130) been supposed to be a mistaken

It may be supposed without much danger of error that Kárwár, Chitakul, or some other place at the mouth of the Kálinadi in the north of the district, and Mirján, Honávar, and Bhatkal in the south shared in the pepper trade for which from the sixth century to the fourteenth century the Malabár coast continued famous.<sup>1</sup> The only references which have been traced to Kánara ports as places of trade during the long period between the Periplus (247) and the arrival of the Portuguese (1498) are the mention of Honávar by the geographer Abul-fida (1273-1331),<sup>2</sup> of Bhatkal by Jordanus in 1321,<sup>3</sup> of Sindabur that is Chitakul and of Honávar by Ibn Batuta in 1342,<sup>4</sup> and of Honávar by the Persian ambassador Abd-er-Razzak in 1444.<sup>5</sup> From the time of the conquest of Upper India by the Musalmáns in the eleventh and twelfth centuries, a supply of horses from Arabia and Persia became the most pressing want of Southern India. The import of horses was probably a very old trade. It is certainly as old as the sixth century, as Kosmas Indikopleustes (535) mentions that horses were brought from Persia to Ceylon.<sup>6</sup> But in the latter part of the thirteenth century, the fear of invasion by the hordes of northern horsemen, seems to have caused a great increase in the import of horses into Southern India.<sup>7</sup> Early in the fourteenth century (1336) the establishment of a powerful dynasty at Vijayanagar, with control over the coast, must have added much to the trade in the Kánara ports. King Devráj (1420-1445) is said to have been warned in a dream that his only chance of holding his own with the Bahmani kings was by adding to his stock of horses, and during the rest of the fifteenth century a great

## Chapter VI.

## Trade.

History,  
500-1500.

form of the Periplus Naoura, which, probably correctly, is taken to be a corruption of Honávar. The name Nitra can hardly be a mistake for the name Naoura, and, as before Ptolemy's time the place was so well known for its pirates, it seems probable that Ptolemy confused the island Netráni with the trade centre of Honávar on the neighbouring coast. The Khersonesus or peninsula near which the island Kaineitai lies seems to be the same as Ptolemy's Khersonesus (Bertius' Edition, 198). Vincent (Commerce of the Ancients, II. 433) identifies the Khersonesus with Goa, the only peninsula on the coast. This does not agree well with the suggestion that the island of the Kaineitai is Netráni, but no better identification can be offered. The island of Leuke or the White appears under the same name in Ptolemy (Bertius' Edition, 206). Mr. R. E. Candy, the Collector of Kánara, suggests that Leuke is the group of nine islands well known as the Lákhadivis, about 180 miles south-west of Netráni, four of which are described by Mr. Hume (Stray Feathers, IV. 428, 431, 436, 444, 452) as paved with fine snow white coral sand. The glare of this white coral would help the change of name from Lákha to Leuke or the White. Naoura is generally, and probably correctly, identified with Honávar. As has been noticed above, the position of Honávar corresponds closely with Ptolemy's trade-centre Nitra and may be Pliny's pirate-haunt Nitra or Nitrias, though the names Nitra and Nitrias seem to belong to Netráni or Pigeon Island which lies about twenty-five miles south-west of Honávar. Tundis, Nelkunda, and Mouziris have been identified by Bishop Caldwell and Dr. Burnell (Caldwell's Dravidian Grammar, 97; Map in Burnell's South Indian Palæography) Tundis with Kadalundi in Malabár about ten miles south of Kalikat; Mouziris with Muyiri the old name of Kranganor about twenty miles north of Kochin, and Nelkunda with Kallada about fifteen miles north of Quilon.

<sup>1</sup> In the sixth century Cosmas Indikopleustes in Vincent, II. 481-506; Yule's Cathay, cxxxvii.; Migne's Patrologiæ Cursus, 81: in the fourteenth century (1321) Jordanus' Mirabilia, 27, and Oderic in Yule's Cathay, I. 71.

<sup>2</sup> Yule's Cathay, 416 note 2 and 451.

<sup>3</sup> Jordanus' Mirabilia, 40.

<sup>4</sup> Lee's Ibn Batuta, 164, 165, 174, 175.

<sup>5</sup> Major's India in XVth Century, 44, 45.

<sup>6</sup> Yule's Cathay, cxxxv.

<sup>7</sup> Of the great trade in horses about 1290 details are given in Yule's Marco Polo, II. 277, 278; compare Rashid-u-din in Elliot and Dowson, I. 69.

Chapter VI.  
Trade.

History,  
1500-1600.

trade in horses centred in Goa, and after the capture of Goa by the Bijápur Musalmáns in 1469 in Honávar and Bhatkal.<sup>1</sup>

In the beginning of the sixteenth century the chief centres of trade were Chitakul or Sadáshivgad, Honávar, and Bhatkal. In 1505 Varthema mentions many Moorish merchants at Chitakul and at Bhatkal,<sup>2</sup> and in 1514 Barbosa mentions very commercial Moor and Gentile traders at Bhatkal.<sup>3</sup> Of exports in 1503 iron was sent from Bhatkal to all parts of India<sup>4</sup> and in 1514 in large quantities to the Malabár coast and Ormuz.<sup>5</sup> In 1503 rice was sent in great quantities from Bhatkal to all parts of India.<sup>6</sup> In 1505 much rice was sent from Honávar and great quantities from Bhatkal.<sup>7</sup> In 1514 cheap rice was sent from Mirján and Honávar to the Malabár ports and good white rice from Bhatkal to the Malabár coast and to Ormuz.<sup>8</sup> In 1503 sugar was sent from Bhatkal to all parts of India;<sup>9</sup> in 1505 abundance of sugar especially of candied sugar was exported from Bhatkal;<sup>10</sup> and in 1514 much was sent from Bhatkal to the Malabár coast and to Ormuz.<sup>11</sup> There was a small export of drugs and spices. In 1508 two Portuguese ships went to Bhatkal to take cloves,<sup>12</sup> and in 1514 there was an export of spices and drugs of which myrobalans were the chief.<sup>13</sup> Of imports in 1514 copper was bought in large quantities at Bhatkal and sent inland where it was worked into caldrons and coins, and there was also a sale for much quick-silver, vermillion, coral, alum, and ivory.<sup>14</sup> From the Malabár ports cocoanuts, oil, and palm-sugar were brought to Mirján, Honávar, and Bhatkal, and palm-wine and some drugs to Bhatkal.<sup>15</sup> The chief branch of trade was the import of horses from Arabia and Persia. With the Deccan and Vijayanagar kings the supply of horses was the chief object of trade. At Vijayanagar, says Varthema in 1505, horses are not reared; there are few mares and the kings who hold the ports do not allow mares to be imported.<sup>16</sup> In 1508 Dalboquerque found that a supply of horses was what the Indian princes most valued. A promise to secure them a monopoly of the import of horses forms the chief inducement held out by the Portuguese in their treaties with Vijayanagar in 1505, 1509, and 1512; with Bijápur in 1510;<sup>17</sup> with Gujarát in 1538; and with Vijayanagar in 1547. Barbosa in 1514 notices that all the Vijayanagar horses were imported from Ormuz and from Cambay and that they did not live long. In 1505, according to Varthema, the Vijayanagar king had 40,000 horsemen whose horses were worth £100 to £166 (*Pardaos* 300-500),<sup>18</sup> and some of the best as much as £266 (*Pardaos*

<sup>1</sup> Mr. Mack's MS. Account of Malabár.

<sup>2</sup> Badger's Edition, 120.

<sup>3</sup> Stanley's Barbosa, 78.

<sup>4</sup> Three Voyages of Vasco da Gama, 309.

<sup>5</sup> Stanley's Barbosa, 78.

<sup>6</sup> Three Voyages of Vasco da Gama, 309.

<sup>7</sup> Badger's Varthema, 120, 122.

<sup>8</sup> Stanley's Barbosa, 78.

<sup>9</sup> Three Voyages of Vasco da Gama, 309.

<sup>10</sup> Badger's Varthema, 120.

<sup>11</sup> Stanley's Barbosa, 78.

<sup>12</sup> Commentaries of Dalboquerque, II. 53.

<sup>13</sup> Stanley's Barbosa, 78.

<sup>14</sup> Stanley's Barbosa, 78.

<sup>15</sup> Stanley's Barbosa, 78.

<sup>16</sup> Badger's Varthema.

<sup>17</sup> Compare History Chapter and Com. Dalb. III. 21, 38; II. lxx.; Subsídios, II. 134-138.

<sup>18</sup> Apparently the gold *Pardao*, which according to Cæsar Frederick (1567, Hakluyt, II. 346) was worth 6s. 8d. The silver *Pardao* was worth 1s. 6d. Com. Dalb. II. 95. The *Pardao* was called *Pagoda* by Europeans because it bore the image of a temple. It is the same as the Maisur *Hun*. Badger's Varthema, 130.

## Chapter VI.

## Trade.

History,  
1500-1600.

800).<sup>1</sup> In 1514 Barbosa estimated the number of the Vijayanagar cavalry at 20,000 and their value at £100 to £200 (*Ducats* 300-600) for the commoner horses and to £300 to £333 (*Ducats* 900-1000) for the best.<sup>2</sup> Besides in war, horses were much used for carrying the wives of captains and principal lords.<sup>3</sup> Barbosa notices that these horses came from Jazan, Hali, and Alhor in West Arabia, and from Xeher on the south coast of Arabia which had very large and good horses worth in India £166 to £200 (*Ducats* 500-600).<sup>4</sup> Very good horses were also to be had in the Persian Gulf which were bought by the Moors of Ormuz who every year sent to India 500 to 600 and sometimes as many as 1000.<sup>5</sup> When the Portuguese came a great traffic in horses centered in Bhatkal. In 1509 Dalboquerque offered the Vijayanagar king a monopoly of the horses which were brought from Ormuz to Bhatkal.<sup>6</sup> In 1512, when he was firmly established at Goa, it was one of Dalboquerque's first cares to centre the horse trade at Goa, and with this object he built stables and engaged 300 men to look after the grass and fodder.<sup>7</sup> The supply of horses continued the chief subject of negotiation between the Portuguese and the Indian princes. In Da Castro's treaty with Vijayanagar in 1547 the first provision is that the Portuguese shall send Arab and Persian horses to Vijayanagar and shall prevent them going to Bijápur.<sup>8</sup> In December 1567 Cæsar Frederick went from Goa to Vijayanagar with some horse-merchants who had a caravan of 300 Arab horses. He found the horses of the country small and that long prices were paid for Arab horses. High prices were required to make the horse-trade pay. It was very costly bringing horses from Persia to Ormuz and from Ormuz to Goa, in spite of the help which the Portuguese Government gave by remitting the usual eight per cent duty on any ship which brought more than twenty horses. On leaving Goa each horse had to pay £14 (*Pagodas* 42 of 6s. 8d. each). At Vijayanagar Arab horses fetched from £70 to £225 (*Ducats* 300-1000).<sup>9</sup> Besides proving that the horse trade was still the most important branch of traffic, the 1547 treaty between Dom Joao da Castro and Vijayanagar shows that the Portuguese had factors at Ankola and Honávar; that grain, saltpetre, iron, and cloth were exported from the inland parts to the coast; and that copper, tin, coral, vermillion, mercury, silk, and other articles were imported from Portugal, Ormuz, and China.<sup>10</sup> About 1554, Sindabur that is Chitakul and Honávar are mentioned in the Mohit, or Turkish Seaman's Guide, as starting points in the regular voyages to Aden.<sup>11</sup> In the latter part of the century the pepper trade seems to have risen in importance. In the Portuguese treaty with the

<sup>1</sup> Badger's Varthema, 126.

<sup>2</sup> Stanley's Edition, 90. The ducat is apparently the *pardao*. Compare Badger's Varthema, 115.

<sup>3</sup> Com. Dalb. III. 39.

<sup>4</sup> Stanley's Barbosa, 26, 31. Jazan is Jizan or Ghezan, Hali is Ali the limit between Hajas and Yaman, Alor is apparently Lohei, Xeher is Shahar or Shehir in Hadramaut. See Maps in Vincent, II. 74 and Milburn, I. 81.

<sup>5</sup> Stanley's Barbosa, 33, 42.

<sup>6</sup> Com. Dalb. II. lxxv.

<sup>7</sup> Com. Dalb. III. 39, 40.

<sup>8</sup> Subsídios, II. 255-257.

<sup>9</sup> Cæsar Frederick, 1563-1581. Hakluyt's Voyages, II. 346.

<sup>10</sup> Subsídios Para a Historia da India Portugueza : Lisbon, 1868, P. II. 255, 257.

<sup>11</sup> Jour. As. Soc. Beng. V-2, 464.

## Chapter VI.

## Trade.

History,  
1500-1600.

queen of Gersappa in 1540 she is made to promise that she will not ship pepper.<sup>1</sup> Towards the close of the sixteenth century Jean Hughes de Linschot mentions that there was a yearly trade of 7000 to 8000 Portuguese quintaux of pepper which was considered the best in India.<sup>2</sup> Early in the seventeenth century, in consequence of the spread of Bijápur power along the Kánara coast, Kárwár rose to importance as a place of trade and became the chief port in the Bijápur dominions.<sup>3</sup> Honávar maintained its name as a pepper mart, the queen of Gersappa from whose lands the pepper came being called by the Portuguese Rainha de Pimenta the Pepper Queen.<sup>4</sup> It was chiefly the fame of the pepper of Sonda and Gersappa which induced Courten's Company of English merchants to open factories in Kárwár and Bhatkal in 1638 and 1639.<sup>5</sup> Between 1650 and 1660 a great export of the finest muslins was developed at Kárwár. The cloth was not woven in Kánara but above the Sahyádris in Dhárwár where Hubli was a great weaving centre. When the Dhárwár districts were laid waste by Shiváji in 1672 the Kárwár factory and their agents are said to have been employing as many as 50,000 weavers.<sup>6</sup> Besides the great export of muslins Kárwár provided pepper, cardamoms, cassia, and coarse cloth or *dungari*. There was a demand for lead and broadcloth.<sup>7</sup> It was usual for the India-men or ships from Europe, after landing part of their cargo at Surat, to drop down the coast to Kárwár, land such imports as were in demand, and take in local lading.<sup>8</sup> In 1660 Baldæus describes Kánara as rich in rice and other produce.<sup>9</sup> In 1665 the Kárwár factory had to pay Shiváji £112 (Rs. 1120).<sup>10</sup> In 1670 the trade at the Kárwár factory was prosperous.<sup>11</sup> In 1673 the Dutch and Portuguese divided the trade of Honávar.<sup>12</sup> In 1676 Fryer notices that the Sonda or Kárwár pepper was the best in the world. It was also the dearest as most of it went inland and little to Europe.<sup>13</sup> The pepper-country was supposed to yield the Sonda chief a yearly revenue of £1,000,000 (*Pagodas* 30 *lákhs*). Fryer also notices in the south some pepper and stores of betelnut and wild nutmeg.<sup>14</sup> The southern pepper was much valued and was known in trade as Butkole from Bhatkal pepper.<sup>15</sup> Mirján sent pepper, saltpetre, and betelnut to Surat.<sup>16</sup> The chief products of the district were rice, *náchni*, millet, hemp, turmeric, ginger, and potatoes.<sup>17</sup> The destructive raids of Shiváji were ruining trade.<sup>18</sup> So great was the depression that in 1678 and 1679 orders were issued to close the Kárwár factory.<sup>19</sup> In 1678 the Portuguese opened factories at Mirján, Chandávar, Honávar, and Bhatkal.<sup>20</sup> In 1681 and 1682 when the strength of the factory at Kárwár was increased, the object is said to have been to keep open the means of getting

<sup>1</sup> Subsidios, II. 257-258.    <sup>2</sup> Navigation, 21.    <sup>3</sup> Fryer's East India and Persia, 58.

<sup>4</sup> Dela Valle (1623), III. 191.

<sup>5</sup> Bruce's Annals, I. 419.

<sup>6</sup> Hamilton's New Account, I. 267.

<sup>7</sup> Bruce's Annals, II. 143, 144.

<sup>8</sup> Bruce's Annals, II. 143, 144. Surat to the Court, 28th January 1663.

<sup>9</sup> Malabár and Coromandel Coast Annals, 1672, 68.

<sup>10</sup> Anderson's Western India, 76.

<sup>11</sup> Bruce's Annals, II. 786.

<sup>12</sup> Fryer, 57.

<sup>13</sup> East India and Persia, 163.

<sup>14</sup> Fryer, 169.

<sup>15</sup> Calcutta Review, XXI. 364.

<sup>16</sup> Fryer, 58.

<sup>17</sup> Fryer, 176-177.

<sup>18</sup> Fryer, 183.

<sup>19</sup> Bruce's Annals, II, 399, 442, 472.

<sup>20</sup> Instruccao, 8.

pepper, cardamoms, benjamin, cloth, and Cassia lignum.<sup>1</sup> In 1683 the Kárwár investments were 200 tons of pepper, 51,000 pieces of *dungari*, 8000 pieces of *patkis*, 10,600 pieces of *perkolis*, 50 bales of cardamoms, 20,000 pieces of *baftas*, 2000 *sevagajis*, and 50 *khandis* of Cassia lignum.<sup>2</sup> In 1690, perhaps in consequence of the great depression in Bombay and Surat, Kárwár seems to have been prosperous and for the first time to have traded direct with England.<sup>3</sup> Towards the close of the century, in spite of the rivalry of the Dutch, whose great object was to get possession of the pepper trade, the only branch of the spice trade of which they had not secured the monopoly, the Kárwár trade in white pepper was prosperous and important.<sup>4</sup> Milburn gives the following summary of the English trade at Kárwár: From Persia came almonds, dates, rosewater, and raisins; from Arabia horses and drugs;<sup>5</sup> and from Europe iron, lead, sword-blades, knives, branch coral, and wearing apparel for the Portuguese. The exports were, pepper, coarse brown cloth, coarse brown muslin, Goa spirits, Shiráz wine, cardamoms, cassia, nux vomica, bezoar, and a few other trifling articles. The Kárwár pepper was the best on the coast.<sup>6</sup>

In the early part of the eighteenth century the Portuguese continued to have factories at Mirján, Honávar, Chandávar, and Bhatkal.<sup>7</sup> In the south of the district the export of rice and the import of horses were still among the most important branches of trade. In 1713 the Portuguese complain that the Bednur chief was always proud and troublesome because his country was his neighbours' granary,<sup>8</sup> and one of the conditions of the treaty which they concluded with the Bednur chief in the following year (1714) was that the Portuguese should allow two Kánara boats to go to Ormuz to fetch horses.<sup>9</sup> Till 1720 the English kept open their factory at Kárwár where the Sonda pepper was still acknowledged to be the best in India.<sup>10</sup> English ships also often visited Bhatkal to get cargoes of pepper.<sup>11</sup> In 1720, in consequence of a dispute with the Sonda chief the English were forced to leave Kárwár.<sup>12</sup> Perhaps to supply its place they soon after opened at Honávar a branch factory from Tellicherry. The chief objects were to secure a share in the trade in pepper and sandalwood.<sup>13</sup> In 1726 and 1727 trade was at a stand on account of the ravages caused by Bájiráo Peshwa in his invasion of Maisur and Bednur.<sup>14</sup> After the English were forced to leave Kárwár in 1720 the value of the pepper trade at Kárwár continued sufficiently great to tempt them to make every effort to persuade the chief to allow them to return. Leave

## Chapter VI. Trade.

History,  
1600-1700.

1700-1730.

<sup>1</sup> Bruce's Annals, II. 460, 487.

<sup>2</sup> Orme's Historical Fragments, 209. The piece of cloth is said to be eighteen feet by one.

<sup>3</sup> See Bombay Gazetteer, XIII. 480.

<sup>4</sup> Bruce's Annals, III. 427.

<sup>5</sup> Fryer (170) notices that Arab horses are the life of the Indian cavalry, and Careri (1695) that Arab and Persian horses cost the Moghals Rs. 1000 to Rs. 2000. Churchill, IV. 221.

<sup>6</sup> Oriental Commerce, I. 312. <sup>7</sup> Instruccao, 8. <sup>8</sup> Os. Portuguezos, VII. 148.

<sup>9</sup> Os. Portuguezos, VII. 157-161.

<sup>10</sup> Hamilton's New Account, I. 262.

<sup>11</sup> Os. Portuguezos, VII. 278.

<sup>12</sup> Hamilton's New Account, I. 268, 269.

<sup>13</sup> Onor factory to Tellicherry, 9th January 1727.

<sup>14</sup> Onor factory to Tellicherry, 9th January 1727.

## Chapter VI.

## Trade.

History,  
1750-1800.

was given them in 1750 and they remained till 1752, when, as the Portuguese who claimed the monopoly of the trade had seized Pir Hill at the mouth of the river, they were forced to withdraw.<sup>1</sup> In 1751 the English succeeded in establishing a factory in Honávar chiefly for pepper, and after his conquest of Bednur in 1763 Haidar gave the factors leave to remain.<sup>2</sup> In 1772, Forbes mentions a considerable manufacture of catechu at Kárwár.<sup>3</sup> At Mirján the English had for seventy years a large warehouse to store pepper and sandalwood brought from Maisur.<sup>4</sup> Honávar was the centre of a considerable trade. The English had a factory to buy pepper and sandalwood for the English and Chinese markets. There was also a large private trade with Bombay and the north in betelnuts and other articles.<sup>5</sup> The lowlands near Honávar were well tilled and thickly planted with cocoa and betel palms, pepper, rice, and cheap grain. Of the export of white sandalwood, which was the most important branch of trade, Mr. Forbes gives the following details.<sup>6</sup> The sandal tree is indigenous to the rocky hills of Honávar, and if allowed, would grow to a tolerable size; but the wood is so valuable that the tree is cut before it grows at the most to a foot broad. The wood is either red, yellow, or a whitish brown; and from its colour and size is called the first, second, and third sort of sandalwood, each varying in price. The best sandalwood costs £10 to £20 (Rs. 100-Rs. 200) the *khandi* of 560 pounds. The wood of the brightest colour and strongest scent is most esteemed, having a fine grain and an aromatic smell which it communicates to every thing near it. It is much used in small cabinets, writing-desks, and similar articles, as within its influence no insect can live and no iron can rust. From the dust and shavings an aromatic oil is extracted. The oil and wood are used by Hindus and Pársis in their religious ceremonies, but the greatest part of the wood is kept for the China markets where it sells to great advantage. The English traveller Parsons, who visited Kánara in 1775, three years after Forbes, notices that the Portuguese felons in the penal settlement of Anjidiv spun thread and yarn and made the best stockings which were to be had in Western India. The English had still a factory at Honávar and the place had risen in importance as Haidar Ali had made it a naval store and dockyard. Parsons, who was a sailor, was much interested by two half-finished and excellently modelled and built frigates then on the stocks, one of which was to carry thirty-two and the other twenty-four guns.<sup>7</sup> The river was very convenient for the export of pepper in which the place abounded and of sandalwood of which Haidar had a monopoly and from which he drew great profit as it was in constant demand in China.<sup>8</sup> He refused to let Europeans have the sandalwood unless they paid for it in fire-arms. Sandal oil was also in great esteem and worth its weight in silver.<sup>9</sup> Until Haidar's death in 1782 the trade at Honávar continued important. On an

<sup>1</sup> Bom. Quar. Review, VI. 209-210.<sup>2</sup> Bom. Quar. Review, VI. 211.<sup>3</sup> Oriental Memoirs, I. 303.<sup>4</sup> Oriental Memoirs, IV. 108, 109.<sup>5</sup> Oriental Memoirs, I. 366.<sup>6</sup> Oriental Memoirs, I. 307.<sup>7</sup> Details are given under History.<sup>8</sup> Parsons' Travels, 220-225.<sup>9</sup> Parsons' Travels, 224-225.



average the English factors procured every year 900 *khandis* of pepper, each *khandi* containing 520 pounds and being worth £11 to £12 (Rs. 110-Rs.120). They also secured the whole of the sandalwood which varied from 200 to 300 *khandis* of 600 pounds each. There were no cardamoms, but every year 1000 *khandis* of 560 pounds of betelnuts worth about £4000 were exported. The trade in cocoanuts and kernels called *copras* was worth about £1200 (Rs. 12,000) a year and was in the hands of private traders. There were no manufactures and little export of rice as the whole was consumed in the local and inland markets.<sup>1</sup> During the reign of Tipu Sultán (1782-1799) the trade of the Kánara ports was ruined by Tipu because it gave strangers an excuse for prying into the affairs of his kingdom and because in his opinion trade impoverished a country. In 1799, when the district passed to the British, Honávar had not a single house and Mirján was ruined.<sup>2</sup> In 1801 Buchanan found the coasting trade much hampered by pirates as people were afraid to build boats. There were no manufactures. Tipu had destroyed trade, and merchants were only beginning to come back. The chief export was rice and after rice cocoanuts, betelnuts, pepper, and sandalwood,<sup>3</sup> and salt and a little catechu went inland from Ankola and Kárwár.<sup>4</sup> In the upland parts there were few merchants. Some traders from below the Sahyádris bought a little pepper, but the chief buyers were Banjigs from Hubli, Dhárwár, and the Marátha country. These inland traders bought cloth and grain and took pepper, betelnut, and cardamoms. Some of the trading was done by barter, but most by cash payments to the local shopkeepers. There was an import of iron from Maisur for local use and an import and great through traffic in salt from the coast to the Karnátak.<sup>5</sup> By 1805 the trade which had been destroyed began to revive. The merchants returned from the countries where they had taken shelter. Rice, pepper, betelnuts, and cocoanuts were taken to Goa, Rájápur, and Bombay. Till 1812 pirates, whose head-quarters were at Málvan in Ratnágiri, continued to prevent the recovery of trade as the people were afraid to build or to own boats. The fear of pirates ceased at the close of 1812, when Colonel Lionel Smith, with a slight military force and a squadron of small craft, helped by the fourteen-gun cruiser Prince of Wales, went to Málvan and completely destroyed the power of the pirates.<sup>6</sup>

Under British rule, in the nineteenth century, the opening of the two main roads joining the ports of Kumta and Kárwár with Belgaum and Dhárwár, the change from small fair-weather coasting craft to large steam-ships plying all the year round, and the introduction of the telegraph at Kumta and Kárwár, have greatly developed the trade of Kánara. Between 1850 and 1870 at Kumta and Kárwár the through cotton trade with Belgaum and Dhárwár greatly increased, but since 1870 it has again fallen.

## Chapter VI.

## Trade.

Trade,  
1750-1800.<sup>1</sup> Milburn's Oriental Commerce.<sup>2</sup> Buchanan's Mysor, III. 137, 150, 152; Munro, 30th May 1800.<sup>3</sup> Buchanan's Mysor, III. 152.<sup>4</sup> Buchanan's Mysor, III. 77, 180.<sup>5</sup> Buchanan's Mysor, III. 223.<sup>6</sup> Low's Indian Navy, I. 277.

**Chapter VI.****Trade.****Traders.**

The leading traders are Sásashtkárs, Gujar Vánis, and Bhátíás on the coast, and Lingáyats in the uplands. Except a large number of Gujar Vánis at Kumta who are cotton agents to Bombay merchants some of these traders are men of capital and others do business on borrowed capital.

**Trade Centres.**

The chief places of trade on the coast are Kárwár, Sadáshivgad, Chendiya, and Binghi in Kárwár; Belikeri, Ankola, and Gangávali in Ankola; Gokarn, Tadri, and Kumta in Kumta; and Honávar, Manki, Murdeshvar, Shiráli, and Bhatkal in Honávar. In the uplands the chief trade centres are Haliyál, Supa, and Ulvi in Supa; Mundgod, Yellápur, Malgi, and Palla in Yellápur; Sirsi, Banavási, and Sonda in Sirsi; and Gersappa, Siddápur, and Bilgi in Siddápur.

**Fairs.**

Of local fairs or *jatrás* the three most important are at Gokarn, Sirsi, and Ulvi in Supa. The articles sold at these fairs are copper, brass, iron, and bell-metal vessels, European and country-made cotton and woollen piece-goods; and of sundry articles, toys, glass bangles, coral beads, and pearls. Besides these, at Gokarn, buffaloes, cows, sheep, and other cattle are brought for sale. At Gokarn two fairs are held every year, the greater being in honour of Mahádev on the *Shivarátra* Day in *Mágh* (February-March) and the smaller in *Kártik* (November). The greater or *Mágh* fair lasts fifteen days and is attended by 20,000 to 35,000 people, about one-half coming from Belgaum and Dhárwár. The value of the articles sold at the fair is estimated at about £2500 (Rs. 25,000). At the smaller or *Kártik* fair 100,000 lamps are lighted at *Shiv's* temple, and the attendance of pilgrims is about 5000, most of them being from the district. As Gokarn is one of the chief places of Shaiv pilgrimage in India, small parties of pilgrims are always found there. During the year the number of such pilgrims do not exceed 10,000. The Sirsi fair is held in honour of the goddess *Mari* every second year in *Paush*, *Mágh*, or *Fálgun* (January, February, or March), and lasts for about a fortnight. It is attended by about 12,000 people, some coming from Belgaum, Dhárwár, and Maisur. The value of the articles sold is estimated at about £1000 (Rs. 10,000). The Ulvi fair is held every year in *Mágh* (February-March) and lasts four days. It is attended by about 5000 people, not less than three-fourths of whom are Lingáyats; the value of the articles sold is estimated at about £300 (Rs. 3000).

**Shopkeepers.**

Almost every large village has a shopkeeper, but in remote forest tracts the people have to go to the nearest trade-centre for supplies. Below the Sahyádris the shopkeepers are generally local Sásashtkárs, Vánis, Musalmáns, and sometimes Christians. Above the Sahyádris they are generally Lingáyats. They deal in grain, spices, salt, oil, sugar, molasses, cocoanuts, tobacco, betel leaves and nuts, clarified butter, dates, iron and brass ware, and various other articles. The buyers are the people of the neighbourhood and travellers. The shopkeeper buys his stock from wholesale dealers at the chief town of his sub-division, where imports from Bombay, Hubli, and other places are kept in store. If in good circumstances he often gets his supplies direct from Bombay, Hubli, or Dhárwár. The village cloth-dealer's stock meets the ordinary demands of the

villagers, but does not afford room for such choice as is required on wedding and other special occasions. Some Bohorás and Memans, who in the fair season come from Bombay to Kárwár, Kúmta, and Honávar, go from house to house in villages lying along the main lines of traffic, selling cloth, chintz, blankets, and other goods.

Next to village shopkeepers come the peddlers who are known as Jogis. They generally sell beads, coral, thimbles, needles, bells, glasses, toys, and other articles, travelling from village to village. They come in large numbers to the fairs held at Gokarn, Ulvi, and Sirsi, where their wares find a ready sale.

Of Exports the chief articles are, of fibres, cotton; of dyes, myrobalans; of grains, rice both husked and unhusked; of spices, betelnuts, cardamoms, black pepper, and long pepper or chillies; of timber, ebony, teak, black sandal, and firewood, and bamboos; and of miscellaneous articles, salt, horns and hides, honey and wax, and fish.

Cotton mostly comes to the coast from Dhárwár for export to Bombay. It is grown in Dhárwár by Lingáyats, Maráthás, and other classes of husbandmen. Cotton is sometimes taken by the growers to Kumta and Kárwár, but is mostly sold to local dealers from whom the growers often receive in advance about one-fourth of the value of the cotton agreed to be given at harvest. The local dealers sell the cotton either in the chief Dhárwár markets or send it to the coast. On the coast cotton is either sold to Bombay merchants or sent to Bombay for sale through commission agents who pay in advance part of the value of the cotton consigned to them either by bills or in cash. The traders are European merchants, Gujars that is Kutch Bhátiás and Gujarát Vánis, and Dhárwár and Belgaum dealers. Some are agents and others are independent traders. The carriage of cotton from Dhárwár to Kárwár costs 16s. to £1 (Rs. 8 - Rs. 10) a cart or 4s. (Rs. 2) a *dokra* of 150 pounds; from Kárwár to Bombay it costs about 4s. (Rs. 2) a *khandi* of 560 pounds if sent in country craft and 8s. (Rs. 4) if sent in steam-boats.

Myrobalans, which are much valued in tanning and in dyeing, grow wild in the Supa and Honávar forests. They are gathered by forest people who are paid by the forest officers at a fixed rate for all they are able to bring. They are sold at auction to European and Native merchants who, as a rule, send them to Bombay by steamer at a cost of about 16s. (Rs. 8) the ton.

Husked rice of two kinds *pandi* and *patni*, is grown in Kánara and exported from the Kánara ports; and unhusked, also of two kinds, *suraya* and *ukra* which is partly grown in Kánara and partly brought from Dhárwar, is shipped from the Kánara ports. On the Kánara coast rice is grown in Kárwár by Konkans, Bhandáris, Komárpáiks, and Padtis; in Kumta by Kunbis and Nádgis; and in Dhárwár by Lingáyats, Banjigs, and other classes of husbandmen. Most of the rice-growers, being either permanent or yearly leaseholders, pay rents both in grain and in cash. The rice trade is generally in the hands of well-to-do landlords of whom the growers are tenants. By these landlords, chiefly Sárasvats and Shenvis, rice is either sold to Goa traders or sent direct for sale to Goa and the

## Chapter VI. Trade.

Peddlers.

Exports.

Cotton.

Myrobalans.

Rice.

## Chapter VI.

## Trade.

## Exports.

## Spices.

Malabár coast in country craft which charge 4s. to 6s. (Rs. 2 - Rs. 3) a *khandi* of 560 pounds for a trip to Kochin.

Of spices, betelnuts cardamoms and black pepper are grown chiefly by Havigs in the Sirsi, Yellápur, and Siddápur uplands. Chillies which are grown by Lingáyats and others are brought for export from Dhárwár. Betelnuts, cardamoms, and black pepper are brought to the coast on pack-bullocks and chillies in carts. The cost of conveyance is about 6s. (Rs. 3) a *khandi* of 560 pounds. The traders are Gujars, Vánis, Gaud Sárasvats, and other local dealers. They generally sell these articles to the coast merchants who send them to Bombay in country craft.

## Timber.

Of timber, teak, blackwood, ebony, and firewood go from Kadra, Salgari, and other Kánara forests, the teak in logs of seventy-five to 150 cubic feet each. Sandalwood mostly comes for export to Honávar from Ságar and Shimoga in Maisur. The forest timber, which is Government property, is sold by Government to merchants and contractors either in the forest or at the wood-stores. It is mostly exported to Bombay, Goa, Ratnágiri, and Gujarát. From the forests the bamboos are taken to the nearest port either by head-loads or in carts; from the coast they go chiefly to Bombay and Goa.

## Salt.

Most of the local salt is sold at Katgal and Dengi in Kumta by the Sárasvat and Nádgí proprietors of the Sánikatta salt-pans. The buyers are Belgaum and Dhárwár traders who bring for sale to Kumta cotton, rice, and chillies, and take back salt. Except the skins of wild animals which are sent to Europe by European residents of the coast towns, hides and horns mostly go to Bombay. These articles are generally bought by Ratnágiri Khojás from Chámbhárs, Mhárs, Kolekárs, and Madigars, and are sent to Bombay in country craft at a cost of about 4s. (Rs. 2) the hundredweight.

## Honey.

Honey and Wax, the right to collect which is sold every year to the highest bidder, are mostly sent to Bombay, Ratnágiri, and the Malabár coast. Salted fish are sent by Musalmán shopkeepers either to Bombay in country craft, or to Belgaum and Dhárwár by head-loads or in carts.

## Fish.

## Imports.

Of Imports the chief articles are, of cotton, coloured and white twist and piece-goods. The twist comes from Bombay and is almost all sent to Dhárwár, Hubli, and Gadag where it is sold to the local weavers. The piece-goods come from Bombay, Mangalor, Kálikat, and Madras. They are partly used locally and partly sent to Belgaum and Dhárwár. Of drugs and medicines, brimstone, camphor, quinine, and assafœtida are brought from Bombay. They are either used locally or sent to Belgaum and Dhárwár. Of dyeing and colouring materials, cochineal and indigo are brought from Bombay by the coast traders who either sell them to the local artisans for dyeing cloth and colouring buildings, or send them to Belgaum, Dhárwár, and other upland parts. Of grain, unhusked rice is brought by coast traders from Bombay, Málvan, Kundápur, Mangalor, Baidur, and Barkur, and sold locally to the people and retail dealers. Wheat of the *baksi*, *pote*, and similar varieties is brought for local use from Karáchi, Gujarát, Bombay,

## Chapter VI.

## Trade.

## Imports.

Málvan, and Vengurla. Millet, *juári* and *bájri* of the *gháti* and *gujaráti* varieties is brought for local use from Bombay, Málvan, and Vengurla. Of pulses, pigeon pea *tur* *Cajanus indicus*, common gram *chana* *Cicer arietinum*, field pea *vatána* *Pisum sativum*, small fruited kidney *mug* *Phaseolus mungo*, and lentil *masur* *Ervum lens*, are brought for local use from Karáchi, Gujarát, Bombay, Málvan, and Vengurla. Of hardware and cutlery, knives, scissors, saws, and plated ware are brought from Bombay either for local use or for export to Belgaum and Dhárwár. Sacks, both machine and hand woven, come from Bombay and Calcutta. The cotton merchants send them to Belgaum and Dhárwár and they are locally used for packing myrobalans. Of metals, copper and brass sheets for making cooking pots, iron and steel for making field-tools and for building purposes, and lead, quicksilver, tin, and zinc for miscellaneous purposes, are brought from Bombay. Most of these imported articles are sent to Belgaum and Dhárwár. Of oils, kerosine, castor, cocoanut, jingelly, and groundnut oils are brought from Bombay, Vengurla, Kochin, Kananur, and Málvan. They are sold wholesale to the local shopkeepers who sell them retail to the people. Cocoanuts, both with and without the husk, are imported from the Malabár coast, Goa, and Anjidiv. They are used either as food or for making oil. Of provisions wet and dry dates are brought by the Arabs from Arabia, Turkey in Asia, Basrah, Quetta, and Bombay. The Arab merchants generally sell these articles to the Kumta and Kárwár traders. They are both locally used and sent to Belgaum and Dhárwár. Salt is brought from Goa and to a less extent from Sind. It is both used locally and sent inland. Of silk, raw silk and silk piece-goods are brought from Bombay and Madras. The silk goods are partly used in Kánara and partly sent to Belgaum, Dhárwár, and Hubli; the whole of the raw silk is sent to Belgaum, Dhárwár, and Hubli. Of spices; cinnamon, cloves, ginger, and nutmegs come from Bombay, Málvan, Vengurla, and Kochin. Part is used locally and the rest is sent to Belgaum and Dhárwár. Of spirits and liquor, ale, beer, brandy, rum, gin, whisky, champagne, claret, port, and sherry are brought in small quantities from Bombay and Colombo by European residents and licensed shopkeepers. Locally foreign wines and spirits are chiefly used by Europeans and Eurasians, the rest is sent to Belgaum and Dhárwár. Of sugar, candied sugar and molasses are brought from Bombay, Málvan, and Vengurla. It is partly used locally and partly sent to Belgaum and Dhárwár. Of tobacco, *rájápuri* or manufactured tobacco and cigars are brought from Málvan, Vengurla, Kálikat, and Madras. It is locally used in smoking, eating, and snuffing. Of wool, raw wool and shawls and other woollen piece-goods are brought from Bombay. Part is used locally and the rest is sent to Belgaum and Dhárwár.

## SECTION III.—SEA TRADE.

The traffic by sea is carried on partly by steamers and partly by sailing vessels. Coasting steamers of 1950 to 2600 tons belonging to the British India Steam Navigation Company call weekly at Kárwár throughout the year, and at Kumta during the fair season

## Steamers.

## Chapter VI.

## Trade.

## Steamers.

(October-May) when specially required by merchants for the shipment of cotton to Bombay. They deliver and receive the weekly mails and all kinds of goods, and the return steamers receive large cargoes chiefly of cotton, for Bombay. A steamer generally makes the trip between Kárwár and Bombay in forty-eight hours. These steamers sometimes bring piece-goods and stores to Kárwár from Bombay for the local market or to be sent to the Bombay Karnátak in carts by the Arbail pass. During the 1876 and 1877 famine in the Bombay Karnátak large quantities of rice and other food grains were landed at Kárwár and sent in carts to Dhárwár, Hubli, and Bellári.<sup>1</sup> The passenger traffic between Kárwár and Bombay is small except during the rainy season when the weekly steamers bring in a large number of passengers from Bombay to Goa and land them at Kárwár instead of at Goa. From August or September 1883 it is expected that smaller steamers belonging to Messrs. Shepherd and Company will probably ply daily between Kárwár and Bombay.

## Sailing Vessels.

Of sailing vessels there are two classes, foreign and local. The foreign ships are Arab *dhaus*, vessels of seventy-five to 150 tons burden, with two masts and two or three sails, and a crew of a captain *sarang* or *tindal*, a *nákoda* or mate, a carpenter, and twenty seamen. Besides their meals, the seamen receive 16s. to £1 (Rs. 8-Rs. 10), and the officers £1 to £1 10s. (Rs. 10-Rs. 15) a month. Of late years few Arab vessels have visited the Kánara ports. The owners of these vessels, as well as their commanders, are either Arabs or Indian Musalmáns. They generally come from Arabia to Kárwár and Kumta between the months of October and May, bringing dates, pomegranates, almonds, raisins, sweets called *halva* in plates or small mat pouches, and pistachio nuts. They stay in the ports for a week or two, load their vessels with rice, and then sail either to Bombay or back to Arabia.

Of local sailing craft<sup>2</sup> the chief varieties are, besides canoes and fishing boats, the *phatemáris* of fifteen to fifty tons and the *machva* and *padáv* locally better known as *galbats* and *mhángiris*, both varying from five to thirty tons. They are usually built at Kodibag, Belikeri, Ankola, Gangávali, Tadri, Kumta, Kassargodi, Shiráli, and Bhatkal. Comparatively few *phatemáris* are built, as the *machvá*s or *padáv*s being small and of lighter draught, are more easily worked in and out of narrow-mouthed inlets, such as the Belikeri, Ankola, Tadri, and Bhatkal creeks. The builders are Hindus, Musalmáns, and Christians. The timber mostly used is *nána* *Lagerstroemia microcarpa*, and *matti* *Terminalia tomentosa*, for the outer planking, keel, stem, and stern posts, and *undi* *Calophyllum inophyllum* for the timbers. The local system of boat-building is somewhat opposed to the English practice. After laying down the keel, stem, and stern posts, the boat is shaped by the outer planking some distance beyond the water-line. The timbers are then shaped to the model

<sup>1</sup> In 1877, 160,000 tons of grain were landed at Kárwár and other ports and sent to the Bombay Karnátak.

<sup>2</sup> Contributed by Mr. R. G. C. Westbrook, Port Officer, Kárwár.

formed by the planking fastened to the timbers. The boats and vessels, as a rule, are very evenly built and are good sailers; and if well cared for last about forty years. The time they usually run is from Coconut Day in *Śhrávan* or August to the first appearance of the monsoon, which is generally early in June. Inclusive of the captain the crew of a *phatemári* varies from eight to twelve, and the crew of a *machva* or *padáv* from five to eight. The crew is generally paid by the trip, the captain receiving twice as much as a seaman. On the voyage the captain never, if he can help it, loses sight of land. They guide their vessels by land-marks during the day, and by the stars at night. Only in case of fog, cloudy weather, or when they lose sight of land, is the compass, which is always carried by the larger vessels, brought into use. The smaller vessels are always careful to hug the land after dusk, and if the wind is unfavourable they usually anchor for the night.

Canoes, or *hodis* M. and *donis* K., are built at nearly all the coast villages, the tonnage varying from a quarter of a ton to five tons. The *Kodibág* and *Sadáshivgad* canoes, whose lower part is the trunk of a tree, are the most substantially built of all Kánara canoes. The planking used in making canoes is usually one and a quarter inches thick. A few are fastened with nails, but coir yarn is mostly used, the yarn being made into pads from ten to fifteen feet long. After the joints of the planking are closely fitted, a layer of coconut fibre is laid over them, the padding is laid on the fibre, and the whole is sewed to the planking. If the padding is occasionally coated with oil, this mode of fastening lasts about ten years. As a rule canoes are oiled once a year and sometimes oftener, the poorer classes using for cheapness fish oil and those in better circumstances castor or sweet oil. These canoes are all fitted with a balancing outrigger called *ulandi*, and are always steered by a rudder. The after-part is usually decked for the captain to stand on while steering, the space below the deck being used for keeping cooking vessels and food. They carry a lateen-sail on a mast with a great forward rake. They seldom leave the rivers, being almost entirely employed in bringing to *Kodibág* wood and other forest produce from *Mallápur*, *Kadra*, and the neighbouring villages. During the fair season they occasionally carry cargoes to *Goa*, *Kárwár*, *Kumta*, and other ports further south. The crew generally includes the captain who is also owner and two seamen. Canoes vary in size from one and a half to five tons and cost £15 to £27 10s. (Rs. 150-Rs. 275).

Fishing canoes vary from a quarter of a ton to four tons. The larger class of fishing canoe which varies from two to four tons is of the same build as the *Sadáshivgad* canoe, except that it stands higher out of the water. They cost from £8 to £12 (Rs. 80-Rs. 120). The larger canoes have a register certificate which allows them to trade as well as to fish. They always lie up from June till about the 1st of August. The smaller canoes varying from one-quarter to three-quarters of a ton are engaged in nothing but fishing. They keep to the creeks in rough weather, but in the fair season sometimes venture one or two miles from land. They are worked and steered by paddles and have seldom either balancing outriggers

## Chapter VI.

## Trade.

## Sailing Vessels.

## Canoes.

## Chapter VI.

## Trade.

## Sailing Vessels.

*Canoes.*

or sails. Should they either on their way out or on their return find the wind favourable they secure one or two of the paddles by lashing to make a mast and knot their head-scarves into a sail. During the stormy season they fish in the rivers. In the Shirávati some of the canoes which seldom engage in fishing, trade between Honávar and Gersappa taking passengers on the down trip and returning with fruit, dried palm leaves, and grain. These canoes have no balancing outrigger as they are roundly built, the lower part being a hollowed tree-trunk. In place of a lateen sail they use an almost square red sail which is made fast to a horizontal yard of light bamboo with small lines tied at each end for working the sail. They vary from one to two tons and cost £3 to £6 (Rs. 30 - Rs. 60) exclusive of sails. Most are manned by two men who are generally the owners.

*Machvás.*

There are two classes of *machvás*, one which trades along the coast, and the other which trades in the Tadri and Shirávati rivers. The coasting *machvás* are much larger than the river *machvás* and cost £40 to £100 (Rs. 400 - Rs. 1000). The average length over all is thirty-five to forty feet, the breadth twelve feet, and the depth four feet. They are usually built with a very slight sheer from the stern to the after-part of the main-mast the sheer gradually increasing from the fore-part of the main-mast to the stem post, which is generally set at an angle of 60° to 70°. These vessels are always built with a curve in the fore-part, the sharpest section being from the lower part of the stem to the fore-part of the foot of the main-mast; about eight feet from the after-part of the main-mast to the stern post is a straight line. *Machvás* built in this way are said to sail closer to the wind than *machvás* with level keels. All are open, but to make it easy to walk fore and aft bamboos laced with coir yarn are laid over the beams. From the after-part of the main-mast to the after-part of the mizzen-mast they are covered with a roof of bamboos, palm leaves, and straw fastened with coir yarn. On the top of this is a small deck, where the *tindal* stands to steer and under which stores are usually kept. They are rigged with two masts, two yards, and a jibboom. Both masts take an equal rake forward. They are supported on either side by light coir rigging, and forward they are made fast by a strong coir lashing to a round post close to the mast whose lower end fits in a wooden bed placed on the upper part of the kelsan. The people give two reasons for raking the masts forward; the boats sail faster and they labour less in a heavy head sea. The jibboom is small compared to the other, as they do not use either the jib or the mizzen sail except in light breezes. In running before the wind, even in a moderate breeze, the jib is not used because the fore-part of the main sail takes the wind out of it, and the mizzen sail is not used because it prevents the after-part of the main sail from drawing. The main and mizzen sails which are lateen-shaped are made of light cotton cloth, cut into narrow strips to straighten it. On each seam coir yarn is laid and the two edges of the cloth are turned over on the yarn and sewn. A set of sails for a twelve-ton *machva* costs £3 10s. to £4 (Rs. 35 - Rs. 40) and if repaired lasts five or six seasons. Like all country rigged vessels, the *machva* has to wear in tacking



because the yard is fastened to the halliards on the forepart of the mast. Halliards placed in this way are a great support to the mast, as the lower end is always fastened as far aft as the fore-part of the mizzen-mast. *Machvás* do not confine their trading to any particular ports. In March and April many bring bags or *murás* of rice from the South Kánara ports and from Kadgal in the Tadri river and the villages near it. Most of the South Kánara rice is brought to Honávar and Kumta and most of the rice from Katgal and the villages near it is sent to Goa. Smaller *machvás* ranging from four to nine tons are found in the Tadri and Shirávati rivers. They cost £17 10s. to £40 (Rs. 175-Rs. 400). They differ from the larger *machvás* in having very little sheer and a perfectly straight keel, the straight keel being an advantage in the shallow rivers where they generally ply. Most of them are fastened together with coir yarn in the same way as the larger canoes. Those of the Tadri river are usually larger, stronger, and not so crank as those on the Shirávati river. They mostly carry salt from Sánikatta to Katgal and the intermediate villages, being paid 9s. to 10s. (Rs. 4½ - Rs. 5) a trip, and bring back a cargo of grain at rates varying from 4s. to 6s. (Rs. 2 - Rs. 3). If no cargo is available they return in ballast. With favourable wind and tide the up and down journey can be made in about eight hours. These *machvás* carry one mast and one lateen-sail. Most of the owners live at Honávar and let them on hire. The man who hires the boat usually acts as steersman or *tindal* and engages two men to help in working the boat, paying each 8s. (Rs. 4) a month with food. The seamen are generally Christians, Muhammadans, and Hindus of the Khárvi caste.

*Padávs* and *machvás* are so much alike that it is difficult to name any point in build or in rigging by which a boat of the one class can be known from a boat of the other class. If an owner is asked why he calls his vessel a *padáv*, his answer is that the *machva* is a smaller vessel. But a reference to the Customs-house register shows *machvás* equal in size and value to any *padávs*. *Padávs* vary in size from twelve to thirty tons and some *machvás* are as much as twenty-eight tons burden. The only difference that can be observed is that few *padávs* are flatter bottomed than *machvás*. The rig and the accommodation are precisely the same, and the two classes of craft generally ply to the same ports. In Kumta vessels are built which their owners call *machvás* but which properly speaking are *padávs*, much like though somewhat smaller than those seen in Bombay harbour carrying cargo to and from the shipping. They have a perfectly straight keel from stem to stern, and are mostly engaged in carrying cotton bales from the wharf to the shipping in the roadstead. In fine weather and smooth water they carry 100 bales in one trip, for which they are paid 6s. (Rs. 3). During strong winds, when they have to reduce their loading to fifty bales, they are paid 6d. (4 *ans.*) a bale. All other cargoes, whether import or export, are charged at the rate of 3d. (2 *ans.*) a *khandi* of 560 pounds in fair weather and 6d. (4 *ans.*) in bad weather. Though owing to a sand-bank near the mouth of the Tadri they can work only about seven hours a day, they manage to make an average of two trips a day. In the slack season some are rigged like ordinary

## Chapter VI.

## Trade.

## Sailing Vessels.

*Machvas.**Padávs.*

## Chapter VI.

## Trade.

## Sailing Vessels.

*Phatemáris.*

coasting *padávs* and trade to ports between Honávar and Goa. They vary in size from eight to eleven tons and in cost from £25 to £30 (Rs. 250 - Rs. 300) exclusive of sails and rigging. They are mostly owned and worked by the fishing classes, especially the Khárvis.

The *phatemáris* built on the Kánara coast are hardly ever more than fifty tons burden. Those built of cheap timber, if fastened with nails cost £200 to £300 (Rs. 2000 - Rs. 3000), and if fastened with coir £160 to £200 (Rs. 1600 - Rs. 2000); those of teakwood, if fastened with nails, cost £300 to £400 (Rs. 3000 - Rs. 4000), and if fastened with coir, £200 to £300 (Rs. 2000 - Rs. 3000). They are mostly built with great beam and depth. A *phatemári* of about fifty tons burden is 35' 6" long in the keel, 18' 8" broad, and 7' 8" deep from the upper part of the timbers to the gunwale. Nearly all are built with square sterns. As, unlike English-built vessels, they have no pintles on the rudder, a strip of wood with a groove in the centre is fitted to the after-part of the stern-post or rudder-trunk and the fore-part of the rudder which is rounded is placed in the groove and lashed to the stern-post in three places at equal distances with small coir rope. *Phatemáris* as a rule are built with most sheer from the after-part of the main-mast to the stern, and the after-part of the hull is higher than the fore-part. When afloat or sailing they appear very much down by the head though the difference in draught is probably not more than one foot. Vessels in this trim answer their helm quicker, but their speed is somewhat lessened. All are built with a curve on the forefoot, but the curve is much less than in vessels built in and near Bombay. They carry heavy masts well raked forward with light yards, which enable them to have a large spread of canvas. A forty-ton *phatemári* has generally a main-mast fifty feet from foot to head, a mizzen-mast of thirty-five feet, a main yard of eighty feet, a mizzen-yard of sixty feet, and a jibboom of thirty-five feet. The sails are made in the same way and are of the same shape as *machva* sails. *Phatemáris* always carry a very large jib. For a *phatemári* of about fifty tons a set of sails, including main-sail, mizzen, and jib, cost about £20 (Rs. 200). The cloth is much thinner and poorer than that used by *phatemáris* built near Bombay. If well looked after and carefully repaired a set of sails lasts about six seasons, but under ordinary circumstances sails seldom last over four years. As the *phatemári* is open like the *machva* and *padáv*, the same flooring of split bamboo is laid as a passage for walking fore and aft. The covering between the main and mizzen-mast is also, as in the *machva*, of palm leaves and straw, but at the time of loading or unloading much labour and time is saved by tricing up the sides. The larger *phatemáris* usually trade with Bombay, taking cotton from Kárwár and Kumta and returning with a general cargo or in ballast. Including the captain, the crew, who are generally Hindus, vary from eight to twelve. Those which carry twelve men besides the captain have a mate whose duty is to see that the vessel is properly loaded and unloaded, the captain looking after the freight and the entering and clearing of his vessel at the Customs-house. The pay of the captain is twice and of the mate half as much again as the seaman's pay. As the season advances and grows stormier the rates of freight and the pay of

the crew increase. From the opening of the season in October to the early part of April a seaman who makes a trip from Bombay to Kárwár and back receives 8s. (Rs. 4) and sometimes 10s. (Rs. 5). Between April and the end of May the rates rise to 14s. (Rs. 7) and sometimes to 16s. (Rs. 8). If the trip extends to Kumta he receives 1s. (8 ans.) extra.

The thirteen ports of the district are for customs purposes grouped into three divisions: Kárwár with three ports, Sadáshivgad, Kárwár, and Chendiya; Ankola with four, Belikeri, Ankola, Gangávali, and Tadri; and Honávar with six, Kumta, Murdeshvar, Honávar, Bhatkal, Manki, and Shiráli. During the eight years ending 1882 the yearly value of the Kánara sea-trade averaged £1,526,826; it rose from £1,463,416 in 1874-75 to £1,767,124 in 1875-76, and fell to £1,248,792 in 1877-78. In 1878-79 it again rose to £1,842,331; and after a sudden fall to £1,405,874 in 1879-80 again rose to £1,525,484 in 1881-82.

The following statements give for the eight years ending 1882 the value of exports and imports at each of the thirteen ports. They show that in 1882, of the thirteen ports, six, Chendiya, Belikeri, Gangávali, Murdeshvar, Manki, and Shiráli, had a total trade of less than £10,000; four, Sadáshivgad, Ankola, Tadri, and Bhatkal, had between £10,000 and £25,000; one, Honávar, between £50,000 and £100,000; and two, Kárwár and Kumta, above £100,000:

*Kánara Sea Trade Imports, 1874-1882.*

DIVISION.	PORT.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.
KÁRWÁR ...	Sadáshivgad...	£ 746	£ 419	£ 889	£ 871	£ 847	£ 2471	£ 2138	£ 1585
	Kárwár ...	190,292	324,455	280,076	292,561	244,834	156,175	187,882	192,982
	Chendiya ...	...	60	55	47	89	1917	20	89
	Total...	191,038	324,934	281,020	293,479	245,770	160,563	190,040	194,586
ANKOLA ...	Belikeri ...	436	100	94	138	248	194	177	779
	Ankola ...	4783	4385	8662	11,814	6385	5124	5145	5675
	Gangávali ...	341	381	870	351	376	577	265	181
	Tadri ...	2927	1748	2603	4196	4292	1981	4024	8438
Total...	8487	6614	12,229	16,499	11,301	7876	9611	15,073	
HONÁVAR ...	Kumta ...	247,466	266,018	171,915	339,028	331,202	258,832	200,292	219,415
	Murdeshvar ...	1447	2181	1477	1539	1298	1915	4184	1129
	Honávar ...	43,553	22,363	161,456	52,507	36,869	51,638	32,052	50,189
	Bhatkal ...	8078	9002	14,690	14,181	12,624	11,053	11,722	12,050
	Manki ...	...	...	...	...	169	256	738	424
	Shiráli ...	...	...	...	...	1976	684	604	1118
Total...	300,544	299,564	349,538	407,245	384,078	324,378	249,592	281,325	
Grand Total...	500,069	631,112	642,787	717,223	641,149	492,817	449,243	493,984	

## Chapter VI.

## Kánara Sea Trade Exports, 1874-1882.

Trade.  
Ports.

DIVISION.	PORT.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.
KA'RWÁ'R...	Sadshivgad...	£ 13,817	£ 6204	£ 12,009	£ 7734	£ 8814	£ 11,104	£ 7131	£ 8772
	Kárwár ...	439,934	606,104	324,087	110,737	467,660	217,713	270,116	320,794
	Chendiya ...	331	29	738	1190	360	2333	93	70
	Total...	454,132	612,337	336,894	119,711	476,334	231,150	277,340	329,636
ANKOLA ...	Belikeri ...	667	595	460	1108	425	382	391	435
	Ankola ...	4567	4246	7340	6927	4526	5584	4593	4723
	Gangávali ...	1696	2295	2704	1386	1761	1978	3055	1630
	Tadri ...	7823	9635	12,553	7660	9057	6927	8992	6403
Total...	14,753	16,321	23,057	17,081	15,769	14,381	17,031	13,196	
HONÁVAR...	Kumta ...	457,531	463,143	356,959	308,536	652,554	625,090	631,913	636,299
	Murdeshvar ...	761	2361	3546	1802	2138	1232	3129	660
	Honávar ...	81,190	33,097	118,952	76,647	43,079	35,612	56,925	46,094
	Bhatkal ...	4930	8253	8947	7792	6212	3007	4169	4072
	Manki ...	...	...	...	...	185	450	197	565
	Shiráli ...	...	...	...	...	4411	1635	501	973
Total...	494,462	506,854	438,404	394,777	708,579	667,026	696,834	688,663	
Grand Total...	963,347	1,136,012	848,355	531,569	1,201,182	913,057	991,205	1,031,500	

The following statement shows the total trade of each customs division during the same eight years (1874-1882). Of the three divisions, Honávar, chiefly on account of its cotton, coloured wood ware, and spices, mostly sent to Bombay, had the largest trade average, and Ankola the smallest average. In Honávar, the total value of imports and exports rose from £795,006 in 1874-75 to £1,092,657 in 1878-79; it fell to £946,426 in 1880-81, and again rose to £972,993 in 1881-82. In Kárwár the total value of imports and exports rose from £645,170 in 1874-75 to £937,271 in 1875-76 and fell to £413,190 in 1877-78; in 1878-79 it again rose to £722,604, in 1879-80 it fell suddenly to £391,713 and again rose to £524,222 in 1881-82. In Ankola the highest total value of imports and exports was £35,286 in 1876-77 and the lowest £22,757 in 1879-80; in 1881-82 it was only £28,269:

## Kánara Sea Trade by Customs Divisions, 1874-1882.

DIVISION.	1874-75.			1875-76.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Kárwár ...	£ 191,038	£ 454,132	£ 645,170	£ 324,934	£ 612,337	£ 937,271
Ankola ...	8487	14,753	23,240	6614	16,321	23,435
Honávar ...	300,544	494,462	795,006	299,564	506,854	806,418
	500,069	963,347	1,463,416	631,112	1,136,012	1,767,124

DIVISION.	1876-77.			1877-78.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Kárwár ...	£ 281,020	£ 336,894	£ 617,914	£ 293,479	£ 119,711	£ 413,190
Ankola ...	12,229	23,057	35,286	16,499	17,081	33,580
Honávar ...	349,538	483,404	837,942	407,245	394,777	802,022
	642,787	843,355	1,486,142	717,223	531,569	1,248,792

## Kánara Sea Trade by Customs Divisions, 1874-1882.

## Chapter VI.

## Trade.

## Ports.

Division.	1878-79.			1879-80.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Kárwár ...	£ 245,770	£ 476,834	£ 722,604	£ 160,563	£ 231,150	£ 391,713
Ankola ...	11,801	15,769	27,070	7876	14,881	22,757
Honávar ...	384,078	708,579	1,092,657	324,373	667,026	991,404
	641,149	1,201,182	1,842,331	492,317	913,057	1,405,374

DIVISIONS	1880-81.			1881-82.		
	Imports.	Exports.	Total.	Imports.	Exports.	Total.
Kárwár ...	£ 190,040	£ 277,340	£ 467,380	£ 194,586	£ 329,636	£ 524,222
Ankola ...	9611	17,031	26,642	15,073	13,196	28,269
Honávar ...	249,592	606,834	946,426	284,325	638,068	972,993
	449,243	901,205	1,440,448	493,984	1,031,500	1,525,484

The three ports of the Kárwár group, Sadáshivgad, Kárwár, and Chendiya, had in 1881-82 a total trade worth £524,222, of which £194,586 were imports and £329,636 exports. The chief exports are cotton, native hand-made cloth, and husked and unhusked rice. These articles are partly produced in the division and partly brought for export from above the Sahyádris. The imports, most of which are for local use, are chiefly wheat, tobacco, and European cloth. The traders are Vánis, Gujars, Bráhmans, Musalmáns, Goa Christians, Europeans, and Pársis. Most of them are men of capital. The shipping is *phatemáris*, *batelás*, *machvás*, and *padávs*. Besides the local sailing craft, steamers from Bombay, Vengurla, and Mangalor, and other Malabár ports of 1000 to 2000 tons, and Arab *baglás* and other vessels of fifty to 100 tons visit the ports, anchoring about half a mile from the landing at Kárwár. *Phatemáris*, *machvás*, and *padávs* are built by local Bhandári and Gábit carpenters, and have crews varying from three to twelve who are generally local Khárvis, Gábíts, Dáldis, Bhandáris, and Ambis. The crew are paid about 14s. (Rs. 7) a month, and the captain twice as much. A trip to Bombay generally takes ten and to Madras fifteen to eighteen days.

Kárwár.

The four Ankola ports, Belikeri, Ankola, Gangávali, and Tadri, had in 1881-82 a total trade worth £28,269, of which £15,073 were imports and £13,196 exports. The chief exports are bamboos, husked and unhusked rice, horns, fish, cocoa-kernels, salt, timber, and wooden ware. These articles are partly produced in the division and partly brought for export from Dhárwár and Belgaum. The imports, though greater than the exports, are almost entirely for local use. They include husked and unhusked rice, wheat, yarn, and fish. The traders are Gaud Sárasvat Bráhmans, Vánis, Musalmáns, and Christians. Some of them trade on their own and others on borrowed capital. The shipping is *hodís*, *machvás*, and *phatemáris*. Besides the local craft, vessels of twenty to thirty-two tons from Kochin and other Malabár ports, of six to fifty tons from Goa, and of seven to sixty tons from Honávar Kumta and Kárwár, visit the ports. Tadri gives

Ankola.

## Chapter VI.

## Trade.

## Ports.

anchorage a mile from the landing at high tide to vessels of 150 tons and at low tide to vessels of 130 tons; Gangávali, a mile from the landing to vessels under fifty tons; Ankola, near the landing at high tide to vessels of eight tons and at low tide to vessels of six tons, and about a mile from the landing at all times to vessels of greater tonnage; and Belikeri, near the landing at high tide to vessels of fifty tons and at low tide to vessels of twenty tons. *Hodis*, *phatemáris*, and *machvás* are built by the local carpenters, and are manned by a captain and a crew of two to seven seamen. Besides their meals, the crew are paid 8s. to 10s. (Rs. 4-Rs. 5) a month, and the captain twice as much. On special occasions they also get rewards from the traders. A trip to Bombay with a favourable wind takes three to five days.

*Honávar.*

The six Honávar ports, Kumta, Murdeshvar, Honávar, Bhatkal, Manki, and Shiráli, had in 1881-82 a total trade worth £972,993, of which £284,325 were imports and £688,668 exports. The chief exports are cotton, cocoanuts, spices, black pepper, and betelnuts to Bombay, and grain to Kálikat, Kánanur, Mangalor, and other Malabár ports. These articles are partly produced in the division and partly brought for export from above the Sahyádris and from Maisur. The imports, which are chiefly from Bombay, Mangalor, Kálikat, and Kánanur for local use, are wheat, pulse, Italian millet or *bájrí*, sugar, camphor, figs, and cloth. The traders are Sárasvat, Chitpávan, and Konkan Bráhmans, Vánis, Musalmáns, and Europeans. Some of them trade on their own and others on borrowed capital. Besides these local traders, a few up-country merchants stay in these ports during the busy season between January and May. The shipping includes *hodis*, *machvás*, *padávs*, *phatemáris*, and *batelás*. Besides the local craft, steamers of 400 to 1000 tons from Bombay, *batelás* of twenty-five to 200 tons from Arabia and of fifty to seventy-five from Káthiáwár, and *phatemáris* of ten to 100 from the Malabár coast visit the ports. Honávar gives anchorage at about 125 feet from the landing, at high tide to vessels of sixty and at low tide to vessels of forty tons; Kumta, at about 125 feet to small vessels of four to twelve tons, and at about two miles from the landing to vessels of greater tonnage. The anchorage of the remaining four ports is generally in the sea. *Hodis*, *machvás*, and *phatemáris* are built in these ports generally by Málvan and sometimes by Kánara, Ratnágiri, and Malabár carpenters. Vessels of under ten tons are manned by a captain and crew of four seamen, and above ten tons of seven to twelve seamen. The crew are paid 10s. (Rs. 5) a month, and the captain twice as much. With a favourable wind a trip either from or to Bombay takes five or six days.

## Articles.

*Exports.*

Owing to recent changes in classification no comparison can be made of increase or decrease under the different articles of trade. The following statement gives the approximate value of the chief articles imported and exported in 1880-81. Of £1,440,448, the total value of the sea trade, £991,205 were exports and £449,243 were imports. The chief items under exports are cotton valued at £641,099 or 64·67 per cent of the exports, brought for export to

Bombay from Belgaum, Dhárwár, and other inland districts; piece-goods, valued at £27,215 or 2·74 per cent of the exports, mostly from Belgaum and Dhárwár to Ratnágiri and Málabár ports; coloured wares, valued at £10,561 or 1·06 per cent of the exports, sent chiefly to Bombay; rice, both husked and unhusked, valued at £35,129 or 3·54 per cent of the exports, sent to the Konkan and Malabár ports and to the districts above the Sahyádris; spices, valued at £218,031 or 21·99 per cent of the exports, sent chiefly to Bombay; and other miscellaneous articles, valued at £21,896, sent mostly to Konkan and Malabár ports.

Of £449,243, the total value of imports, the chief articles are twist and yarn, valued at £62,653 or 13·94 per cent of the imports, brought from Bombay to be made into hand-woven cloth; piece-goods, valued at £57,164 or 12·72 per cent of the imports, brought from Bombay for local use and for inland transport to Belgaum and Dhárwár; unhusked rice, valued at £11,513 or 2·56 per cent, brought from Malabár ports for inland transport to the districts above the Sahyádris; raw metals, chiefly brass and copper, valued at £28,491 or 6·34 per cent of the imports, imported from Bombay to be made into cooking, water, and other vessels; oil and oilseeds, valued at £17,782 or 3·95 per cent, brought from Bombay and Kochin for local use and for inland transport; salt, valued at £14,437 or 3·21 per cent, brought from Kumta for local use; silk goods, valued at £32,866 or 7·31 per cent, brought from Bombay and Madras; and spices, valued at £17,803 or 3·96 per cent, brought from Bombay and Malabár ports for local use and inland transport to Belgaum and Dhárwár:

*Kánara Articles of Sea Trade, 1880-81.*

ARTICLE.	Imports.	Exports.	ARTICLE.	Imports.	Exports.
	£	£		£	£
Live Stock ... ..	24	32	Sacking, &c. ... ..	10,305	905
Coals ... ..	40	...	Spirits and Liquors ... ..	2260	42
Coir and Rope ... ..	1743	1731	Metals ... ..	28,491	2225
Cotton Raw ... ..	1359	641,099	Oil and Oil-seeds ... ..	17,782	9485
Twist and Yarn ... ..	62,653	78	Cocoanuts ... ..	4579	1363
Piece-goods ... ..	57,164	27,215	Clarified Butter ... ..	560	375
Drugs and Medicines ... ..	1927	1251	Fish, Salted ... ..	207	139
Dyeing and Colouring ... ..	5896	10,561	„ Dried ... ..	245	651
Fruits and Vegetables ... ..	9694	2804	„ Fresh ... ..	1885	1219
Grain—			Salt ... ..	14,437	2061
Rice husked .. ..	156	22,611	Silk Goods ... ..	32,866	103
„ unhusked ... ..	11,513	12,518	Spices ... ..	17,803	218,031
Wheat ... ..	1291	668	Sugar and Sugarcandy ... ..	7543	1989
Millet ... ..	130	26	Tobacco ... ..	3344	771
Pulse ... ..	2283	594	Timber ... ..	1538	4645
Other Grain ... ..	2053	2542	Machinery & Mill-work ... ..	113	216
Gums and Resins ... ..	1388	616	Wool ... ..	4470	184
Hardware and Cutlery ... ..	1528	40	Miscellaneous ... ..	139,643	21,906
Hemp ... ..	21	...			
Hides ... ..	311	439	Total ... ..	449,243	991,205

<sup>1</sup> Kánara is not a manufacturing district. The only craft for which it is known is its sandalwood-carving. Other branches of industry which are worthy of notice are the working in metal, horn, cane, earth, and stone; oil-pressing; the making of molasses, catechu, and salt; sawing timber by steam; and the jail industries.

## Chapter VI.

## Trade.

## Articles.

## Imports.

## Crafts.

## Chapter VI.

## Crafts.

Sandalwood  
Carving.

For upwards of a century the sandalwood-carving of Kánara has been well known. The workers are the Gudgars or carvers who are found in small numbers in the sub-divisions of Sirsi, Siddápur, Honávar, Kumta, and Ankola, and who call themselves Chitars, Manu's name for artisans. They are said to have come from Goa after the establishment of Portuguese power. They carve sandalwood, ivory, and ebony with exquisite skill; they work on the lathe in wood making beautiful lacquered articles; and they make the pith crowns which are worn by bridegrooms, and the pith flowers and crests which are much used by the lower classes of Hindus during the *Shimga* holidays in March-April. They work the lathe with a bowstring of raw deer-hide, not like most carpenters with the help of a second workman. The articles made are work-boxes, cabinets, work-tables, watch-stands, glove-boxes, jewelry-boxes, writing-boxes, pen-holders, pen-stands, card-cases, chess-boards, paper-weights, paper-cutters, needle-cases, card-boxes, and various other articles. They vary in value from 2s. to £50 (Re.1-Rs.500). The carved work represents the gods and heroes of Hindu mythology, wild beasts, monkeys, parrots, and other birds, and creeper and flower traceries. The piece of sandalwood which is to be carved is carefully smoothed and polished with sand-paper and the pattern is sketched on it in pencil. The tools used in carving are of native make and are small and delicate like the needle used in English embroidery. The Gudgars generally work to order, seldom offering articles for sale except such as have been condemned by the person who ordered them. Their chief calling is engraving and painting. Although their sandalwood-carving is much liked by Europeans there is little local demand. Some of the articles carved by Subanna of Honávar which were sent to the 1867 Exhibition in Paris gained a silver medal.

## Metal Work.

Goldsmiths are found in all towns and in almost all large villages. Some of the town goldsmiths are skilful workmen and make excellent ornamental gold and silver ware. Blacksmiths are found in towns and in most large villages and their craft is well paid, though the demand for their work is not large. Coppersmiths and metal-potmakers are found in the principal towns and earn more than any other metal workers. They are chiefly Christian Kánsárs from Goa.

## Horn Work.

Fancy articles of cattle, deer, and bison horn are made by some carpenters and Gudigars with considerable skill at Kumta, Honávar, Siddápur, Bilgi, Sirsi, and Sonda. The demand for the work is small and in no place employs more than a few families. The horn is collected in the district, the price of a horn varying from 6d. to 2s. (4 ans.-Re.1). The articles made are small jewel-boxes, combs, snuff-boxes, cups, handles for sticks and knives, buttons, rings, and toys. A jewelry-box costs about 10s. (Rs.5) and a comb or a snuff-box 3d. to 6d. (2-4 ans.).

## Cane Work.

Excellent cane work, both useful and ornamental, is made at Kárwár by Chinese workmen, who were formerly convicts in the Kárwár jail. The raw material is brought from Bombay. Of the cane articles easy-chairs cost 16s. to £1 (Rs.8-Rs.10), common



chairs 9s. to 12s. (Rs. 4½ - Rs. 6), footstools 4s. to 6s. (Rs. 2 - Rs. 3), luncheon baskets 6s. to 12s. (Rs. 3 - Rs. 6), ladies' work-baskets 6s. to 16s. (Rs. 3 - Rs. 8), flower vases 3s. to 10s. (Rs. 1½ - Rs. 5), waste-paper baskets 3s. to 8s. (Rs. 1½ - Rs. 4), and cots 16s. to £2 (Rs. 8 - Rs. 20).

Pottery is carried on in most towns and villages. Red pots are made above and black pots are made below the Sahyádris. The craft thrives better above the Sahyádris than on the coast. Of stone, frying pans for native wheat and rice cakes, jugs, small flat basins to store water, and other vessels are made to a small extent at Sejvad, three miles from Kárwár, and near Chandávar in Kumta. The material used is an ash-coloured porous slate found in the neighbouring quarries. No fees are charged for quarrying the stone.

Oil-pressing is an important industry. Oil for lighting is chiefly extracted from cocoanuts and to a small extent from wild castor-seed and from the seed of the *undi* or *Colophyllum inophyllum*. The craft is followed on the coast by Ganigs and a few Christians and in the uplands by Lingáyats. The oil-presser extracts oil either on his own account or from materials supplied by husbandmen and shopkeepers. The mill, which is a rude and clumsy machine, stands in the courtyard in the house and is worked either by the hand or by a bullock. Castor and *undi* oil is used locally and large quantities of coconut oil are sent into the Ratnágiri ports and to Bombay. Besides in lighting *undi* oil is used in painting boats.

Molasses is made by most husbandmen in all parts of the district in quantities sufficient to meet the local demand. Very little leaves the district. The work begins about January and ends in May. Molasses is chiefly made from sugarcane juice which is extracted by a rude and old-fashioned mill called *gháni*. The juice is boiled in large copper or iron caldrons and stored in earthen pots. The sugarcane mill costs £5 to £6 (Rs. 50 - Rs. 60). Above the Sahyádris the molasses is hardened and made into cubical blocks by means of wooden frames. Besides from sugarcane juice Bhandáris, Komárpáiks, and Christians make small quantities of molasses from palm juice by boiling it with lime. Palm juice molasses is mostly used in sweetening coffee, as it gives more flavour than sugarcane molasses.

Catechu is made in small quantities on the coast. To make catechu the *khair* tree *Acacia catechu* is felled at any season, and after the white wood has been removed, the heart is cut into small bits, and put, with one-half the quantity of water, into a round-bellied earthen pot. It is then boiled for about three hours; and when the decoction has become ropy, it is decanted. The same quantity of water is again added and boiled until it becomes ropy, when it is decanted, and a third supply of water is given. This extracts all the substance from the wood. The three decoctions are then mixed, and next morning boiled in small pots until the extract becomes thick like tar. It is afterwards allowed to remain in the pots for two days, when it has become so hard that it will not run. Some husks of rice are spread on the ground, and the thickened juice is formed into balls about the size of oranges which

## Chapter VI. Crafts.

Earth and Stone.

Oil-Pressing.

Molasses.

Catechu.

Chapter VI.  
Crafts.

are placed on the husks or on leaves and left seven days in the sun to dry. During the dry season the balls are spread in the shade for two months and during the rains for four months. They are then fit for sale. The making of catechu was stopped for several years, but in 1880 a small contract was granted in Honávar, yielding about £364 (Rs. 3640).

## Salt.

<sup>1</sup>Up to 1878 salt used to be manufactured along the coast at Sánikatta, Kumta, Bhatkal, Shiráli, and Bailur. In 1878, under Government orders, all minor salt-works were closed, and at present (1882) Sánikatta, about ten miles north of Kumta, is the only place where salt is manufactured. The Sánikatta salt-work contains 176 *ágars* or salt-pans of which only 128 are in use; the rest are either waste or have been turned into rice-fields. Of the 128 in use, 119 *ágars*, containing in all 19,400 pans, were worked in 1880-81 and yielded 6555 tons of salt, or 3463 tons over the average of the three years ending 1879-80.<sup>2</sup> All Kanara salt-works are the property of private individuals who pay an acre assessment varying from 5s. 7½*d.* to 6s. 1½*d.* (Rs. 2¼ to Rs. 3⅙).

A few salt-makers do not begin work till February or even March, but most set their pans in order soon after the beginning of January. Salt is never removed from the pans before the middle of March or rather before *Shivarátra*. In preparing the pans the first thing is to bail out the rain-water which has gathered in them. This is generally done on contract by labourers who are paid 1s. to 1s. 6*d.* (8-12 *ans.*) the *chitta* or thirty pans. The pans vary greatly in size; on an average they are about sixteen feet long by fourteen feet broad. When the water has been bailed out the soil which was gathered during the rains is removed from the pans and eight to ten inches of salt water are let into them. The drains are closed and the water is left to evaporate. While evaporation goes on the embankments or *bándhs* and the reservoirs are repaired; and when the pans are completely dry a second supply of salt water is allowed to flow in. After this the pans are supplied with salt water every second or third day, and they are trodden one day and beaten the next until the surface hardens. The surface is then levelled and made even by drawing a plank over it, a boy or a woman standing on the plank to add to its weight. This smoothing goes on for several days until grains of salt appear here and there which are worked into the ground with a plank fastened to a long pole until a thin crust of salt forms on the surface.

The day for removing the salt from the pans is fixed by consulting the village deities. From this day forward water is let into the pans, and, except on cloudy days, salt is daily removed and is heaped at places set apart for the purpose. The work of removing the salt is done by *Ágiars* who are paid in grain. They

<sup>1</sup> Contributed by Mr. Kávasji Kharsetji Jamsetji, Acting Assistant Collector of Salt Revenue.

<sup>2</sup> The details are: 3856 tons in 1877-78, 2031 tons in 1878-79, and 3398 tons in 1879-80, giving an average of 3095 tons which is less by 3460 tons than 6555 tons, the produce of 1880-81.

## Chapter VI.

## Crafts.

## Salt.

get two *mudás* or 164 pounds of rough rice for each *chitta* or thirty pans measuring one-fifth of an acre. The average produce of a *chitta* or thirty pans is estimated at about eight and a half tons (2 *gádís* or 240 Indian *mans*). The salt is carried from the salt heaps in boats by labourers to the platform in front of the *kothárs* or salt-stores. The labourers are paid 1s. 6d. to 3s. (*ans.* 12-Rs. 1½) a *gádi* of four and a quarter tons. The salt is left on the platform to dry for about a fortnight, when, under the supervision of a Government officer, it is weighed and stored by labourers who are paid 1s. to 3s. (*ans.* 8-Rs. 1½) a *gádi*, according to the distance of the salt-store from the platform. Salt costs to make about 4d. a ton (Rs. 6½ the 120 *mans*).<sup>1</sup> The chief points in which Kánara salt-making differs from Konkan salt-making are that the salt is daily removed from the pans and is kept in salt-stores or *kothárs*.

Between 1874 and 1878, the Kánara salt trade was very dull, because more land than was wanted was set apart for salt-making. The supply was greater than the demand, and a large balance was always in hand at the close of each year. The result was a constant glut in the market which kept the price so low that the salt manufacturers made little or no profit. In 1878, all the works except at Sánikatta were closed. The whole trade in salt was thus thrown into the hands of the salt-owners of that place, who were not slow to realize their position and enhance the price. The price of 80 pounds (one Indian *man*) of salt rose from 2d. (1½ *ans.*) in May 1878 to 1s. (8 *ans.*) in May 1879. This continued to April 1880, when a large supply brought it down to 9d. (6 *ans.*), at which price it has since remained. This is the rate at which the makers sell the salt to the license-holders or retail traders who pay the duty of 5s. for eighty pounds (Rs. 2½ a *man*) and spend about 1½d. (1 *anna*) more in weighing, bagging, and carrying the salt to their shops. The total cost to the trader of eighty pounds (1 *man*) of salt is therefore 5s. 10½d. (Rs. 2½). The wholesale license-holders generally buy their salt a little cheaper than the retail license-holders. They pay £4 (Rs. 40) the *gádi* of 4¼ tons or 120 Indian *mans*, or 8d. (5½ *ans.*) the *man* of eighty pounds, while the retail licensees pay 9d. (6 *ans.*) the *man* of eighty pounds. These selling prices prevail within a distance of ten miles of the salt-works; beyond that limit prices increase proportionately to the distance travelled.

The retail license-holders do not actually retail the salt, but sell it at 6s. 7½d. for eighty pounds (Rs. 3½ the *man*) to consumers who can afford to buy so large a quantity at one time, and to shop-keepers who retail it to petty consumers at ¼d. (¼ *anna*) the *sher* of thirty-two *tolás* or at about 1d. the pound or 7s. (Rs. 3½) the Indian *man*. The wholesale license-holders generally trade with up-country

<sup>1</sup> The details are : The total cost of making one *gádi* or 120 *mans* of salt is 7½d. (5 *ans.*) for raising water at the rate of 1s. 3d. (10 *ans.*) the *chitta* or two *gádís*; 6s. 6d. (Rs. 3½) for tilling at the rate of two *mudás* of rice or 13s. (Rs. 6½) the *chitta* or two *gádís*; 2s. (Re. 1) for carrying the salt to the platform; 2s. (Re. 1) for storage; and 1s. 3d. (10 *ans.*) for thatching salt-stores; giving the total cost of 12s. 4½d. (Rs. 6¼).

Chapter VI.  
Crafts.

merchants and carriers. They have their shops on the Sahyádrí roads and sell 160 to 8000 pounds (2 to 100 *mans*) at a time. Their rates are lower than those of the retail license-holders as they sell a two *man* bag at 12s. 3d. to 12s. 6d. (Rs. 6½ - Rs. 6¼) or at 6s. 1½d. to 6s. 3d. for eighty pounds or Rs. 3¼ to Rs. 3½ the Indian *man*.

Steam Saw Mills.

The Kannigeri saw-mill, about five miles north of Yellápur, was started in 1875 under the supervision of Colonel W. Peyton, the Conservator of Forests, at a cost of about £6100 (Rs. 61,000). The mill lies in the heart of one of the chief Kánara forest tracts. The machinery includes four plain circular and one cross cut saw, worked by three steam engines each of twelve horse-power. The mills are in charge of a European sub-assistant conservator of forests who is a trained mechanical engineer, and who is assisted by one foreman, one head stoker, one assistant stoker, one oilman, one carpenter, two messengers, and one sweeper besides a store-keeper. The yearly cost of the establishment is £795 (Rs. 7950). The average number of hands entertained is thirty-three; when there is a press of work additional hands are taken on. In the beginning the mill worked at a profit, but in 1879-80 and 1880-81 the demand for sawn timber from Belgaum and Dhárwár fell so considerably that the working of the mill showed a small loss. In 1882 it again yielded a small profit and in 1883 and probably for several years to come the large demand from the contractors of the West of India Portuguese Railway will ensure good returns.<sup>1</sup>

Jail Industries.

The chief jail industries are cane work, weaving, and carpentry. Between 1863 and 1870, during which there were several Chinese convicts in the jail, the cane work was excellent, but, since their release in 1870, the work has declined. Up to 1882 two handlooms turned out excellent shirt cloth, chequered table-cloths, napkins, towels, coarse cotton carpets, and coarse cloth, which had a ready sale in Kárwár. Since 1883, to encourage private enterprise, these jail industries have been stopped. Of carpentry, neat boxes, chairs, cots, tables, tools, and benches are made by long-termed prisoners.

<sup>1</sup> The details are: In 1875-76 a profit of £1881; in 1876-77 a profit of £666; in 1877-78 a profit of £385; in 1878-79 a profit of £389; in 1879-80 a loss of £222; in 1880-81 a loss of £227; and in 1881-82 a profit of £10.