CHAPTER – VIII
RAILWAYS, INDUSTRY AND SWADESHI

Railways, industry and swadeshi are co-related. Under the British rule construction of railways carried on with great pace, as it was in many ways beneficial to the colonial rulers. Whereas the development of industry was completely neglected. The introduction and development of railways promoted foreign trade mainly the industrially produced goods of Britain were sold in interiors of India, this automatically killed the centuries old indigenous industries. Because they could not compete with the goods. Thus ultimately India was transformed to subserve the interests of England by exporting raw material like cotton etc., and importing manufactured goods. And the colonial rulers under pressure from Lancashire and Manchester not only halted any industrial development, but suppressed such efforts to eliminate any competition. Thus, the nationalists after partition of Bengal in 1905 took brave step and advocated Swadeshi i.e. use of indigenous manufactures and boycott of foreign goods.

Railways

After prolonged proposals to build railway in India and constant pressure exerted by the railway promoters, financiers, mercantile houses trading with India, and the textile manufacturers of Lancashire. The Secretary of State for India signed the first railway agreement with the East India Railway company and the Great Indian Peninsular Railway Company in 1849.¹

The motives behind the introduction of railways can be seen in the minute of Lord Dalhousie (1853). He said that the introduction of railway in India could be beneficial as a market for British manufacturers and a supplier of agricultural raw
materials. Further, it would provide an opportunity to invest British Capital, and most importantly the railways enables more rapid mobilization and movement of troops of every nook and corner of British territory in India.2 Earlier Lord Hardinge, the Governor General of India reported that India offered remarkable facilities for building railways which would be of immense value to the commerce, government and military control of the country.³

It is very clear from these statements that the introduction of railways was well thought colonial plan, on the one hand the railways would help for the movement and mobilization of troops to control territories, and on other British manufacturers could quickly reach the interiors and also the raw materials could be obtained. As a matter of fact with this view the colonial rulers developed railways in India and not for the needs of Indian people at that particular time.

To begin with the railway construction was carried on by the private companies, who were guaranteed a 5 percent interest on their capital. Broadly the construction of railway in India can be divided in three phases.

I. Old Guarantee System 1849-69
II. State Construction and Ownership 1869-79
III. The Modified Guarantee System.⁴

The first phase was the worst, because under the guarantee system the cost of the railways constructed before 1869 proved to be very high and uneconomical, it causes heavy revenue loss to India, as the Government promised to pay 5 percent interest on the invested capital, but the return did not compensate the investment while Lord Dalhousie had estimated the average cost of railways to be £ 8,000 per mile, it
actually came nearly £ 18,000 per mile which excluded the cost of land. However, R.C. Dutt had estimated the cost £ 30,000 per mile in East India. The Great Indian Peninsular Railway completed the first railway line between Bombay and Kalyan (32 miles) in 1853. The same company agreed to construct extensions at a minimum interest of 4½ per cent on the outlay, but this rate was increased to 5 percent whenever shares were issued. This 5 percent interest cost dearly to the Indian exchequer. R.C. Dutt provided the sums which the Government of India had to pay to the railway companies from year to year, to make up the guaranteed interest are as follows.

<table>
<thead>
<tr>
<th>Year</th>
<th>East Indian Railways (£)</th>
<th>Great Indian Peninsular Railway (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1849</td>
<td>5,602</td>
<td>--</td>
</tr>
<tr>
<td>1850</td>
<td>17,471</td>
<td>3,062</td>
</tr>
<tr>
<td>1851</td>
<td>37,185</td>
<td>6,319</td>
</tr>
<tr>
<td>1852</td>
<td>45,234</td>
<td>16,310</td>
</tr>
<tr>
<td>1853</td>
<td>52,071</td>
<td>22,825</td>
</tr>
<tr>
<td>1854</td>
<td>88,884</td>
<td>25,002</td>
</tr>
<tr>
<td>1855</td>
<td>195,730</td>
<td>30,002</td>
</tr>
<tr>
<td>1856</td>
<td>297,390</td>
<td>60,370</td>
</tr>
<tr>
<td>1857</td>
<td>354,511</td>
<td>116,612</td>
</tr>
<tr>
<td>1858</td>
<td>433,968</td>
<td>175,289</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,528,046</strong></td>
<td><strong>456,049</strong></td>
</tr>
</tbody>
</table>

The figures clearly indicate that the interest over the capital invested has increased year after year, and the loss to the people of India increased, as the railway lines were extended. But so long as the interest was guaranteed, the railway companies made their earnings.

The Great Indian Peninsular Railway Company was responsible for the construction of railways in Bombay Presidency including Bombay Karnataka or
Southern Maratha country. Three systems of Railways viz., the East Deccan or Hotgi-Gadag, the South Deccan or Bellary-Marmgoa, and the West Deccan or Poona-Londa railways were constructed in Bombay Karnataka. These lines besides joining Belgaum with Poona a distance of 242 miles, the railways linked Belgaum with the rising part of Marmgoa, which lay at a distance of 101 miles. The West Deccan joined the southern Maratha Railway at Londa, a village of the Belgaum district which was 31 miles due to south of Belgaum and 70 mile due east of Marmgoa. From Londa the line turned due east passing Dharwar, Hubli, Bankapur, Haveri and Ranebennur, and from then entered Mysore via Harihar.

Another line of railway entered the Bombay Karnataka from Sholapur, from Sholapur via Bijapur, Bagalkot, Badami came to Gadag from where one branch was thrown into the then Nizamik territories and another linked Gadag with Hubli. By 1884 all these lines were opened for traffic.

As far as Railways in Bombay Karnataka are concerned it is very clear that the routes from parts like Bombay and Marmgoa were sketched with the intention of traversing the important agricultural tract of Bombay Karnataka particularly the cotton tract, so as to facilitate the export of cotton to the Lancashire and Manchester industries. As a fact, the above mentioned lines commanded the whole of the cotton growing area of Bombay Karnataka. As a result the railways stimulated both exports and imports by enormously widening the area both export of raw cotton and import of manufactured goods. Hence the two important cotton trading centres of Hubli and Gadag were linked with that purpose.
The lines which traverse the Hubli taluka were opened for traffic on 1st July, 1885. The two lines which connect at Hubli via Gadag with another branch line northwards from Gadag to Bijapur and other the Bangalore branch passed respectively through the middle and near the western edge of the great cotton and wheat growing area. Raw cotton and such articles of export from Bombay Karnataka sent to Bombay from Hubli.\textsuperscript{16}

\begin{table}[h]
\centering
\begin{tabular}{|l|c|}
\hline
\textbf{District} & \textbf{Total mileage} \\
\hline
Belgaum & 132 \\
Bijapur & 127 \\
Dharwar & 199 \\
Kanara & 45 \\
\hline
\textbf{TOTAL} & \textbf{503} \\
\hline
\end{tabular}
\caption{The railway mileage in the Bombay Karnataka\textsuperscript{17}}
\end{table}

As it is well known fact that the colonial rulers wanted more and more benefit, they always looked for promoting trade in their own interest. Therefore to export the exploited wood of Kanara forest to Bombay and other European countries Alnavar-Dandeli railway line was constructed. The plan was solely to run goods train carrying woods and other valuable sources of Kanara forest. The line was opened for traffic on February 1, 1919. The distance covered was 19 ½ miles. Even today this line exists, but it is hardly used. The importance of that line was such that within a year, the traffic on the Alnavar-Dandeli increased to 6,000 tons.\textsuperscript{18} Since, Kanara produced best quality woods, this Alnavar-Dandeli line gained importance, and accelerated the forest exploitation for that purpose, as we have seen in the chapter forest the reserved forest year after year increased, which caused great hardship to the people of Kanara. Although the Alnavar-Dandeli line was opened for passenger traffic in 1924, it hardly run, even now this line is not used for
passenger traffic, because this line lies entirely in forest, population is very low. Here
one thing has to be noted that the government never bothered whether it rapid the
capital invested or not, as a result the railways were in loss, so in the long run the
construction of railways cost dearly, with a guarantee of 5 percent, capitalist agreed
to anything, they did not care really very much whether it succeeds or fails, 5
percent was such as good rate of interest that they were content to get that and not
really look after what is done. Hence the cost of railway were more than what it was
to be.19 Thus the railway company operated as profit maximizing entity. So the
nationalists pointed out that Indian railways were not a commercial success, as they
failed to self support, and even could not pay the interest to the capital invested.
Further the losses were borne not by the foreign investors, but by the government
and therefore by the Indian people consequently the nationalists repeatedly stressed
that burden was unbearable.20

Interestingly enough, the colonial rulers claimed that the railways were
beneficial to Indians. The committee on railways construction said that the
construction of railways should be carried on vigorously, and it gave following
reason for that (1) as a tool to prevent famine, (2) for development of internal and
external trade, (3) to stimulate the growth of more remunerative, (4) opening up a
coal fields, and (5) to improve the economic condition of the people.21 In fact, the
British Indian authorities declared that railways would help eradicate poverty and
famine.22 But the nationalists criticized the colonial policy of railway construction.
Among the various negative effects on Indian economy due to railway development
was increased in the drain of wealth from India.23 Firstly, in the mode of
employment of Englishmen, all the high posts were given to the English people, who
took away large amount of their salary to England. The salaries of all Europeans were the highest paid in the world at that time, so enormous amount of wealth drained out of India. Secondly with the political control over India the railway were built with foreign capital. It consisted remittance of a large amount of money in the form of interest and profits, payments for the imported materials and the expenditure on the establishment in England.24

The Mahratta dated March 3, 1912 wrote on Indian Railway Policy, the system of railway in India has been a dead-weight on Indian finance. From 1848-1894 the whole system cost, the Indian ryot full 55 crores. Further, the Mahratta gave data given by D.E. Wacha. The capital outlay increased from 339 to 439 crores i.e. by 3% per annum, while the gross earnings rose by 12.16 crores or 36.20%, the gross working charges increased by 60% that is to say the working charges increased by nearly double the rate of earnings. The net earnings, leaving the working charges, are extremely low. The economic loss is not the only evil feature of the system of railways extreme indifference to the interests and wishes of Indians.25 Thus it was believed by the nationalist that the railways being promoted in India, because they provided direct employment to the British people. The servant of India dated 7th December, 1922 wrote, it is possible to spend usefully anything between £ 30 and £ 50, millions in developing and improving railways in India which would bring Britain enormous direct employment, we quite agree that £ 50 might be spent on Indian railways but why should that necessarily being employment to Britain?26

G.V. Joshi in his article, ‘The Economic Results of Free Trade and Railway Extension’ wrote referring to Report on Indian Railways for 1882-82 by colonel Stanton’s, the guaranteed railway lines, extending over 6204 miles, have cost in
original construction and repairs nearly 106½ millions of pounds, or nearly £ 17,000 per mile. The interest on the capital advanced was nearly 5 millions of pounds. The net traffic receipts, after deducting the expenses of management, come about £5,60,000. The excess of net receipts over the interest charge was thus taking all the guaranteed lines together, about £ 650,000. Some of these lines have paid surplus profits since 1877-78, but considered in their financial bearings as burdens on the state's resources. This small surplus of £ 650,000 on an expenditure exceeding £100,000,000 can hardly be considered as very satisfactory. For the whole period of 25 years, the arrears of interest paid by government to the guaranteed companies have reached a total of 32½ millions. If this sum added to the account of capital expenditure, raise that amount to nearly 140 millions of pounds. The value of the land which the state gave free of charge to the companies was not included in the capital account. So also the loss by exchange incurred by government, in consequence of the interest amounts being made payable in gold to England holders of Railway stock, has not been included. Making these additions, the capital account of expenditure comes to nearly 150 millions of pounds, and calculation of interest on this sum, the net receipts fall short of the interest charge by more than two millions of pounds. These figures clearly show that the railway construction in India recklessly drained Indians wealth.

G.V. Joshi further said, in all under the three different systems, ten thousand three hundred milers of rail have been constructed throughout India by 1884 by an expenditure of 145 crores of rupees, and the net earnings of these exceed 7 crores, after deducting maintenance and working charges. About 40 crore have been paid as arrears of interest during the same period. And adding this amount to the capital
expenditure, the proportion of net profits was about four percent. While the government promised to pay 5 per cent interest, then we can say that the construction of railway at that time drained huge India's wealth.

The second most important effect of railways was the injury to the industrial progress, (we shall discuss it later under Industry) by taking away the raw materials and bringing the manufactured productions destroyed the indigenous industries, and for that reason they did not develop any new industries.

Thirdly, the railways hampered the expenditure on irrigation. The parliamentary select committee of 1884 had recommended rapid extension of railways on the plea that they would give protection against famines. While the famine commissions recommended both Railway and Irrigation to prevent famines. But as we have seen the railway brought huge loss to Indian people while as R.C. Dutt said irrigation works paid, and more than paid, from the very commencement, irrigation works were converted into a source of revenue, irrigation secured crops, increased the produce, and averted famines in year of drought. The pertinent question asked by the nationalist leaders was that railways could bring food grains but when then was no money to purchase, how can they get the food grains, thus they favoured irrigation, because irrigation could give them food. Despite of all these cry the government spent more money on railways. As far as Bombay Karnataka is concerned the development of irrigation was of utmost importance, because the Bombay Karnataka especially the district of Bijapur suffered the most but over all the government took very little interest to develop irrigation except few like Gokak canal, that too half heartedly the government seldom spent on irrigation. For example the Doni scheme was abandoned because it could cost more. This obviously
shows that although the Alnavar-Dandeli line was not important for passenger traffic but spent huge money to construct the railway, there with a motive to gain more profit, they never faced shortage of amount but to develop irrigation. They always felt shortage of money. The result of this policy in long run was that the Bombay Karnataka reason still remained backward, whereas the princely state of Mysore with timely development of irrigation transformed the barren tract into ever smiling green tract, because the princely ruler was Indian and spent largely on irrigation but colonial rulers on the other hand why should they bother, they always looked for benefits and not expenditures.

Let us see R.C. Dutt extracted the following figures from the statistical abstract showing the expenditure on railway and on irrigation from imperial funds:\textsuperscript{32}

<table>
<thead>
<tr>
<th>Years</th>
<th>State Railways (£)</th>
<th>Irrigation works (£)</th>
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</thead>
<tbody>
<tr>
<td>1870</td>
<td>743,862</td>
<td>2,695,465</td>
</tr>
<tr>
<td>1871</td>
<td>449,372</td>
<td>718,438</td>
</tr>
<tr>
<td>1872</td>
<td>644,620</td>
<td>983,854</td>
</tr>
<tr>
<td>1873</td>
<td>1,413,649</td>
<td>770,920</td>
</tr>
<tr>
<td>1874</td>
<td>2,354,625</td>
<td>1,198,682</td>
</tr>
<tr>
<td>1875</td>
<td>3,014,180</td>
<td>1,235,391</td>
</tr>
<tr>
<td>1876</td>
<td>3,165,184</td>
<td>1,104,445</td>
</tr>
<tr>
<td>1877</td>
<td>2,865,861</td>
<td>943,423</td>
</tr>
<tr>
<td>1878</td>
<td>3,984,968</td>
<td>806,084</td>
</tr>
<tr>
<td>1879</td>
<td>3,327,888</td>
<td>794,654</td>
</tr>
<tr>
<td>1880</td>
<td>2,680,493</td>
<td>598,837</td>
</tr>
<tr>
<td>TOTAL</td>
<td>24,644,702</td>
<td>11,851,193</td>
</tr>
</tbody>
</table>

It clearly shows that the government always spent more on railway rather than irrigation. Even the Famine Insurance grant which collected from 1878 to undertake relief measures was utilized for railway construction and not for irrigation.\textsuperscript{33}
D.E. Wacha criticized this policy of government and statistically exposed the reality, the total expenditure on productive and protective irrigation works in 1900-01 was 34.27 crores with an irrigated area of 1.16 crores of acres. In 1909-10 the capital outlay has reached 45.42 crores with an irrigated area of 1.45 crores. The increase in the capital outlay fell short of the recommendations of the commission by over 9 crores. The irrigated area too shown but a poor advance. On the other hand the railways has advanced at rapid strides the number of miles open in 1901 was 25,370, while in 1910 it was 36064, the outlay in 1901 was 339.17 crores, brought hardly a dividend of ¾% to the Indian tax payer, while irrigation brought nearly 6 and 7%. And yet after year capital from 10 to 15 millions sterling is being invested in rising quantity on railway. During the decade, D.E. Wacha shows, while revenue increased by 24.3%, expenditure rose by 28.9% i.e., rate of expenditure exceeded that of revenue by 4-6% in ten years. This proves that the government despite of all such criticism and public opinion spent more on railways. R.C. Dutt said in 1903 when we turn from railways to the subject of irrigation works, we turn from unwise extravagance to equally unwise niggardliness.

The nationalist leaders favoured irrigation over railway because, it could prevent drain of wealth, it was far more effective and reliable remedy against famines than railways. Railways were only a palliative that could of a famine, while irrigation went therefore, prevent a famine. The irrigation could increase the production of food grains, while the railways helped for the export of food grain out of India. Another benefit was that irrigation could provide employment to Indians, while the railways provided employment to Europeans. Thus the nationalists agitated for irrigation development than railways.
To sum up the British Government developed railways against the wish of India. They neglected needs, particularly industrial needs and was mainly meant to serve British economic and political interests. Tilak said that the appliances like railways, telegraph, and roads were of little benefit to India at that particular stage of its development. They were just like 'decorating another's wife'. However, in the long run the railways proved beneficial to India, of course the drain of wealth and destruction of indigenous industries were negative effect of railways, but the railway helped for the growth of nationalism. The railways facilitated the leaders of one part of India to meet and share his view with the leaders of other parts. The railways in Bombay Karnatak helped for the educated to go to Bombay and Poona and there they come in contract with nationalist leaders, on their return they spread the spirit of nationalism among the masses.

Industry

The establishment of British rule in India endeavours were made, to suppress Indian manufactures and to extend British manufactures. The import of Indian goods to Europe was repressed by prohibitive duties, the export of British goods to India was encouraged by almost nominal duties. The British Government deliberately designed a policy to procure the raw materials of India and transform India as market for the consumption of British manufacturers, as a result Indian handicraft industries were ruined. The British manufacturer, in the woods of the historian Horace Hayman Wilson "employed the arm of political injustice to keep down and ultimately strangle a competitor with whom he could not have contended on equal terms." The British used their political supremacy over India and crush Indian handicraft industries. This policy resulted in transformation of India into
merely an agricultural country producing raw materials to feed the industries of England. Surendranath Banerjee in his presidential address to the Congress in 1902 said, 'This was not the state of things in the past, it was the manufactures of India drew Europeans to the shores of India. The European traders were first attracted, not by our raw produce, but by our manufactures. The fame of the five muslin of Bengal, her rich silk, and brocades had spread far and wide in Asia as well as in Europe. Where are they now? They have practically disappeared. \(^4^1\) The similar thing happened in Bombay Karnataka. Before the advent of British the village industries were an integral part of the balanced and self-sufficient village economy. The handicraft industries were able to meet all village requirements. The gradual process of destruction accelerated with the introduction of railways or we can say the direct negative impact of railway in Bombay Karnataka was the complete collapse of indigenous industries.

The chief handicrafts of Bombay Karnataka were dyeing of cotton yarn, the weaving of coarse cloth and silk and cotton piece goods, the weaving of carpets, the weaving of blankets and the making of copper and brass vessels, eastern pots, shoes, paper, saltpeter and sandal wood grindstones. \(^4^2\) Among these the cotton and silk weaving industry was the largest, as Bombay Karnataka was largely growing cotton, the weaving industry provided employment to large number of people. In Bijapur district Bagalkot, Chadchan, Golgeri, Guledgud, Ilkal, Kamatgi, Sulibhavi, Naltvad, Rampur, Sindagi \(^4^3\) were the chief centres of weaving, while in Dharwar Annigeri, Betigeri, Dambal, Gadag-Betigeri, Garag, Hubli, Lakundi, Nargund, Navalgund etc. were the important centres of weaving. \(^4^4\)
The chief crops produced in these centres were cotton and silk coverlets or pasodis, coarse waistcloths or dhotras, coarse women’s robes or saris, coarse cloth or khadi, bodice or kubsas, headscarve or rumals, capets, gudars or booth-cloths, jajam or floor cloth, hats. Bagalkot, Gudur, Hungund, Ilkal, Kamatgi, Hungund were famous centres for producing fine women robes, Badami was famous centre for Pitambars or silk waist cloths. While Gajendragad, Guledgud, Kerur were famous for Bodice cloth Carpets were largely woven at Bijapur, Ilkal, Kolhar and Sulibhavi.

These hand woven products were made in homes and they were sold by the weavers either to local cloth-dealers or to the people on market days. They not only fulfilled the local demands, but largely exported for instance goods produced in Bijapur district were exported to Sholapur, Vengurla, Poona, Ratnagiri while the products of Dharwad were exported to North and South Kanara and Belgaum and Shahapur, from Belgaum and Shahapur it went to the coast for sale. Especially from Gadag-Betigeri it was also sent to Sholapur, Pandharpur, Mudhol, Jamkhandi, Jath and Sangli. These facts were written in the Gazetteer of the districts published in 1884 that shows that till then the districts of Bombay Karnataka not only produced what it wanted but also largely exported. But these predominant handicraft industries completely destroyed soon after the introduction of railways. As the Dharwar Gazetteer itself hints that ‘As the hand-made yarn sells dearer than the machine-spun yarn and also requires more labour in weaving, the cost of weaving cloth out of hand-made yarn is about twenty-five percent higher than of weaving cloth out of machine-spun yarn’. How can a normal man compete with the machine made cheap goods under such circumstances. Again the Gazetteer hints that the railways destroyed the handicraft industries because, firstly, during famine
the prices of grain rose, thus the cost of living went up. Therefore people never tried to purchase the handicraft products, which were costly compared to machine made goods. Secondly, the railways flooded the local markets with machine made cloths brought from Bombay. Thus we can strongly argue that the railways directly culled the handicraft industries of Bombay Karnataka and facilitated the export of raw cotton.

G.V. Joshi asserted 'the railway policy had had the effect of stamping out' the native industries in an astonishingly short space of time' and of drawing the nation down a fatal included plane to the verge of bankruptcy and ruin. It was obvious that if railways would not have developed at lightening speed the destruction of handicraft industries would have delayed. The railway development at that particular time was not conducive to the growth of India which was completely neglected in the interest of the prosperity of the manufacturing interests of England, which was their one-sided action, directed with such remarkable vigor, in favour of a single industry created a helpless situation.

Ranade said 'the development of railway' only made competition with Europe more helpless over large areas, and facilitated the conveyance of Foreign goods, to an extent not otherwise possible, it had 'except in a few presidency towns, killed out local indigenous industries, and made people more helpless than before, by increasing their dependence and pressure on agriculture as their only resource. In fact the worst consequence of destruction of indigenous industry was increasing pressure on agriculture, which remained as the sole industry for survival. This heavy dependence on agriculture caused irreparable damage, whenever famines visited, which was recurrent phenomena in Bombay Karnataka. It was for this reason the
nationalists suggested to review the handicraft industries to prevent famines. R.C. Dutt asserted in his presidential speech to INC in 1899, 'All our village industries, like spinning and weaving have been killed by a free competition with the steam and machinery of England. Our cultivators and even our village industrial classes, therefore, virtually depend on the soil as the one remaining source of their subsistence.' He suggested to prevent famines it is necessary to review the handicraft industries.53

The destruction of handicraft industries permanently made India handicap, so that without Britain's assistance she could not live in the words of Sir Henry Cotton "The arts of spinning and weaving, which for ages afforded employment to a numerous and industrious population have now become extinct. Families which formerly were in a state of affluence have been reduced to penury."54 Under the colonial rule agriculturist and handicraft artisan class suffered the most than anybody. Sir James Caird asserted, 'there is no class of men whom our rule has pressed harder upon than the Indian weaver and artisan.'55

Having destroyed handicraft industries the colonial rulers made whole hearted efforts to grow cotton in India. We have discussed in Chapter V, that American variety cotton was introduced in Bombay Karnataka. They encouraged the cultivation of cotton to feed the English industries, several experiments were carried on, despite of refusal by the local cultivators, pushed its cultivation by announcing gold price for its cultivation. This kind of interest was never shown in growth of food grains. R.C. Dutt said, 'parliament inquired how cotton could be grown in India for British looms, not how Indian looms could be improved, select committees tried to find out how British manufactures could find a sale in India, not how Indian
manufactures could be reviewed. Why should they do that they wanted a market for their goods, they got, they wanted raw cotton to feed the Lancashire and Manchester could be grown in India and made very effort to grow the cotton they wanted. For instance with that purpose they encouraged American cotton in Bombay Karnataka. It is export from Bombay rose to the value of £ 148 lakhs in 1862-63 as against only £ 93 lakhs in the preceding year. Next year the export jumped further to the tune of £ 280 lakhs and to £ 304 lakhs in 1864-65. IT was mainly due to the American civil war.

New Industries in Bombay Karnataka

The colonial rulers did not make any effort in the direction to replace the destroyed handicraft industries by new modern industries. The Exception being the English owned textile mills.

The Gokak Mills

The Gokak mill lies near Gokak falls in Belgaum district, it was the dream of Englishman Mr. Alexander Campbell. It was registered in London in 1885 and the mill was started with a capacity of 6000 spindles. In 1890 the spindles capacity was increased to 30,000. It was also called as the Gokak Water Power and Manufacturing Company. The mill was established with the purpose of preparing yarns for handlooms, weaving and knitting of yarns. It is important to note that the Gokak mill was established for yarn production and not cotton cloth manufacture. There were other minor cotton pressing factories. In fact, the first attempt to press cotton was made in 1836. The Bombay Government established screw presses at Dharwar, Gadag, and Navalgund. In 1855 Messrs. Brice and Company bought some presses from the Government factory and worked them in Dharwar. In 1873-74
Messrs. P. Chrystal and Company started the first full pressing at Gadag in Dharwad district. From 1876-77 four steam full-presses have been at work, two at Gadag and two at Hubli. Of these the two steam presses at Hubli and one of the two at Gadag were owned by Messrs. Framji and Company and the other one at Gadag was owned by the West Patent Press Company. It makes it clear the few ginning and pressing industries were developed. The intention was to send cleaned cotton to England, so that the industries of England could directly use the cotton to manufacture cloth. The Bombay government never encouraged any large scale industries in Bombay Karnataka even the industries like the Bombay Spinning and Weaving Company (1874), Bombay Untied Spinning and Weaving Company (1860) which established in Bombay and helped to become Bombay the home of textile industry in India, were suppressed with unfair trade practices to eliminate the competition with Britain's industries. In fact, the Lancashire manufacturers afraid of losing their market in India, so the Manchester Chamber of Commerce and Lancashire urged the government to repeal import duties to facilitate import of British goods into India In 1894 the old import duties were reviewed with slight modifications. A 5 percent duty was imposed on cotton goods and yarns imported into India, and a countervailing duty of 5 percent was imposed on such Indian cotton fabrics as competed with the imported goods. In 1896, cotton yarns were freed from duty, but a duty of 3½ per cent was imposed on cotton goods imported into India, as an excise duty of 3½ per cent was imposed on all goods manufactured at Indian mills. So the 'infant mill industry of Bombay, which aroused jealously' said R.C. Dutt instead of receiving help and encouragement, was repressed by an excise duty unknown in any other part of the civilized world. So the nascent Indian cotton industry was crushed to avert the competition.
Wood Based Industries – To exploit the forest sources of Kanara few wood industries were opened. The Ittanbail Saw Mill, Yellapur Saw Mill, Sambrani and Kirwatti Saw Mill.\textsuperscript{64} The Dandeli Saw Mill was the most important saw mill in Bombay Karnataka. It was started by the forest department in 1917.\textsuperscript{65} It provided a surplus revenue to the government. The following figures shows how the Dandeli Saw mill was beneficial.\textsuperscript{66}

<table>
<thead>
<tr>
<th>Dandeli Saw Mill</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Item</strong></td>
</tr>
<tr>
<td>Revenue</td>
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<tr>
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It makes clear that the British Government promoted only those industries, that either directly brought huge benefit, as in the case of Dandeli Saw Mill, or if it helped to procure pure cotton and yarn, as in the case of Gokak or mills at Hubli and Gadag. To sign off the destruction of handicraft industries on the one hand and the deliberate suppression of new modern industrial efforts on the other had a far reaching effects on Bombay Karnataka. The region even today remained backward, whereas the princely state of Mysore, which was subjected to indirect British rule, with able assistance from visionary Dewans like M. Visveshwaraya, the rulers of Mysore not only encouraged handicraft industries but took brave steps in opening several modern industries like Mysore Spinning and Manufacturing Ltd. (1884), Hydro-electric Power Generation at Shivansamudra, Government Sanal Oil, Soap factories etc.\textsuperscript{67} transformed the life of people as result the tract of old Mysore territory is well advanced in comparism to the North Karnataka (old Bombay Karnataka).
The article headed ‘predecessors compare favourable with their successors’ of Kal dated 18 Oct., 1901 desire complete reproduction. The Muhammadan regime in India was preferable to the present regime in the interest of industrial progress. Industries are to the nation what the limbs are to the body. The Muhammadan conquerors were a noxious to spread their religion in the country but they were no so cruel as to cripple the indigenous industries and thereby to maim the nation. They indeed held the Koran in one hand and the sword in the other, but they never offered to the people a choice between foreign commodities and export or excise duties on indigenous products. The Moghal emperors never felt jealous of native superiority in industrial skill, and indeed often wore fine fabrics of Hindu manufacturers on his body. Never did it occur to him to impose duties with a view to discourage Hindu industries. British policy on the other hand is quite different. Indian industries have been ruined and consequently vast field of employment have been closed to natives. The only cause of this deplorable state of things is the selfishness of England’s commercial policy. Horace Wilson has said somewhere that in 1813 the difference between the prices of England and Indian textile fabrics was great that the Indian article could be sold 50 or 60 per cent cheaper than the home products in the English market. But the succor of the home manufacturer, and a duty of 70 or 80 percent was levied in England on Indian imports the sole object being to ruin the Indian industry. This duty was repealed, when the object was gained, but in the meanwhile fine fabrics had ceased to be turned out by Indian looms, and the native artisans had forgotten their trade with their means of subsistence thus snatched away the people of India began to die of starvation. But after some time it appeared as if all hope had not disappeared. Industrial mills were opened in Bombay and Calcutta, and at first they began to prosper. This gave the government
cause or apprehension, and the imposition of an excise duty on the produce of these mills was the result. Thus Indian industry, which showed some faint signs of making head against foreign competition, has been completely crushed. Mr. R.C. Dutt says that no civilized nation levies any excise duty as is done in India. What is said above of cotton industry is equally true of every other industry.68

The early nationalist leaders realized that lack of industrial growth was the major economic problem and said that India's poverty was the result of industrial prostration which in turn resulted from the destruction of the indigenous industries and the failure of the modern machine industry to grow rapidly enough to compensate adequately for this destruction.69 To R.C. Dutt, this displacement of Indian manufacturers by foreign products formed one of the saddest chapters in the history of British India.70 The rapid decline of rural handicraft was due to the deliberate policy of selfishness and cruel injustice adopted by Britain. The British merchants and industrialists encouraged their own industries neglecting its impact on India as a result India became export of raw materials and importer of manufactures and even the modern industries which developed in Bombay were strangled with discriminatory duties. Thus the nationalist leaders, began to agitate against these policies. The INC repeatedly (1896, 1888, 1897, 1899, 1902) asked the government to review the handicraft industries as a means to prevent famines. Ranade, Joshi and other nationalist leaders demanded rapid industrialization of India on the modern lines and they constantly stressed to introduce modern industries. The nationalist leaders also realized the lack of capital in the country to develop industries.
One of the most important demands of the nationalists was the introduction of technical education in the country. G.V. Joshi, impressed by the industrial schools and colleges, suggested that there should be state-aided technical education in the country. Government should provide for a number of scholarships to induce Indian students from technical schools to go to Europe for studies. The INC took up the cause of technical education at its third session in 1887 and demanded that, having regard to the poverty of the people, the government should, inter alia, elaborate a system of technical education. In fact, the INC reiterated this request in 1891, 1892, 1893.

In 1909, the session of INC, Madan Mohan Malaviya said, 'if vast millions of people in this country are to be rescued from poverty, if new avenues of employment are to be opened and prosperity spread over the land, it is essential that an extensive system of technical and industrial education should be introduced in the country.' The Karnataka Patra dated 27th June, 1904, discussing Sir Lepel Griffin’s remark that government should send about 2,000 students to foreign countries to acquire technical education, wrote: ‘unfortunately for us, Sir Lepel Griffin’s advice will not be palatable to the Government of India, our rulers are able to spare money for Boundary Commission and aggressive expedition into foreign countries. They can also easily find funds for giving promotions to British officers. Why should our rulers bother themselves about matters which do not bring profit to them? Why should they care for the regeneration of Indian arts and industries? When such regeneration will be only detrimental to British trade?’ The colonial rulers never took steps to provide education, and the wonder was that the initiative made by
Indians were suppressed. For instance, J.N. Tata set aside a sum of 30 lakhs of rupees and proposed to establish a Research Institute. But Lord Curzon threw cold water upon the scheme by doubting its utility and raising number of objections. All these deliberate suppressive policies towards industrial development provoked nationalists to take different step and the response came in the form of Swadeshi movement after partition of Bengal.

Swadeshi Movement

India was capable of meeting her own wants by producing articles of every day life. But the colonial rule in the words of writer 'the strange spectacle of a country formerly rich, prosperous and civilized but now with many of its industries on the border of extinction.' The only way to solve our economical difficulty is by being swadeshi. The nationalist leaders advocated swadeshi to check the growing poverty and to encourage indigenous industries, both traditional and modern. The swadeshi advocated the concept of promotion and encouragement to use – indigenous manufactures and boycott of foreign goods. In fact the idea of swadeshi was pure and unalloyed genuine sentiment that every son of India ought to do something for the industrial welfare of his motherland. Although the swadeshi gained momentum and popularity during 1905-1907 in response to partition of Bengal, the ground for swadeshi was prepared long ago in Bombay Presidency. Gopalrao Deshmukh of Poona was the first Indian public men to advocate, the use of Indian products in place of the imported goods. His columns appeared in Prabhakar in 1849. In 1872, Ranade delivered a series of public lectures at Poona on economic topics, and popularized the idea of swadeshi and urged upon the people to use indigenous products even if they are costly. The quarterly journal of Poona
Sarvajanik Sabha wrote in 1917 - 'The first faint beginning of the swadeshi movement was made in Poona so far back as 1878 by an old veteran of that place, the late Mr. Ganesh Vasudev Joshi,' widely known as Sarvajanik Kaka who may be justly looked upon as its pioneer. He however failed to gather many adherents at the time. He used to spin yarn daily for his own dhoti, shirt and turban, he started shop at several places to popularize and propagate swadeshi goods. The swadeshi cry was slightly rose throughout Bombay Presidency against the import duties on cotton textile to facilitate Lancashire manufacturers. In protest in 1890 a swadeshi shop was opened at Deccan college. At several public meetings were organized to propagate the use of indigenous cloth rather than British factories made. The nationalist papers of Bombay Presidency exhorted the people to boycott foreign goods and use Indian handicrafts. Again during 1896 the agitation for swadeshi was intensified against the imposition of countervailing excise duties on Indian cloth. The Mahratta of 15 March, 1896 wrote: 'It is under a burning sense of this injustice that the educated Indian is preaching a crusade against Manchester cloth.' The Bombay Presidency took the lead and gave a new dimension. Associations and leagues formed to boycott Lancashire products. The nationalist papers stood in support of boycott. The students of the New English School of Poona also organized a similar public burning of foreign cloth. B.G. Tilak played a very prominent role in this boycott movement. Despite these small efforts the idea of swadeshi remained stagnant until 1905.

The swadeshi movement gained Phillip after partition of Bengal. B.G. Tilak became the medium for swadeshi propaganda in Bombay Presidency. B.G. Tilak

* He is to be distinguished from Rao Bahadur G.V. Joshi, whom we have referred elsewhere in the thesis

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decided to arouse the same feeling and create the same fervour for swadeshi and boycott in Maharashtra as was seen in Bengal.\textsuperscript{86} Tilak took full advantage of the new crisis and the partition grievances, the spontaneity of the movement.

The Bengal agitation has thrown four points, swaraj, swadeshi, boycott and national education. Tilak emphasized three mutually related aspects of 'swadeshi' (i) political aspect – boycott, (ii) protection to the native industries, and (iii) encouragement to set up new industries.\textsuperscript{87} Tilak said in the language of political economy, the aim of the swadeshi movement is a voluntary adoption of the principles of protection against articles of foreign manufacture.\textsuperscript{88} He asserted in his speeches that Britain's commercial policy was responsible for India's economic ruin, that our cottage industries had been killed so that British manufactures might flourish. Swadeshi and boycott were therefore, the most effective weapons to fight the British and infuse nationalism in the masses.\textsuperscript{89} The boycott was complementary side of swadeshi, if the swadeshi was necessary to uproot the tree of foreign imports.\textsuperscript{90} The boycott was necessary to stop the drain of the country.\textsuperscript{91} These speeches of Tilak appeared in Kesari and in turn rewritten or commented by various vernacular nationalist papers of Bombay Karnataka. And the nationalist papers of Bombay Presidency took up the cause of swadeshi and boycott. At many places in the presidency protest meetings were held, the partition was deplored and the people were exhorted to take to swadeshi of which boycott was a component part.\textsuperscript{92}

The leaders of Bombay Karnataka were also attracted towards the activities Tilak and Swadeshi Gangadhar Rao Deshpande, one of the greatest leaders of Bombay Karnataka took the initiatives in Belgaum. After he met Tilak in Poona, initially he was impressed by Tilak's writings in Kesari. To begin with he organized
meetings at Hanuman (Maruti) temple in Belgaum,\textsuperscript{93} where people use to gather evening time. He was joined by Govindrao Yalagi. Gangadhar Rao spoke about the swadeshi movement, its necessity and other related aspects published in Kesari. To promote swadeshi Gangadhar Rao along with Vaman Rao Desai and Badakmakar started a swadeshi shop at Belgaum and named it 'swadeshi store', where he sold sweet oil, Indian made soaps, cloths and other materials. The motive was to make people aware about the use of swadeshi goods.\textsuperscript{94}

Gangadhar Rao and Yalagi played a very important part in spreading the swadeshi movement in Bombay Karnataka, they organized meetings at various places including Dharwar and delivered lectures, organized melas etc. In 1906 following the examples in various parts of Maharashtra Ganapati festival was organized at Ravivar Peth in Belgaum. All the merchants of Ravivar Peth requested Gangadhar Rao to call Tilak to the festival, as a result Tilak was invited. A committee to welcome Tilak was organized under the chairmanship of Vishnupant Natu. Sripadrao Chatre and Dattopant Belvi were members and Gangadhar Rao was secretary of this committee.\textsuperscript{95}

The news of Tilak spread in all parts of Bombay Karnataka, the people of Shahapur (near Belgaum) also decided to organize Ganapati festival. Tilak first delivered lectures at Ravivar Peth in Belgaum, thousands and thousands of people gathered. In his Ganapati festival speech he explained the objectives of swadeshi movement thus 'we do not wish to be whitemen's slave, we should vigorously carry on swadeshi movement..... The object of the movement is to do away with the system under which we are treated like slaves by Europeans and to force government to give us all the rights of British citizenship.\textsuperscript{96}
Further, he mentioned nearly about 4 to 5 crores of rupees drained out of India every year because we are purchasing foreign cloth, it seems the people could grasp it, so he asked the people about Gokak Mill and said, 20 lakhs were spent to establish Gokak mill. In one crore 5 mills could be established, in 50 crore 250 mills could be established, thus if we stop that drain by boycotting foreign cloth, we could establish 200-250 mills every year, and urged the people to use swadeshi goods.97 Tilak in his resolution, Famine, poverty, economic inequity and land revenue in 1905 INC said the cloth that you get from Manchester was all manufactured here a hundred years ago not only we manufactured it but we exported to do other countries.98 These ideas and the reality of thoughts certainly influenced the people.

Next day Tilak delivered a lecture at Shahapur, and said Shahapur was one of the important weaving and cloth making centre, but has lost that prominence. Tilak said 'Shahapur was once noted as an important centre of the weaving industry. Is that industry as flourishing now as it was half a century ago? Not only has that industry suffered a serious decline, but the business of banking, which once flourished here, has also received a terrible blow - what has taken place at Shahapur has occurred all over India. The handloom industry has declined throughout the country owing to the protection afforded to British cloth manufacture whereby a handful of these manufacture are able today to supply cloth to the teeming millions of India. Another cause of India’s impoverishment is the terrible and ceaseless drain of her wealth to other countries. India’s wealth is taken away to England as if by a magical process. Englishmen attribute our present poverty to our own ignorance. But was it not their duty, as the benign rulers of this country to educate our weaving class by importing technical instruction to them and introduce modern machinery

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into the country for the manufacture of cloth? Mill made cloth is no doubt cheaper than hand-made cloth. But the present superiority of Manchester is not due to modern or improved machinery alone. It receives state aid, boycott of India’s goods under these circumstances, what are we to do? The swadeshi movement is the only effective remedy whereby we can improve our lot receive our dying industries. He urged the people of Shahapur to establish native banks, and requested the people that the wealthy people should come forward to start new mills and forward to start new mills and factories and said if government obstructs you in this work. You must plainly tall them, they are not fit to rule the country.98 Impressed by this speech, Gangadhar Rao Deshpande along with other nationalist leaders of Bombay Karnataka started a bank named National Financing and Banking Corporation Limited.100

Tilak also addressed public meetings at Anigol (suburb of Belgaum) and stayed about three days in Belgaum. Later he was invited by Kirloskar to Gurlhosur (Savadatti taluka in Belgaum district). Tilak along with Shivarampant Paranjpe (editor of Marathi nationalist paper Kal) visited Gurlhosur. First they came to Dharwar and then went to Gurlhosur on the way Tilak addressed public gatherings in villages like Bailhongal, Karikatti, Hosur, Hooli, Murgod. Since Tilak only speaks Marathi and English, he addressed in Marathi, his lectures were translated into Kannada by Krishnarao Mudvidkar.101

These revolutionary speeches of Tilak had far reaching impact on the people of this region, thousands and thousands of people gathered to listen, as his name was household in neighbouring Maharashtra. The nationalist papers of Bombay Karnataka published his ideas to follow swadeshi and boycott foreign goods. The
Karnatak Patra dated 3 April, 1907 wrote 'we admit that the British brought peace and order to India and saved the people from anarchy. But we are not satisfied with that our thrust will not be fully quenched until we obtain swarajya.\textsuperscript{102} The Karnatak Patra of 14\textsuperscript{th} August, 1907 exhorted the people to attain swaraj by pursuing swadeshi and boycott.\textsuperscript{103} Again the same paper on 21\textsuperscript{st} August, asserted swadeshi and boycott are perfectly legitimate and urged people to pursue.\textsuperscript{104} The Parikshak dated 7\textsuperscript{th} August, 1907 reported that the Boycott day was celebrated under the chairmanship of V.K. Natu. Gangadhar Rao was also present, they asked people to observe the vows of swadeshi and boycott in the face of all difficulties.\textsuperscript{105} The Dhyan Prakash dated 28 November, 1907 reports that Tilak visited Dharwar on the way to Gurlhosur, where the students of Samarth Vidyalaya marched in the rear processor. The paper says nearly 10,000 people gathered to hear Mr. Tilak's speech.\textsuperscript{106}

The Dnyan Prakash of 3 December, 1907, published Tilak's speech at Gurlhosur, Tilak addressed; 'our poverty has opened our eyes, and for this we must thank the government. The government has opened our eyes by means of its acts, so we too shall express our thanks on the same way viz. by acquiring swarajya. Government is now in a position of a money lender, who is anxious to acquire permanent possession of the land mortgaged to him - he quoted 'A celebrated English writer says if the 30 crore Indians make a resolute demand for swarajya the British Government will have to comply with it. Swadeshism is not different from the swarajya.'\textsuperscript{107} These speeches certainly spread the consciousness and a feeling of unity among the people. The Parikshak of 12 December, 1907 reports Tilak's speech on National Education.\textsuperscript{108} Under the influence of Tilak numeours nationalist educational institutions came up. The Nutan Vidyalaya was established by Alur
Venkat Rao at Dharwar on 28 January, 1909, and Gurunathrao Phatak of Dharwar contributed Rs. 1,500 to the school as donation. Dandopanth Saharabuddhe opened a national school at Navalgund, while Kaka Kalelkar established Ganesh Vidyalaya at Belgaum. Jaya Rao Nargund started a national school for imparting education on national lines at Bagalkot.

In response to promote swadeshi movement, swadeshi industries have started at various places. Vittal Rao Deshpande of Hebbal started a weaving factory at Kittur. Rama Rao Alagvadi opened a match factory at Dharwad from machinery made by himself. A porcelain factory came up at Laxmeshwar (in Dharwad district). Other factories like bangles, pencils manufacturing were established. In September 1905 itself, a public meeting was held in the Victoria theatre at Dharwar to protest against the partition of Bengal, and to encourage swadeshi industries under the presidentship of Gurunath Rao Pathak. The meeting resolved that everyone should vow not to use foreign cloth, except in unavoidable circumstances, in order to encourage Indian artisans, trade in Indian goods and production of indigenous goods. The Karnataka dated 3 November, 1905 reported that Dharwar people have decided to start a match-box, cigarette, and pencil factories, and with the amount collected to construct a theatre. Interestingly the paper says Hotel-keepers have decided to stop the sale of tea for the time being.

In Bijapur district Srinivas Rao Koujalagi, Hanumanth Rao Koujalagi, Hanumantrao Mohare took the initiative and addressed large gatherings about the swadeshi. A weaving factory was set up at Badami. They advocated people to use swadeshi goods and use of sweet oil instead of kerosene for lamps was encouraged while at Dharwar Alur Venkat Rao, Sakkari Balachar, Krishna Rao...
Mudvedkar, Anant Rao Dabade played important role in spreading the Swadeshi movement. Mudvedkar translated Tilak’s speeches into Kannada.\textsuperscript{117} As a part of swadeshi movement liquor shops were picketed at Belgaum and other parts of Bombay Karnataka.\textsuperscript{118} Kittur has started the production of swadeshi cloth. Messrs Dixit, Hosakeri and Mudvedkar gave lectures at Dharwad and urged not to use sugar, and resolved to use Kittur cloth.\textsuperscript{119} The swadeshi movement reached its climax. On 12\textsuperscript{th} May, 1907 first Industrial Conference of Bombay Karnataka was held at Dharwar. At the conference subject relating to swadeshi and boycott, and promotion of indigenous industries were discussed.\textsuperscript{120} The Karnatak Vritt of 18\textsuperscript{th} August, 1908 reported that the swadeshi movement and boycott of foreign goods were going on well in Bagalkot and on 8\textsuperscript{th} August, 1908 Jayarao Nargund, Jainapur, Yalagurdrao, Dharwadkar addressed the public, they also proposed to establish a Swadeshi Vyaparottejak Samstha in Bagalkot.\textsuperscript{121}

In conclusion we can say that the idea of swadeshi and boycott spread in Bombay Karnataka. The local leaders under Tilak’s influence played a very important part to awaken the people about swadeshi. The native papers of Bombay Karnataka also took up the cause of swadeshi and boycott. In Belgaum and other places the Ganapati festival was used to give impetus to the swadeshi movement. Gangadhar Rao Deshpande, Yalagi, Mudvedkar, Srinivas Kaujalagi and other leaders carried out the swadeshi with great spirit. People also took up the swadeshi and boycott enthusiastically. Students of Mission High School joined the movement.\textsuperscript{122} Thousands of people participated, at Belgaum several persons including Govindrao Yalagi were awarded one week’s imprisonment and fined Rs. 680 in all for picketing liquor shops.\textsuperscript{123} Foreign cloths were burnt at Ranebennur and
other places. 124 As a matter of fact the Swadeshi movement was landmark in the Bombay Karnataka for the first time such widespread awakening took place.

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