CHAPTER - IV

SHIPPING AND MARITIME ACTIVITIES
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Orissa situated on the eastern sea coast was famous for the shipping and maritime activities with foreign countries from the early historic period. The prosperous kingdom, had the credit of the extension of territory from Ganga to Godavari. The stable economy and commercial prosperity in the ancient period was on account of the maritime trade at the cost of daring ventures and indefatigable spiritsof the people of Orissa. The adventurous maritime activities of the people of Kalinga are entitled as the Kalinga Sahsika the “brave Kalingas” in Indonesia. The ancient ports served as the prime channel of merchandise and the messenger of culture and civilization.

In the glorious ancient period the ships of Kalinga, helped the people of Kalinga to establish colonies in the Indian Archipelago. It is also said that the people of Kalinga were the pioneers in conquering the far off lands of Sumatra, Java, Indonesia, Burma, Siam and other places.

The shipping and maritime activities have been traced since the time of early historic period. B.K. Sinha has referred that the maritime activities have been exploited from the Neolithic and Chalcolithic period. Both R.D. Banerji and S.K. Behera mentioned that was inland and overseas trade in early Orissa.

The maritime activities of Orissa had been spread to different countries like Burma, Java, Sumatra, Bali, Borneo, Cylon and China and spread to the extent of having the trading linkage over Arabia, Greece and West African countries. The folk tradition and ancient literature reflect the South East Asian countries as “Suvarnadwipa”. The most demanding ingredients of their trade through the maritime activities were pearls, finest
quality of muslins, silk and mulkberry, cotton bells, conch shells, indigo jaggery, corn, ivory, spices and peacocks.\textsuperscript{5}

The prosperity of maritime activities in the well known ports known as Paloura, Dantapura, Tamralipti, Simhapura, Kalinganagara, Pithunda, Katimardhana and Manikpatna and the strategic location were allured the powerful Mauryan king, Ashok to embark upon a career of conquest over Kalinga.\textsuperscript{6} The above cited parts not only brought economic prosperity and the enhancement of the political power but also played a crucial role for nourishing socio-cultural and religious expansion with the distant countries from the early historic period to the later medieval time.

4.1. THE PRISTINE MARITIME CULTURE:

Before the conquest of Mauryan king, Ashok there was the emergence of maritime activities in the east coast of Orissa. Ray opined that a trading group after patronizing Buddhism spread Buddhist principles to south East Asia.\textsuperscript{7} The expansion of maritime trade was established by the Buddhist source known as Angutaranikaya, Tapassu and Bhallika met lord Buddha at Urabella forest while going to trade with five hundred carts of merchandise.\textsuperscript{8} The spread of Buddhism was treated as a potential factor for the expansion of maritime network between Orissa and Southeast Asia during the period of post Mauryan and Bhaumakaras in the early medieval age. The growth of the maritime trade was found during the sway of the Gangas and Gajapatis from 12 century to 16 century.\textsuperscript{9} The finding of the boats in sculptural art has provided an evidence for the use in overseas trade. K.S. Behera has focused a scultural piece from Konark on a boat rowed by four persons.

The invasion of Mauryan king Ashok was historically treated as a potential factor for the pristine maritime in activities. Despite the existence of the independence of Kalinga, the existing sea ports of king were
highly responsible including Tamralipti which allured Ashoka to invade Kalinga. The Ashokan edict at Jaugada reflects that Dhauli was its association with port of Palur, a prominent port of ancient Kalinga. H.P. Ray reflected that the establishment and the location of Ashokan edict at Jaugada in Orissa, Gimar of Gujarat, and Amaravati at Andhra Pradesh elevated their trading importance having the linkage with maritime trade. The expansion of maritime activities not only acted as the medium of export but also boosted merchandise to act as the messenger of culture and civilization in the glorious pristine time. The ancient Orissa has earned her reputation for the glory of trade and commerce.

The inland and oceanic trade of early Orissa is referred by the literary and arid archeological sources. The Buddhist sources reflect that the two enterprising brothers known as Tapussa and Bhālika of Utkal met Gautam Buddha while traveling to other countries with the help five hundred carts of merchandise. A number of punch marked coins which recognized a form of official document indicate the trade and commerce, different trade routes and centres. P.L. Gupta has referred that the imperial punch marked coins are more informative to define the trade routes of ancient time. N.K. Sahu has reflected that the existence of highway between Kalinga and Magadha was a vital factor which helped the victory of Nandas over Kalinga in the fourth century B.C. The good communication provided an opportunity to smoothen the travel of the grand Mauryan army from Pataliputra to Toshali. Kharavela became victorious over the Satavahana kingdom in the west and Pandyas in south on account of the communication system for the smooth mobilization of the army.

The early trade route in Orissa was Tamralipti which regarded as the prime sea route of Eastern India in the sixth century B.C. The sea trade had also linkage with by roads with Rajagriha, Sravasti, Varanasi and Kalinganagar. The Maurya emperor Ashoka set out journey to Ceylon by
There is the reference of the Ceylonese Chronicles that there was a regular contact of Tamralipti with Ceylon with over sea trade. H. Chakravarty refers that the trade continuity of Tamralipti as an important trade centre was found in the Maurya, Sunga and Kushana periods. The Chinese travelers Fa-Hien and Hiuen-Tsang also traveled by sea routes to India. T. Water reflects that the Chinese traveler who visited India during the reign of Harshavardhana recorded that “the country formed a bay where land and water communicate met, consequently where rare valuables were collected in it and so its inhabitants were generally prosperous”. The regular route was found between Tosali and Samapa. Samapa grew as an important capital city of Ashoka is supported by the Greek geographer Ptolemy. He highlighted the importance of the famous port and acted as the prime point for the sea passage to the Malaya Peninsula, the golden Khersonese. Dantapura, the capital city of Kalinga which had connections with Champa, the capital of Anga.

N.K. Sahu reflected that there was commercial intercourse between the two cities of Dantapura and Champa. The account of N.K. Sahu is proved that Paloura and Dantapura was famous trade centres and are important port of Kalinga having the connectivity with the sea passage to south-east Asia. Pithunda was treated as the important sea port of Orissa and was famous emporium during the time of Mahavira. The established merchants of Champa were regularly coming to make trade by sea route. K. S. Behera in his book Maritime in Ancient India has pointed out that Pithunda was identified with modern Kalingapatnam on the Bay of Bengal.

Like Pithunda, there was the existence of communication through land and water routes to other parts of India. It is mentioned that as the river Vaitarani flew through the sacred land of Kalinga and the Pandavas penetrated this territory by traveling on the sea-shore from the Ganga-
Sagarsangam. There was the utility of the water route of Kalinga which was used for the trade and military purposes.

Asurgarh was treated another commercial trade of the Atavika territory in the area of western Orissa. The stratagical importance was vital because it acted as a prime channel in order to join with south Kosala and Mahakantara with Kalinga. The Allahabad pillar inscription of Samudragupta is reflected Kalinga had the connectivity with some well-known routes with the countries to its south and west in the fourth century A.D. Samudragupta set out his career of conquest penetrating through Rewa state and Jabalpur district and at last reached at Dakhina Kosala. He renewed the Deccan campaign through the Mahakantara to coastal Kalinga. It is evident that there was the finding of a route from Samapa to South Kosala entering through the impregnable mountainous areas of Mahakantara which had a linkage with Kausanbi of Northern India and Kalinga in the south. Suvarnapur or the modern Sonepur was also a port town at the Mahanadi river in south Kosala and had a linkage with the highway of joining Mahakantara with Kalinga. It earned prominence as a prominent port town having the connection with the river route of Mahanadi with Kalinga. The numismatic evidences clearly indicate that Suvarnapur survived as a prosperous port town from the pristine period to the later Eastern Ganga period in the 15th century which is proved from the Ganga gold coins.

The early Orissan ports played an important role for the spread of the maritime activities and boosted the prosperity of trade and commerce in early Orissa. It became an assert in order to carry a number of intra-state trade routes linking with Orissan ports and commercial centres with the outer world. There was the outcome of a highway which remained as the linkage with Tamralipti and south India through Tosali, the port of Paloura Dantapura and Pithunda.
The maritime activities of Kalinga were found at Cheli – Ta – Lo. Hiuen Tsang, the Chinese pilgrim who had visited India in the 7th century has given a brief discussion of the port of Che – Li – Ta – Lo. It was situated in the kingdom of Wu Country i.e known as Odra near the sea shore of the ocean in the south east of the kingdom. It was the recognition of an alluring centre in the sense that there was the availability rare commodities and had the reputation of a thorough fare and resting place for a sea going strangers and traders. Hiuen Tsang had physically visited the place where he found the glowing light emanating from the relic of Buddha at a distance about 20,000 li in Ceylon. It is strange that there was no other source to render evidences for the existence of such port. Cunningham absolutely differs in his opinion and referred Che – Li – Ta – Lo identified with the town of Puri.

Analysing the various arguments about the existence of Che – Li – Ta – Lo, the identification could be the modern Malikpatna. Archeologically the name of the Malikpatna as a port has been established and the KanchiKaveri expedition of Purushotamdeva having a linkage with MaliaGauduni. Hiuen Tsang might have Malikpatna as it has existed throughout the ancient period.

Ptolemy has the earliest record of indicating the existence of Palur. G.E. Gemini who has made research on the Ptolemy’s Geography of Eastern India referred that the existence port of Palur was 2nd century A.D. and added as a base for the preparation of the map of Ptolemy. G. E. Gemini had gone to extent of identifying Paloura of Ptolemy with Palur, a village situated in the Ganjam district. Paloura or Palur was a prime port which was exporting elephant tusks as one of the important exporting ingredients during that period.

Kalingapatnam was one of the important port of Kalinga which is situated in the mouth of river Nagavdi in the Srikkakulam district.
of Andhra Pradesh. Kalingapatnam was also treated as the city of Kalingans and earned the prominence as a famous city. The recent excavation suggested that it was fortified since the 3rd century A.D.

B.K. Sinha has reflected the recent excavation of Khalkattapatna which is situated 11Kms. east of Konark on the left bank of river Kushavadra which has joined in the Bay of Bengal. Khalkattapattam was one of the famous ports between 11th and 14th century of Orissa which had opened the commercial opportunity on the part of the Orissa merchants in order to proceed to the south east Asia and China. The findings of the indigenous pottery having dark grey and red slipped ware with geometrical design are found. The numismatic circular copper coins having a square perforation at the centre is a prominent feature of the Chinese Character.

The maritime activities of the traders had followed different routes observing the movement of water and wind. They were usually preferring the coast line of choosing to set out their journey across the Bay of Bengal to the south East Asia. Some potential factors were highly responsible to prefer the route of the coastline known as the lack of knowledge of the sea, the absence of mariners compass, the dreaded and hostile attitude of the pirates and the unsuitability of the sea to traverse the deep sea might have induced to choose the coastline. Fi - Hien, the Chinese pilgrim had set out his journey to Ceylon avoiding direct voyage to cross the through Bay of Bengal and sailed to China through Indonesia.

The maritime trade of ancient and medieval time of Orissa had been transacted in four different routes by merchants of Kalinga, Firstly the Kalinga merchants were found in Indonesia with the coastline to Ceylon in order to avoid a direct voyage in the north equatorial current to Indonesia than to the other countries of South East Asia, secondly, the route was linked deep to the South East Asia along the coastline of Tamralipti via modern Bangladesh and Burma in the ninth and tenth century A.D.. Thirdly, the sea
route was through the Bay of Bengal again to the same South East Asia. Fourthly there was a route from the Ceylon to the West along the west coast to Greece, and Africa.

The merchants of Kalinga were facing difficulties during the time their journey. They were absolutely depending on the climatic effects of nature. The direction of wind was the primary factor to determine the direction of journey depending upon the wind and water. An example can be cited that the North East monsoon in the months of November and December was very congenial for a ship to go Ceylon from any parts of Kalinga. The celebration of Kartika Purnima was an example of the travel of Sadhavas on account of the smooth and fine weather.

For the resumption of the journey by the traders of Kalinga, the south west monsoon was highly congenial from Ceylon to Kalinga. The credence of the cultural heritage of Orissa known as Khudurukuni Osha is definitely associated for the return journey of the Sadhavas of Kalinga. The movement of water and wind in the sea plays an important factor for the beginning and resumption of the traders in maritime activities during the early and medieval times.

The maritime contact of Orissa acted as a linkage for the extension and prosperity of trade which helped the exchange of goods in local, regional and inter-regional levels. The maritime prominence is originated from the Harappa Civilisation in the third millennium B.C.. The recent excavation of the development of the underwater remains of Dwaraka is a bright example of maritime development in ancient period.

The present Orissa, situated on the eastern coast of India has a natural coast line of 480 K.M. The coastal plains of Orissa are the product of six deltas known as the Subarnarekha, the Budhabalanga, the Baitarani, the Brahmani, the Mahanadi and the Rushikulya. The
topographic situation of the coastal plains can be categorized as the north coastal plains consisting the deltas of the Subarnarekha, and Budhabalanga, the middle coastal plains including the combined deltas of Baitarani, the south coastal plain touching Rushikulya plains.\textsuperscript{30}

The topographic feature of the Orissan plains is narrow in the north, widest in the middle and narrowest in the Chilika coast. At the same time, there are the prominent features three parallel belts in the coastal plains named as, the salt tract, the arable tract and the sub mountain tract. The maritime archeology refers the Chilika lake is the largest coastal lagoon in Asia with a length 64 Km and is separated by the Bay of Bengal by a belt of about 4km having wide sandy beach ridges and barrier spilts lying to the eastern side of the lake.

The maritime heritage of Orissa is reflected from Neolithic period.\textsuperscript{31} There is the finding of the inter-regional trade exchange in the pre-history period as the population linked with the Austro-Asiatic- Linguistic groups had been moved from the main land of the south East Asia to Orissa through northeast India and Chhotnagpur plateau during the Neolithic period.

It is ascertained on the basis of the archeological evidence that there was the exchange of cultural contact between Orissa and the mainland of the Southeast Asia to Orissa through northeast India and Southeast Asia through mainland routes. B.K. Sinha has reflected that the people of Neolithic age had the knowledge of boat making technique of the people of Golabai in the coastal area as there is the recovery of a number of adzes for wood working. There was the existence of two transport and communication routes stretching from the Singbhum in south Bihar to coastal Orissa and Anthra through the northern districts of Keonjhar and Mayurbhanj and other connecting western Orissa with the area of Raipur and Bilaspur in the
Chhatisgarh region and was linked to middle and lower Gangetic plains and extended to Bastar and coastal Orissa along the Mahanadi Valley.\textsuperscript{32}

The recent survey in south Chilika and the observation which was made Palur and Rambha paleoharbours.\textsuperscript{33} Some important settlements of the Palur Bay have been discovered and existed between the early centuries of the Christian era and the medieval period. A.P. Patnaik has reflected the occurrence of monolithic pillars on hill tops in and around Palur and went to the extent of interpreting the establishment of light house for ancient sea fares.

There are the available of literary, epigraphic evidences and the folk traditions for the progress of maritime activities. K.C. Behera has opined four types of sources known as Western, Classical, Indian, Srilankan and Chinese maritime traditions.\textsuperscript{34} The western Classical texts by Periplus, Ptolemy’s geography and Pliny’s Natural History reflect Kalingas commercial importance and its linkage with Bay of Bengal.\textsuperscript{35} Pliny reflected the topographic location of Kalinga on the sea coast and expressed that “the tribes called Kalingae are nearest the sea. The royal city for Calingae is Parthalis. Over their king 60,000 foot soldiers, 1000 horsemen, 700 elephants keep watch and ward in precinct of war”.\textsuperscript{36}

The Ceylon maritime and epigraphic sources refer the maritime heritage of Orissa. The Dattadhatuvamsa reflects that the sacred tooth relic of Lord Buddha was taken from Dantapura of Kalinga to Srilanka. The Chinese pilgrim Huien – Tsang during his visit in the 7\textsuperscript{th} century referred the maritime heritage of Orissa and mentioned an important port called Che-Li-Ta-Lo near the shore of the ocean in the south east was the city of Chelitola, about 20 li in a circuit which was a thorough fare and resting place for sea going traders and strangers from distant land.\textsuperscript{37}
Another prominent Buddhist monk named Prajna who had settled in the monastery of the king Wu- Cha (Orissa) had gone to China in 795 A.D. carrying a Buddhist manuscripts autographed by the king of the realm of Wu Cha (Orissa) the fortunate Monarch, who does what is pure, the lion. That king is identified with Sivakara, one of the monarchs of Bhaumakara dynasty. The sea route of Orissa helped the Buddhist scholars possible to set out journey to India and China. The merchant vessels smoothened the journey of the Chinese pilgrims to India and Orissa.

An example can be cited that the Chinese pilgrim Fi-Hien who had visited to India during the Gupta period in the 5th century A.D. made the resumption of his journey from India to China via Srilanka and Java in a large merchant vessel which had contained the hundred other passengers. The epigraphic evidence reflects the excellence of maritime heritage of Orissa.

The thirteen and fourteen lines of the Hatigumpha inscription of Kharavela define that the Pandhyan king had dispatched various people, jewels and stones to the capital of Kharavela which ascertained not only the power of Kharavela but also the possible exhibition of Kalingas maritime trade on the Coromandal coast. There is also reference of Kharosthi script and the horse symbol that the imported horses from the central Asia were important items of commerce to the South East Asia, penetrating through coastal Bengal port. Despite literary and epigraphic evidences, the maritime traditions of Orissa can be found in the findings of various folk culture. The Kartika Purnima the Akashadipa festival and the Khudurukuni Osha are the folk cultures of Orissa appreciating the maritime culture of Orissa. The Kartika Purnima which conventionally celebrates in the October when the people normally sail boats. The Akashdipa festival is the indication to remember the artificial light homes along the coast. The celebration of the Khudurukuni Oshais observed by young unmarried girls
or the newly married ones in Orissa to Goddess Mangala as a mark of gratitude for the safe journey of the family members.

A. Patanaik has reflected the celebration of Sirisubanathi brata reflecting the tale of voyage and war adventure by the Oriya speaking people at Singhbhum at Bihar and Dutiya Osha of coastal Orissa are implied the folk culture practices bearing maritime culture. The iconographic evidences indicate the development of ship structures and boat from the ancient period to 15th century A.D. N.N.Rao refers the art historic sources for the construction of boat and ship. But, there is concrete lack of evidences for the occurrence of ship wrecks in the ancient and medieval India.

Patnaik and Tripathy pay attention in their article of the representation of boats and ships in sculptural and manuscript paintings. The architectural evidence testifies the shape of boat as a stone sculpture from Konark and portrays a complete boat. The paintings in four manuscripts preserved in Orissa State Museum, Bhubaneswar exhibit five drawings. Out of the five manuscripts, two of the boats are general type and the others are bird and elephant faced bows. The Indian Ocean is one of the few regions of the world where there is the existence of indigenous traditions of boat building. Hornell has referred the emergence of bat making systems that have found in many places of Indian coastline.

But there were variety of boat types found on the Orissan coast. The type of boats Chhoat, Patia, Navass, Salti, Masula and Cattamaran were found in the Orissan coast. There are the example of ancient coastal site, navigation of rivers and study of paleo channel which throw light on the boat making and maritime antiquity of Orissa. There is the finding of the representation of boats in Jagannath temple which reflects the detail of the structure in order to understand the ancient boats.
The collection of five palm leaves manuscripts from the Chilika under the supervision of the maritime institute Bhubaneswar reflect about the ship building techniques of different types of vessels. The maritime archeology is a concrete evidence to authenticate the ship building makers of Orissa on account of two factors. There is the presence of ancient boats of small scale of non industrial society who uses boats of a form and structure which are known as the living fossils surviving from the prolonged period. Secondly there is the emergence of transition for the rapid motorization and mechanization of boats which not only changed the structure and forms of the water crafts but also the organization and composition of fishermen and fishing technologies.

The boat structure is absolutely influenced by the different environments known as physical, mercantile and cultural features. The geographical shape of the mouth of the rivers in the southern and northern Orissa influenced the boats making ideas in the ancient India. P. Mohapatra refers that the southern coast is in narrow with open sandy beaches and open surf beaten coast and there is constrasting feature in the northern coastline having shallower with a broad shelf, gradual slop and greater tidal range.

There was the influence of cultural and ethic impacts which dominated the fishermen for the structure of the boats. The fishermen of south India were habituated in using masulas and catamaran as the pre dominant water crafts. But the fishermen belonged to the race of Oriyas and Bengalis on north use displacement craft. The changing environment in economy had brought a prominent change in thee structure of boat.

The emergence of the mechanization and motorization of traditional water draft resulted in the age of transition in the boat making system. The fiber made motorization watercraft operating off Puri coast is a replica of “teppa” The Cattamaran the creation of new boat form is possessed similar feature with the long established cultural traditions. There
is a difference between boat and ship in length, structure and the operation of the vessels. S. Mc Grail has reflected that vessels less than 12 meters as boat, from 12 to 20 meters as large boat or small ships and more than 20 meters as the shape of ship.⁴⁷

The development of the maritime activities has been prosperous on account of the evolution of the ship building technique from the ancient to the modern period. The ethnographic and iconographic evidences provide solid informations for the development of the boat structure, shipping and contribution to know the sea borne trade in which acted as the backbone of the strong economy in the society. Before the influx of the European trading companies, there is the discovery of some fascinating findings and technical features for the shipping in Indian Ocean. In order to establish the ship building techniques and shipping the main sources of information are depended on excavated evidence, written evidence and iconographic evidence.

U. Mishra referred that there were different types of boats found on the coast of Orissa known as Chhoat patia, navas, salti, masula and catamaran.⁴⁸ Among the various types the structure of Patia boat has been continued for the last eight hundred years.⁴⁹ Patiap lying with flush laid boats in the coastal water of Balasore. It was really constructed by a group of carpenters who usually were engaged in constructing the flush laid boats. The chhot is a larger vessel than the patia having 10 meter. It is made in sal wooden ingredient and found in estuarine and coastal water of Balasore.

Navas and Salati were made of for the operation in marine fishing and also essential for loading and unloading of the larger vessels. Masula which is locally known as Padhua were used in southern coast. The masula was virtually flat bottomed boat without having any mast or sail. It was otherwise known as a stitched boat. The catamaran boats are found in the southern Orissa stretching from Konark to the further south.
K.S. Behera reflected that the artistic reflection of boats in sculpture and manuscripts gives informations for the existence of both carvel and Clinker construction. The boat making tradition of Orissa has undoubtedly proved by the sculptural representations being linked with socio cultural organization and folk cultural practices. It encouraged the maritime merchandise and enhanced indigenous knowledge for aquiring on waves, currents, the occurance of cyclones and ideas about stars to determine the direction of voyage. There is a change in the sea going vessels in the 11th to 12th century.

The vessels were propelled by Oars and the double ended vessels are represented until 14th and 15th centuries. The sewn hole technique was adopted in ancient period but nailing was not a general practice before the entrance of Portuguese traders. The Portuguese introduced the nailing practice in various boats in the Arabian Sea.

4.2. THE MARITIME CULTURE OF THE EUROPEAN TRADERS:

BALASORE:

Orissa lies on the east coast of India. Balasore was one of the alluvial lands among the coastal districts of Orissa having the existence of six rivers named as Subernarekha, Burabalanga, Jamka, Kansbans, Panchapara and Baitarani flowing from north to south in this district. Balasore has covered up 85 miles of coast line and the rivers have ultimately made the way to submerge in the Bay of Bengal. The ports besides the famous port of Pipli and Balasore the others ports were Chhanua, Sartha, Sartha Laichanpur, Churaman, Dhamra and Chandbali.

The topographical location of Balasore had allured the trading community since the inception of the Muslim Community till the establishment of the first English factory 1633 A.D. The venture for the selection of Commercial centre by the English East India company also
boosted for the opening a new chapter in the history of textiles manufacturers in Orissa.\textsuperscript{53} Balasore took the credence of becoming the emporium of cotton yarn, cotton and tassar manufacturers\textsuperscript{54} It was because a prime port of Orissa which allured both the Asian and European merchants of different nationalities for the extension of their commercial transactions \textsuperscript{55}.

It is situated about $21^\circ\ 30'\ 12''$ north latitude and $86^\circ\ 56'\ 16''$ east longitude on the right side of the river ‘Burabalanga’. The English factory was established on June 1633 \textsuperscript{56}. After the construction at Hariharpur in May 1633 \textsuperscript{57}. Thomas Colley and Cartwright had taken keen commercial interest and shouldered responsibility for the establishment factories in Orissa \textsuperscript{58}. As the Dutch had already established her merchandise, the English East India Company had felt the necessity of strategical importance and decided to station an armed fleet to protect their commercial interests and piratical depredations in an uncongenial climate against the foreign factors exclusively against the Dutch traders \textsuperscript{59}.

There was great attraction for the fine Muslins and cotton fabrics woven by the weavers before the emergence of the 17\textsuperscript{th} of century. John Beams reflected that Balasore grew a great trading centre after the departure of the dreaded Afghans and earned her commercial prominence as a rice producing centre during the tranquiled period of the Mughal rule \textsuperscript{60}. J.N. Sarkar observes that Balasore earned her prominence as a manufacturing and commercial centre and a sea port from the thirties of the 17\textsuperscript{th} century \textsuperscript{61}.

The indigenous traders of India had the earlier transactions in the trading centers of Balasore, Pipli and Hugli before the arrival of European trading companies there. The exclusive manufacture of cotton and silk textiles of Balasore had high demand in Asian marts in the pristine time.
and carried an extensive coast wide trade with the Malaya, Indo-nesian Archipelago.

The textiles production was exported to malaco in the 15th century. The trend of export grew in the next century as the Indian merchants set out their sea journey to distant places like Bantun, Pegu, Tennaserim, Archin and had gone to the extent of transacting their merchandise in the Red ports of Arden and Jeddoh in the Middle East. In Comparing to other ports, Balasore established a prominent port having large scale of export, and import Balasore not only earned her trading importance as a ship building centre in Asia but also a multi national ports in Orissa prior to the rise of Hugli.

At last, Balasore flourished as one of the three most important English settlements in the Bay like Hugli and Cassimbazar for trasating the business of sales and investment, loading and unloading for the European ships for Bengal and Orissa. After establishing the English factory at Balasore, an English merchant remarked Balasore as a sea town a famous commercial centre and making number of ships and Vessels. Till the first end of the seventeenth century, all the European trading companies took the advantage of using Balasore for plotting their ships towards the main settlement in Bangal.

Balasore situated on the western bank of river Burabalang and twenty miles away from the mouth of the river and directly seven miles from the sea. In a direct line, it has four miles away from the sea. The river Burabalang was navigable and the old town was expanded along the bank of the river which encouraged the Mughals for the erection of a fort and batteries for the possession of their command over the river.

The construction of fort rendered protection for shipping in the dry ducks made up touse in the southern bank of the river but the English
under the leadership of Chamonk devastated the fort in 1687 AD. The limitless ravage of the English under chamonk ruined and plundered the town, the Governor’s palace, the royal custom house and the shipping burnt in the duck 67. Balasore became the centre of battle ground among the armies of the rules of Orissa, the Afghans and proceeded to the Mughal’s occupation of Orissa.

As it was strategically situated between Cuttack and the frontier of Bangal, the route turned a pass and re pass of the Afghans and Mughal soldiers which undoubtedly brought detrimental results to affect the Balasore port. The establishment of the Mughal suzerainty over Orissa by the last decade of the 16th century ended the prolonged conflict of Afghans over Orissa and inaugurated an environment of tranquility for the prosperity of this region. The emergence of the 17th century inaugurated the most important period in the history of Orissa. The period passed through same momentous changes extending her relations with the European trading nations, tested the gradual trade decline of Portuguese, the early commercial settler and the increasing commercial penetration of the British factors. 68

The prosperity of the merchandise was possible on account of the internal discipline followed by the systematic and pragmatic administration which had brought political stability during the reign of the Mughal Badshah Akbar, the Great.

The Mughal emperors paid deep attention to the administration of Orissa and made the permission for the appointment of three long vice-royalties for the Bengal Subbah including the Balasore region. The Mughal Vice-royalties named prince Shuja (1639-59), Shaista Khan (1664-88) and prince Azim (1698-1707) governed as the nearest men of the Mughal Emperor. They could establish complete obedience over the Local opposition. So, the prominence of the port of Balasore in the 17th century deceased on account of the decline of Portuguese traders due to the
apathetic policy of the Mughals and further grew in to prominence as a manufacturing and commercial centre as a sea port.  

The 17th century tested the commercial competition of the five European settlements at Balasore. The Portuguese maritime empire had not only given deep rooted impacts in the Asian continent but also became the creation of a commercial empire in India. It's vessels appeared in Indian water at the end of the fifteenth century and exhibited keen interests for the formation of a new type of commercial empire of which Asia had no recent experience. But the Portuguese, the oldest trading company became able to establish their trading settlement at Balasore by the year 1625 A.D.  

The Portuguese became more inclined for the commercial settlements at Pipli and Hugli. The keen interest of the Portuguese was not found at Balasore after their expansion of trade in Pipli and Hugli. But, the trading settlement at Hugli by the Portuguese was destroyed in 1632 A.D. The decline of the trade settlement of the Portuguese encouraged the English East India Company and got the trading permission from the Mughal Governor of Orissa in May 1633 A.D.  

The first English Factory was established by Ralph Cartwright in June 1633 honouring an invitation from Mir Kassim, the Governor of Balasore Town. Mir Qasim was kind enough to grant 1200 acres of land in Barabati area which became responsible helped for the rise of the importance of the port.  

The English East India Company properly utilised the granted land, erected the infrastructure of the principal factory and the factories of Bhadrak, Soro and Balaramgarhi possessed the status quo of subordinate factories. The Portuguese had earlier fortified the royal port of Hugli and their fleets commanded the whole sea board from Chittagong to Orissa from 1517 A.D. to 1615 A.D. The antagonism between the Portuguese and the
Dutch was found when the Dutch rendered their cooperation with the native powers to put down the predominance of Portuguese which gave advantage to the Dutch traders in order to penetrate Bengal in 1625 A.D. The incessant struggles of both the Dutch and the Portuguese proved to bring disastrous results and invited the commercial ruination.

The Dutch settlements at Balasore come to be known as “Hollandais Sahi”. The commercial settlement of Dutch was established over seven acres of land which was formerly called “Dinamardanga”. Later on, the French trading came here and settled on the outskirts of the town known as “Farsadanga”. The Mughal Emperor seriously reviewed the situation and expelled the Portuguese from Hugli.

The intensity of commercial activities was intensified on account of the growth of European settlements, the expulsion of the Portuguese by the Mughal Emperor from Huguli and Hijlli in 1636 A.D, the decline of trade at Pipli and other neighbouring places and the disadvantages of Haripur harbour owing to the silting up of the river Alanka and Patna. The Portuguese and the Dutch conflict, the defeat of the Portuguese and the loss century old command over the whole sea-board from Chittaganj to Orissa strengthened the English commercial possession in Balasore.

The Dutch traders had faced certain uncongenial forces and sequences on account of the unsuitable climate, the ravages of the Portuguese and Arrakenese pirates, the pernicious and competitive tendency, lost commercial interests in Balasore had partially affected the commercial interests of the British. The timely role of the Francis Day became an assert for the establishment of British trade and declared that it “should never be given up, for the country had immense possibilities and it was one of such dispensable places as is voted, it being an opulent kingdom.”
At last, the British turned Balasore as the head quarters of the English East India Company’s Bengal Factories. They intended to expand their commercial interests and invested a heavy amount in order to control the vast producing goods like opium and rice. There were some potential factors which influenced the Britshers to take serious look on the trade expansion of company’s trade at Balasore.

While establishing the new trading settlement at Balasore, the acute problem which stood as a barrier for the English merchants was the collection of finance because their authority at Surat could not regularly pay the funds for the new established English settlement at Balasore. They were fed up to borrow money from the local money lenders as there was high percentage of borrowing interest which forced them to procure articles from Europe as well as Persia by the process of sale or barter system of goods imported around 1642-43A.D. The English factors could not able to purchase essential goods in advance due to the non-availability of sufficient funds at the cheapest rate and took the mediation of the town merchants which had brought financial losses to the company. The English factors expressed concern and made repeated requests for the need of sufficient funds at the cheapest rate. Francis Day rendered timely suggestions that nothing could be done to improve the prosperity of trade at Balasore doubling the supply of funds.

As the British factors faced difficulties to anchor vessels at Hariharpur on account of the deposit of silt which was treated a prime factor for the decline of trade at Hariharpur. It was a responsible cause for the British factors to concentrate on the Balasore harbour which helped the prosperity of the British trade at this place.

At last, Balasore turned the main centre of cotton yarn and a large number of weavers who earned their livelihood and settled around the European factories and town were engaged in textiles industry. The other
alluring centers were Sure (soro), Herrapore (Hariharpur) and mahunpore (Mohunpur) supplying qualitative commodities to Balasore. The system of contact with the town merchants stood as a tormenting problem on the part of the English factors.

The English traders faced difficulties to dispose the imported articles like broad cloth and lead in the 17th century. The Clavell’s Account referred that the English factors made the transaction on the ratio of half in cash and kind to the merchants on the arrival of the British ships. Later on, it took a new mood of transaction in shape of seasonal contracts with merchants as to supply the local products in the month of October. The English East India Company made loss on their system.

At this critical juncture, Clavell made some valuable suggestions about the introduction of the direct dealing with the producers which would yield more benefit than the contracting system with merchants. The company at last sent its servants to Muktapore, Harrapore, Mohunpore in order to make ready purchase of local manufactures and went to Donton and Jaleswar for the products of Olmara and Kasiari.

The decline of the trade of Portuguese, the early trading settlers in Orissa encouraged the weavers or the artisans groups to avail the trade facilities of the Britishers. Another responsible factor discouraged the ruination of the trade of Portuguese traders was the deposit of silt on the mouth of the river. Subarnarekha and the Anglo-Portuguese conflict added to this cause. The decline of trade of the Portuguese at Pipili diverted the attention of the weavers class who were regularly supplying necessary articles to the Portuguese diverted their attention to the Balasore port and maintained the trading linkage with the British factors.

The British company being the supreme opportunity exploited the full advantage which paved the way for the supply of goods in order to
expand the trade. As the Balasore region belonged to the Bengal Subah, the Mughal Emperor and the Governors sympathised the British traders which helped for the growth for the prominence of Balasore as a manufacturing and commercial centre as a sea port during the 17th century. In the memorable year of 1672 A.D, the British authority obtained two Parwanas from Shaista Khan, who ruled for 23 years from 1664 A.D. to 1688 A.D through John Smith. The receipt of the Parwanas privileged the British traders for a free trade and friendship which also allowed a free passage of boats owned and hired by them without any obstruction to their trade.

The privileges granted by the Mughal Emperor, the less official extortion free passage of commodities as well as the congenial environment gratified the British authority to perpetuate their trading establishments and prosperity in comparison to other trading settlements on the coast of Bay of Bengal.

Balasore suddenly emerged as a trade emporium for the expansion of maritime trade of the Britishers and maintained new tactful trading methodology to persuade the weavers to come together into a large village under the protection of the British English East India Company's troops. It encouraged the weavers and migrated from their villagers to inhabitate in the rising new centers of industries on account of due to the patronisation of British traders. Balasore become the comfortable station for the British traders where the purpose of loading and unloading from ships became successful.

The English trading strategy and the sympathetic consideration of the Mughal authority allured thousands of weavers to flock Balasore to take shelter within the range of English cannon. The Britishers reaped advantages to sail the ships from Balasore to Hugli, Masulipatam and Madras after reaching at Balasore. The port of Balasore proved an assert to make progress of internal and external trade. But, Balasore gradually faced
some difficulties in the close of the 17th century. Despite that, there was the progress of extensive coastal trade in the Balsore port in the emergence of the 19th century.

Walter Clavell reflected in 1676 A.D, that there was quantitative and qualitative production of tester (Tassar), or herba from the neighbouring country of the Raja Trillbrichrumbung (Tribikram Bhanj of Mayurbhanj) Herba lungees (lion cloth), Ginghams, Herba taffatyas and other kinds of herba goods manufacturing in the neighbouring places were brought to Balasore. Cashrry (Kasiari in the Midnapur), the most lasting dye was applied to the exported textiles of Balasore. Balasore earned commercial reputation of producing cheap and well made cotton productions which were abundantly available there. Sanas or Sannas was a kind of fine white cotton goods. Pelsaert mentioned Sanas as one of the products of Lord Jagannath superior wide cloth suitable for bedsheets. Ain-i-Akbari referred as Sahan. Sir Richard Carnac Temple thought "the Sanah of the 17th century existed as Salu, a cheap and fine cloth, red in common use in Bengal."

By the end of the eighth decade of the 17th century, the contracted 14000 pieces of Sannoes, whited and cured, 30 coveds long and 2 coveds broad Ginghams, an Indian cloth was a stuff made of cotton yarn dyed before being woven. The manufacture of Orissan ginghams was a qualitative and superior to the Bengal variety available at Hugli.

But, there was a declining feature which had shown in August 1642 A.D in the manufacturing commodities like sannoees and Khasa at Hariharpur. There emerged the necessity and the continuity of coastal trade between the ports of Balasore and Hugli. The inter port linkage extended to Patna and Dacca when the Britishers stepped up their share in the internal trade of the country through the water and land channels. Bihar
was importing the commodities like raw silk, sugar, opium, ginger and salt-petre in exchange of textile commodities, rice and butter.

Orammalls or rumals, a kind of handkerchief were exported from Casharee (Kashiari) and Rhadnagar (Radhanagar) from Balasore. Another kind of commodity named Hammam or humhum was a thick suit cloth which was used for wrappers. Peter Mundy referred it “a linen from Oreshaw (Orissa). Hammam is called an Arabic word meant bath and the linen was used as bath towel in the winter season which appeared a cloth of thick stout texture. The other varieties were known as Cossaes (khassa, a fine and thin cloth mulmulli or malmal, a kind of muslin, gurras and nillas (nila), a kind of blue cloth. The merchants of Balasore despatched 400 cargo of nila at Rs. 36,000. For the next year, there was an order of 10,000 nilas and the tune of English investment was 10,000 pieces of nillaes, 20 coveds long and 2 coveds broad.

Balasore was regularly supplying Orissan textiles named Sahan and hummam to Patna. Peter Mundy reflected that Balasore was the central commercial centre in supplying different piece-goods named as “Cassaes” (Khassa), fine and thin cloth thinner than the Sonargaon variety of size 17, and 18 coveds long and 1 coved broad ambarees (ambari or amri), a turban or the canopy of an elephant howda and chareconnaes chequered muslin linen stripped with white silk 16 coveds long and one broad and hamanoes (hammam) linen, 11 coveds long and 1.25 broad.

The East India Company faced some trading problems for financing their investments at Balasore in the late 17th century. There was the continuity of barter system in Persian trade of the company which they had Snatched away from the Indian traders from Balasore. The English factors followed the batar system and imported lead, glasses, knives and broad clothes exchanging for sugar, gurrahs, sannoes, cassaes, gingham and other goods imported to Persia. It occurred because of the financial
crunch of the European companies, and the want of purchasing power were regular problems of the European companies. The frequent changes of Governors and the officials put the company factors in trouble. The English traders could not adjust with the changing situation on account of the oppressions and exactions which turned a common feature during that period.

Balasore constantly maintained coastal trade with Hugli. Small ships were usually used to transport goods on account of some navigational transport in the Hugli River. The imported commodities were unloaded from ships at Balasore and were despatched by many troops to Hugli. James Bridman focussed that sugar, dry ginger, long pepper, bee wax, rice, butter, oil, wheat, raw milk and salt-petre were imported from the Balasore port. There was extensive trade relation of Balasore with Dacca and Massulipatam. The British ship "Thomas" set out journey towards Masulipatam having loaded with rice, sugar and other provisions. At that time, the Masulipatam factors Thomas Clark and Richard Hudson advised John Yard of Balasore to send the fright goods belonged to Mirza Taqi, the Dabir of Golconda.

The commercial prominence of Balasore had been extended to Europe and Persia. From the evidence of J.N. Sarkar, coarse white clothes were exported from the Lower Sindh, Orissa and the other ports of the East Coast to many countries of South Asia, small quantities to Japan and Europe. The local products and cotton manufactures of Balasore and neighbouring centre’s goods procured from Hugli and Patna were imported from the port of Balasore.

This English company imported goods like broad cloth of various colours, silver carpet, quick silver, lead, vermillion, coal, glasses, knives and brim stones to Orissa, Bihar and Bengal. The European ships were usually coming and anchoring at Balasore port for the general practice.
of shipment to England. They set out their sea journey in the month of November and December for Masulipatam and port St. George where they concentrated the voyage to England about the end of January. There was the arrival of some passenger ships sailing between Balasore and England. The special commissioner, Streyn Sham Master of English arrived Balasore in 1676 A.D. from England.

There was the extension of trade relations of Balasore factors with Persia. There is evidence that the factors of Balasore availed the order of with one chest of rials in order to provide 150 bales of sugar, 10 bales of gurrah and the same quantity of coarse sannas. The emergence of the 17th century faced a number of difficulties about the diminishing demands of foreign goods and the purchasing power of the upper established class in the society, the perennial political turmoil of different officials of Bengal Subah, the unhealthy and sinister design of the Governor of the Bengal Subah, overstocked commodities in the factory warehouses and the want of abundant funds stood as impediments for the growth of merchandise.

Another potential factor which stood as stumbling block towards the end of the 17th century at Balasore that the tough competitiveness of the European merchants and the increasing ratio of trade of the private trade. The involvement of war of the Dutch with the French indirectly rendered commercial safety for the British trade. Andrew Trumboll referred the creation of private trade which adversely affected the commercial strength of British trade.

The Indian traders exclusively the potential members of the Mughal nobility demanded freedom on the high seas as a matter of right and renewed serious threat to the foreign companies for the protection of rights in the Indian Ocean which helped for the decline of Balasore-Cylon trade in the face of foreign competition since 1690 A.D. The important state
officials named the subedars of Bengal and the Faujdars of Pipli, Balasore and Hugli were deeply engaged to carry the foreign trade.

The main commodities which were exported from Balasore to Cylon named as rice, the inferior quantity of textiles products and the imports were confined the elephants, the tusks of elephants, cinnamon and conch shells. The Dutch East Indian traders used the most penetrating weapon to dictate the price fixation and the prohibition of some articles for export and import. They tried their level best to satisfy the Indian traders to trade with cyclon and Malaya- Indonesian Archipelago. The above cited factors adversely affected the progress of merchandise of Balasore.

The Dutch traders involved in a systematic confrontation with the Indian traders in the Malay- Indonesian Archipelago. They took keen interests in carrying extensive trade with far eastern countries in purchasing Orissa goods like cotton textiles, rice, butter, oil and opium which were mainly collected from Bihar in exchanging commodities of the Eastern countries like tin, salt petre and sandalwood. They could not successfully cross the existing ruling machinery in Orissa and the English East India Company which ultimately harassed for the decline of their trade in Orissa.

The progress of the maritime trade during the seventeenth century became some alluring ports for the reflection under this chapter since the in caption of the European trading companies and their commercial developments at Balasore. The indigenous traders had a large share in exporting textiles commodities rice and sugar to Persia and Ceylon. The systematic planning for the progress and competition of commerce by the European trading companies had put the Indian traders in trouble which forced the indigenous traders to trade with Ceylon and the Island of Maldiva. The Hugli merchants concentrated the trade in Surat and Coromandal Coast.
The merchants of Balasore established their trade relations with the merchants of Surat. Balasore earned commercial prominence as one of the three most important trading settlements in Bay, Hugli and Karimbazar for transacting sales and investments and Balasore for loading and unloading the European ships for Bengal and Orissa.

Out of necessity the commercial ships had to halt at Balasore owing to the difficulties of navigation as they could not move to safely to the banges ti Hugli but the participation of Indian traders in the competition of foreign trade began to decline by the end of the seventeenth century.

The responsible factors for the decline of the Indian traders were the impoverishment of the nobility, the political turmoil of the Mughal Empire and the common crises in feudal economy resulted in a setting trend of decline. The slave trade of Balasore began decline with the commercial ruination of the Portuguese at once famously called "The Lord of the Indian seas" who with the help of the Arakanese pirates carried the Hindus and the Muslims and. Sold them to the European merchants. Clavel has referred that cowries were the usual means of exchange or the common pay in the first half of the 17th century. There are evidences of the Abul Fazl that the money transactions were made in "Kauris" which were the white shell ingredients divided down the middle, it is found in sea-shore. The commercial linkage with Maldives Islands helped to supply the cowrie currency as there was heavy demand of cowries in the upper stratum of the society.

The conventional money exchange by cowries was replaced in the middle of the 17th century. It was replaced by barter at Balasore. The English factors observed the medium of transaction and established a mint at Balasore in November 1658 which ultimately became responsible for the rise of price of silver. A pond (pan) was always constituted of eighty...
cowries and the value of the cowries was changing depending on the availability and the scarcity of the former.

The Indian traders had to pass their time under the protecting wings of the British company on account of the commercial rivalry of the Dutch and the French companies as well as the financial extortions of the Faujdari officials at the ports of Balasore and Pipli. The Indian traders made commercial contracts with British traders in order to supply the Indian commodities on the basis of “dadni” (Advance money) to the manufacturers. The European factors made trading contract with the local merchants and brokers known as dalals in order to supply indigenous products.

The English factors had gone to the extant to render dadnis (advances) to the local merchants and treated the system of dadnis as a kind of security who were bound to make their contact within the stipulated time under the obligation of supplying their goods. The dadni merchants continued as associates of the European merchants taking the British brand.

But, the local Muslim nobility made constant endeavours to exclude the foreigners and their internal associates from the internal trade by enjoying the highest bidders. They paid rates as high as 15 to 18 percentage per year to powerful brokers like Khemchand and Chintaman Shah of Bangalore. It was an ordinary rate than paid on outstanding obligations by merchants of the best position and credit. The active participation of the British East India Company established in the Orissa trade at Balasore and Pipli opened a new chapter in the history of textiles manufactures in Orissa.

The economic importance of Balasore was greater than Pipli and Calcutta on account of the import and export to the European markets despite the foundation of the Calcutta centre in the memorable year of
1690 A.D. Balasore was the prime commercial centre and the door to Hugli. The port of Balasore in the 17th century was not only to its being a source of supply of cotton manufactures which could be exported abroad especially to Europe and Persia, a market for sale of goods imported from Europe, but also to its being invaluable as a non-ports.

The close linkage between Balasore and Hugli necessitated constant coastal trade between two ports via Pipli. The inter-port relation also directly helped to extend towards Patna on the one hand and Dacca on the other when the British company took keen interest for the participation in the internal trade of the country through the land and water routes. The most demanding commodities like raw silk, sugar, ginger, salt-petre and opium were primarily despatched to Bengal. The development of the work of ship-building and repairing centre with suitable dockyards elevated the importance of Balasore. It was developed prior to the arrival of the English East India Company to Orissa.

There is a reference that the famous ship "Thomas" was primarily a unfinished ship and the Governor of Balasore had sold this unfinished ship having 100 tonnes to the servants of the English East India Company. Robert Seaton, in-charge of accompanying ship known as "Unity" was directed for the arrangement of timber for this purpose and was instructed to purchase a large mast and to build a deck on the "Unity". It took eight months in order to complete the work. The ship "Loyalty" under Capt. Darson was repaired here latter on, when his ship was absolutely wrecked by striking second time, he went ahead to build a ship of 200 tonnes in partnership with a Moor of Balasore.

The Mughal Subedars of Orissa being directed by Nawab Shaista khan had allowed to build ships at Balasore in order to set out war campaign on Chittagong. Khan-i-Dauran, the Mughal Subedar asked Muhammad Jan, the faujdar of Balasore to supply 210 kudi of cloth, 20000
maunds of rice, 300 maunds of mustard oil, 260 maunds of sesamum, and 100 maunds of golmasafr to Muhammad Baqar, the darogha of ship construction at the Balasore port. Further directions were given for the arrangement of “Kalapatis” and “najars” (master of craftsmen & blacksmith) living at the port of Hariharpur and other places to Balasore to engage in ship building activities 141.

Despite the establishment of English East India Company’s factory at Hugli and Kasimbazar as the sources for the expansion of commerce of the British traders, Balasore maintained its commercial existence as an alluring sea port. Balasore remained as one of the three important English settlements in the Bay, Hugli and Kasimbazar dealing the task of sales and investments and the port of Balasore for loading and unloading the European ships for Bengal and Orissa 142. Goods were also brought down from the Hoogly on small vessels and transshipped at Pipili or Balasore 143.

The sun set of the glorious heritage of maritime commerce and overseas culture emerged during the first half of the 18th century. The prime factor for the decline of the maritime activities was that the port was frequently plundered and its hinterland was paralised when the region between Subarnarekha and Salandi virtually turned a grim battle ground of Muslims and Marathas 144.

The prosperity and economic out put of the Balasore port and the Europeans, the British Kothis at Cuttack, Balasore, Balaramgarhi and Malud came to an end as the Orissan sea-borne and coast wide trade on textile commodities came to an end 145. The decline of the Dutch prominence as a sea power was found in Indian ocean and the newly founded Calcutta brought a significant shift in the fate of the Balasore port. The upper strata people of the Muslim community known as Muslim aristocracy, who had the monopoly of control on the overseas commerce and shipbuilding industry at
Balasore could no longer invest capital and purchase luxurious articles on account of their impoverished condition which ultimately resulted in the sharpfall in the import of port.\textsuperscript{146}

The Gujurati traders who had taken attempts to replace the established Muslim aristocracy became the worst victims by their ruthless counterparts from Europe through the organised piracy in high sea\textsuperscript{147}. At this critical juncture in the decline of the importance of the Balasore port, the Dacca Nawara (the Mughal admiralty) having jurisdiction over the whole coast from the confluence of the Damodar and Rupanarayan to Bandar Balasore” was helpless to do anything\textsuperscript{148}.

The Maratha rule in Orissa was treated as a death knell to the dying port of Balasore. The Marathas stood as the all time barrier for the production of cotton and textile industry. They became highly responsible for the creation of congenial environment for the growth of cotton production in order to enhance the import of raw cotton from the Berar areas. The Maratha rulers had gone to the extent of imposing heavy taxation over the Orissan farmers\textsuperscript{149}.

The deputation of Thomas Motte, by Clive 1776 a.D and George Foster by Cornwallis to Nagpur and G.F. Leckie in March 1790 A.D passed through the Balasore on its way to Nagpur sketched the picture of the setting sun of the glory of the Balasore port \textsuperscript{150}. But after the British occupation of Orissa in the year 1803, a considerable quantities of rice and salt were exported from the ports of Balasore, Dhamra and Chudamani. But, the land routes were used for the export of textile commodities via western Orissa and Raypur towards Nagpur in lieu of availing the black soil cotton of Berar.

H.C. Panda observed that the dearth of raw materials which dwindled the textile industry of Orissa and brought an end the prosperity of
the town port and its neighbouring trade centers which depended mostly on textile industry. The economic prominence of the port of Balasore was an attractive and profitable trading centre for a period of half a century. The fate of Balasore port was destined to serve the colonial masters and invited the total ruination on account of the adverse geographical factors, political and administrative misuse of Marathas and the natural curse of nature made the mouth of Burabalanga uncongenial for navigation.

The frequent changes of the course of the “Old Twister” increased the distance between the port and the sea. The British traders, after settling down their early commercial settlements and factories in order to penetrate Bengal expanded imperialism throughout the rest of India, inorder to materialize the imperialistic dream and brought the reality on the sanctified soil of India. The decaying port town of Balasore was allowed to die its natural death.

PIPLI:

Pipli is located on the northern side of the Balasore district which was the earliest commercial settlement of the European traders. Before the expansion and progress as an important harbour on the Orissan coast, Pipli had gained political importance during the reign of Kharavela, Bhaumakaras, Somavamsis, Gangas and Gajapatis. Pipli had retained its importance during the period of Afgan – Mughal Maratha rule in Orissa.

Before the occupation of Orissa by the Britishers, Pipli was treated as an earliest European maritime establishment in Orissa. The Portuguese vessels who were the first to appear in Indian water at the end of the fifteenth century not only cherished to establish their commercial settlements but also to form a type of empire with a design to hold the seas in strength and control the sea borne commerce for the benefit of the ruling class. The Portuguese shifted the trade to West Bengal and Orissa on
account of the declining trade feature at Chittagong and Gaur in the mid sixteenth century.\textsuperscript{154}

The Portuguese traders transacted their trade networks around 1560 A.D.\textsuperscript{155} The Portuguese were proud of having discovered sea route to India 1498 A.D. and established their merchandise on the coast of Madras. They faced the stiff opposition of the people of Madras which forced them to migrate to the north ward and ultimately succeeded in establishing the trading settlement at Pipli. It was established around 1514 A.D.\textsuperscript{156}

Raja Prataparudradeva was ruling over Orissa at that time but there was no evidence about the grant of Sanad by the Raja to the Portuguese traders. However, the outcome of the political situation and the imperialistic policy of the Raja of Vijayanagar, Krishna Deva Ray gave an advantage to the Portuguese traders. The Raja Prataparudra Deva accepted the presence of Portuguese at Pipli which was observed by Pies, the Portuguese Traveller.\textsuperscript{157}

The port of Pipli turned an alluring port for the Mughals and the Portuguese traders which erupted conflict among them. The Portuguese had created a high profitable network near the centre of Hugli and earned supremacy on the large navigable port in Bengal. But, the Portuguese were expelled from Bengal in 1632 A.D. by the Mughals.\textsuperscript{158} The English factors have referred the importance of the port of Pipli. Thomas Colley, the English factor described Pipli as the ancient rendezvous. Another English factor, William Bruton mentioned Pipli was the town “as the port town of Portuguese” in 1633 A.D.\textsuperscript{159} After their trade establishment at Pipli, Mutaqad Khan, the Nawab of Bengal permitted to establish an additional residency at Pipli in 1636 A.D.

The influx of the English and Dutch ships during the last decade of the century posed a great challenge to the Portuguese and brought
fatal consequences to the power and economic prosperity of the Portuguese. The Dutch had faced some trading hostilities at Hugil on account of the hostile attitude of the concerned authorities in that place which stood as a trading barrier to them. Scholars differ their opinion about the influx of the Dutch traders in Orissa. By the year 1625, the Dutch penetrated Pipili but they really entered to Pipili in 1627 A.D. The Dutch factors left from the Hugli in the month of January 1637 A.D. and ultimately experimented the opposition of the Muslim traders.

At last, the Dutch traders materialized their mission and secured grants from the emperor to establish their factory at Pipili. The factory became more stable and profitable in 1639 A.D. John Marshall opined the progress of the trade at Pipili was handsome. By the year 1690 A.D, the Dutch company began to lose their pre-dominence in the Indian Ocean.\textsuperscript{160}

Om Prakash has reflected that the Dutch trade in Orissa and Bengal had brought two kinds of results.\textsuperscript{161} Firstly, since the advent of the European traders in the coastal Indian trade, the Orissan traders had large share on the textile commodities, sugar and rice which were exported from Balasore. Secondly, the import of the Balasore port began to reduce on account of the foreign competition and exclusively concentrated trade with Ceylon and the Island of Moldive. The Hugli merchants paid deep attention on their trade with Surat and Coromandal coast.\textsuperscript{162}

The system of passports and coercion was used by the Dutch East Indian traders became one of the effective measures to alter the direction and composition of their export. This systematic plan helped the Dutch East Indian traders on account of an inadequate naval strength of the Mughal emperors.\textsuperscript{163} The trading members of the Mughal Nobility forcefully demanded liberty in the high seas as a matter of right which ultimately
emerged serious threats to protect the right of the foreign companies in the Indian Ocean.

There was English trading establishment at Balasore. The English had established their first factory at Hariharpur in the May 1633. The trading settlement Pipli was supported by W.W. Hunter and Wheeler. They referred their views that the English established their factory at Pipli on the basis of a Farman which was issued by the Mughal emperor Shah Jahan which permitted them to trade in Bengal confining to Pipli. C.R. Wilson differed on the establishment of the British factory at Balasore and stated that “the English truth is that the English never had any factory at Pipli, except in the imagination of historians”. But Bernier opines that Pipli was the prominent harbour in the coast of Orissa which remained 16 miles from the mouth of the river Subarnarekha. B.S. Das established his view on the British trade in Balasore that “the participation of the British East India Company in the Orissan trade at Balasore and Pipli opened up a new chapter in the history of textile manufactures in Orissa.”

He further stated that the English traders after establishing their factories at Masulipatam (1611), Surat (1712) went ahead and constructed factories at Hariharpur (May, 1633) and Balasore (June, 1633) and subsequently at Pipli 1830A.D.Bernier differed his view that after the decay of Pipli, Balasore became a considerable harbour”.

But, Pipli was at once became an alluring and prosperous town. Despite the trading eminence on the cotton manufacture, a number of other commodities were plentifully available. Broad and fine clothes having superior quality were also produced which became plentifully available at Pipli”. There was the cotton and silk manufacturer at Pipli. Thomas Colley and Cartwright played an important role for establishing such factories in Orissa. The British sailors also faced hard challenges against Portuguese’s pirates and the Dutch fleet.
At this critical juncture, the British English East Company realized the necessity of stationing an armed fleet at Balasore to protect their trade interests against the Dutch competition. Pipli turned a centre of extensive activities of the Portuguese’ factors. It was a land mark in the history of Orissa that the first European traders known as the Portuguese’s established their settlements at Pipi. The trading settlement Pipli was a natural harbour which situated at a distance of four miles from the mouth of Suvarnarekha in the district of Balasore.

Before the influx of the Portuguese traders to settle in Orissa, the chronological division of the Lusitanian presence in the Indian Ocean during the sixteenth century was fairly clear and the passing years from 1500 to the end of Aphonso De Albuquerquis governoship in 1515 A.D. were the years of the heroic deeds at sea seizing the most profitable ports in East Africa, the Malbar Konkan the Prsian Gulf and the strait of Maloca. As the Portuguese faced the intolerable and hostile attitude of Indians in the Coromandal coast, they had to seek a new place for shelter and entered to Pipi. Pipi became an important centre of business and activities of the Portuguese. It was also treated as a slave market of the Portuguese and Arkanese pirates.

Broad and superior fine clothes were the products of Pipi. The Portuguese traders were suppliers of woolen clothes, spices, tin, quick silver and vermillion fron Mallaca and Maccao. At the same time the Portuguese traders were purchasing white cotton cloth and muslin from Pipi and earned huge profits out of it. The Portuguese turned Pipi from the commercial centre to the Christian religions activities. After getting permission from the emperor Akbar, the Portuguese had built a Church and a fort at Hugli and had gone to the extent of opening a settlement at Dacca.
The construction of Church and religious activities continued during the early time of seventeenth century as the Augustinians had constructed churches and residential quarters for the Christian fathers.  

The Portuguese trade brought commercial stability extending from Goa to Bengal. K.N. Choudhury referred that the trade from Goa to Bengal was even more profitable to the Portuguese than the coastal trade of Coromandal. By the year 1580, the Portuguese traders shifted their settlement to a town which became the commercial city of Hugli.

Pipli became a demanding port on account of the close connection between Balasore and Hugli which helped for the development of inter-port relation towards Patna and Dacca. Pipli became the most profit making centre than Balasore on the part of the Portuguese traders. The trading activities continued in the seventeenth century. Manrique referred that Pipli became a busiest port by the many Asian nations despite the maritime activities and continued the progress of commercial activities till the 40’s of the seventeenth century.

The Portuguese commercial activities became successful in achieving a certain degree of integration in the Indian Ocean tackling the local political and commercial environments. Unfortunately, the Portuguese faced a greatest challenge by the influx of the English and British ships in the Indian Ocean during the last decade of the sixteenth century. They struck a big blow to run the commence and proved fatal to their power and economic prosperity in Orissa. The Dutch East India Company penetrated to Orissa to establish their trade and made first commercial settlement at Pipli in 1625A.D. Later on, they shifted to Balasore and established factory there.

But, there was the signal of perennial Portuguese attack. Manrique pointed out that the port was frequented by the Asiatic traders. There was high procurement of the trade when cargoes of sugar, wax, gum,
lac was dispatched from Bengal to Surat.\textsuperscript{177} Pipli became an attracting commercial place where large quantities of merchandise were collected from the 12 provinces of Bengal.\textsuperscript{178} The importance of the port is justified, when the ship Josiaha with heavy cargo set out sea jurney on \textsuperscript{26} Feb. 1700A.D. from Pipli.\textsuperscript{179} It was full loaded vessel having the collection of 500 bales from Sutanuti, 200 bales from Karimbazar, 700 to 800 bales of finest sorts from Pipli which valued above 8 lakhs of rupees.\textsuperscript{180}

The Dutch East India Company reaped high amount of profit importing salt petre from Patna and its neighbouring areas to Pipli. There was a refinery centre at Pipli which was exporting goods to Europe. The annual export was around 2000 tons a year.\textsuperscript{181} It further increased the volume of yearly import from 2000 to 3000 mounds. But the passage of time, the silting of the bed of river Subarnarekha must have certainly affected the deterioration of trade at the port of Pipli.

Besides the monsoon, the bar of the river was unsafe through the year which started from the thirties of the seventeenth century.\textsuperscript{182} Prior to the above cited factors, the port of Pipli was ideally suited as a profit making harbour, on which it was discharging water to the level 500,000 cubic feet per second at a maximum. Unfortunately, it was first to be silted up of all the rivers of the Balasore district.\textsuperscript{183}

The decline of Portuguese trade in Pipli gave full advantages to English merchants as they had won over the weavers or artisans who were enjoying the status of regular suppliers of articles to the Portuguese. However, Pipli at first remained as a Portuguese dominated trade centre in Orissa.\textsuperscript{184} Inspite of the various disadvantages, Pipli earned reputation as a great textile producing centre like Mohanpur, Jaleswar, and Olmara. Manrique reflected that it was the busiest commercial spot which was frequented by many Asian nations.\textsuperscript{185}
HARIHARPUR:

Hariharpur or Harshapur is located at the present Jagatsinghpur. It was 25 miles from Cuttack. The English traders established the first factory at Hariharpur. Later, on they shifted to Balasore. The British consignments of broad cloth and lead did not gain any market at Balasore. They had faced the challenging task against the Dutch fleet and Portuguese pirates. The deteriorating feature of British trade Masulipatnam and the scarcity of cloth encouraged the court of Directors at Balasore and Hariharpur. They suggested that the factories of Hariharpur and Balasore should be maintained keeping in view the future expansion of commerce in this coast.

Before the establishment of British factory at Hariharpur, the town was quite populous and plenty of merchants there. A governor was residing there. It was refused by Bruton that the town is full of people, they were many merchants in it and a plenty of all things including clothes of all sorts were available. The town had atleast 3000 weavers. Like the English East India company's trading establishment at Hariharpur, the Dutch and the Portuguese found their presence there. Peter Mundy had mentioned that Horresepore was a port. But the Dutch who were known as the area rivals of the Portuguese settled in Pipli in 1625 A.D. Being afraid of the perpetual fear of the Portuguese the Dutch shifted to Balasore.

The Dutch had exclusively purchased plenty of calicoes in the seventeenth century. The presence of English East India Company suddenly raised a sense of enviousness and animosity in the wind of the Portuguese. The Portuguese created a landmark in the history of Orissa in the sense that it was the first European company to establish their trading settlement at Pipli. As Pipli was a natural harbour which was situated four miles away from the mouth of the river Suvarnarekha in the district of Balasore. The presence of the English factors became a responsible factor for the outcome
of the enmity with the Portuguese. They predicted that the trade of the English East company would reduce the expected profit of the trading monopoly. There emerged of the trading competition and hostilities with the English East Company.

The Portuguese made an early attack on the English “Junk” and became successful in defeating the English on the coast of Orissa. Like the Portuguese, the Dutch were took some pioneering steps for the establishment and expansion of trade in Bengal which posed a new threat to the English traders. From the commercial point of view the English East India Company was lagged far behind the Dutch company. Hariharpur was an alluring centre of all kinds of clothes. The English factors also took highest advantage establishing their factory at Hariharpur.

There was huge production of sanno"es and cassaes at Hariharpur. It has been referred that Mr. Colley, the English trading authority at Hariharpur made a huge purchase of clothes to the tune of four thousand pieces of cloth at Hariharpur. The English agents became so encouraged for the trade manufacture of cloths at Hariharpur that they wrote to cart wright of their readiness to purchase musters of cassaes at Balasore on 17th July 1633 A.D.

The produced sanno"es were known as Harihapur sanno"es. It is also proved that the productive articles of Hariharpur were transporting to the other parts of Orissa by the river Mahanadi. Hamilton pointed out that the port of Hariharpur a prosperous commercial town and the fine river acted as the water channel to invite strangers for the purchase of cotton cloth, rice. The river Mahanadi was the main transporting channel to despatch the materials to other parts of the Orissa.

Like the English traders, the Dutch were first to bring over large textiles of Hariharpur to their respective factories at Balasore.
has referred that a considerable quantity of calicos manufactured at Hariharpur were used to be sold to the Dutch and English merchants. In the year 1640 A.D., more than two Danish ships were arrived at Hariharpur.

The traders of English East India made the first choice to purchase the variety of sannoes at Hariharpur. K.N. Sethi has opined that the purchased sannoes in Hariharpur were treated as an important item of the Britishers commerce in Orissa. The production of Sannoes at Hariharpur was quantitatively superior. There was an example that the English factor Richard was directed to contact the merchants of Hariharpur for sannoes in Head, Belly and Foot.¹⁸³

The trading trend of Hariharpur continued to the close of seventeenth century. The traders paid high attention and transacted their business for its long celebrated cloths and other different commodities. There is proof of the Hamilton’s account that Hariharpur was undoubtedly a flourishing centre towards the close of the seventeenth century and was the principal market of Orissa for its commercial repute on cloth and rice. Both land and sea routes were used by the traders. Hamilton also referred that the trade link was existed between Hariharpur and Puri.

The deterioration of the commercial transaction at Hariharpur was observed in the first half of the seventeenth century. It is referred by Mamique that the mouth of the rivers as “sand banks being lashing by cashing and driving waves which the sea raised and he entered the port with great difficulty” by a boat thus leaving the ship. By the 1642 A.D. the English ships found difficulties to go into the rivers which endangered them and the English abandoned by the year 1642 A.D.

GINGELLY COAST:

The Dutch East India Company had undoubtedly made their trading settlement at Gingelly coast.²⁰⁰ F.C. Danvers reflected that there was
commercial activities of the Dutch traders till 1638 A.D. \(^{201}\) One or two large ships had been deployed to expand the trade between around 1628 to 1629 A.D. The topography of Gingelly coast had been extended from the area of the Godavari delta to Jagannath Puri. The land which had been stretched in the Gingelly coast was the most fertile land. \(^{202}\) After the English trading establishment at Balasore and Hariharpur they became keenly interested and made further attempt to open a factory at Ganjam. Before the establishment the Court of Directors sent captain Health to make fortified settlement in India \(^{203}\) The English initiated their attempts of wondering in search of a secured centre for their trade. \(^{204}\) But the Mughal Governor at first refused the English factors to settledown inorder to fulfil their trading mission. All early efforts of Health went in vain when all his trials failed to negotiate with the Mughal Governor. The initiative to establish factory at Ganjam was carried out and the authority of the fort St. George examined the report thoroughly and reciprocated that the company was forbidden to found any new settlement.

T. Bowery also referred that it was the most delicate country for the use of man and the land abounding with all necessaries for the subsistence of mankind. \(^{205}\) He highlighted that the area was the most alluring land in the Universe having the yielding capacity of three cash crops. The most important productions were butter, oil, and rice and had been sold all over India and south seas. There was the reference of Hamilton that rice and sugarcane having white and brown colours had been produced in Ganjam. \(^{206}\) The other notable quantititative products were iron, cotton cloths and bees wax in the area which were having exporting value. \(^{207}\)

Malikpatna was a prosperous port in ancient time which had a connection link to Chilika with the sea. The recent excavation is done by the institute of maritime and South East Asian studies and the findings of the
indigenous and foreign materials reflect that it was undoubtedly a potential and flourishing port in the ancient period.\textsuperscript{208}

Despite the conduct of the archeological survey, there are other authentic literary sources which pay attention the location, trading linkage for the spread of maritime activities at the port of Malikpatna. Bowrey refers that Malikpatna was the last frontier of the Golkunda kingdom and the area was between the Jagannath temple Puri and Godawari river as the coast of Gingalee.\textsuperscript{209} W.W. Hunter has reflected Malikpatna was one of the five revenue states of Parikud. The account of Tonby refers about the existence of Malikpatna.\textsuperscript{210} B.C.Ray has reflected that Malikpatna was the meeting ground of war between Maratha and Britishers and it was finally captured by the Britishers without much resistance.

In spite of the above cited references of the existence of the port and maritime activities of the Malikpatna, the early reference of Malikpatna is found in the Kanchi Kaveri expedition of Purashattam Deva, the Gajapati king of Orissa in the mid of the fifteenth century. The most spectacular findings are excavated by the joint collaboration of the Orissa institute of Maritime and Southeast Asian Studies and the Deptt. Of State Archeology of the Government of Orissa.

There were various types of ceramics which were based on indigenous and foreign fabrics. Malikpatna had possessed a unique place in the entire eastern coast for the prosperity of maritime activities. The varieties of imported wares were known as rouletted ware, brown glazed Burmese ware, molded ware, stamped ware, decorated ware, kaolin ware, Chinese celadon, Chinese porcelain, black, grey and red features.\textsuperscript{211}

At last, the English factory was established at Ganjam having the privileges of Residents Council, artillery and troops. John Andrews was appointed as the President to deal affairs at the Factory of
Ganjam. The English factors had visited Gingelly to observe the available goods there. Again, the English factors became harassed when William Norris, the ambassador made an appeal to Aurangzeb to get permission for the establishment of factory at Gingelly. But, William Norris became unsuccessful in his mission as his prayer was blatantly rejected by the Mughal emperor.

Ganjam was a prominent trading centre for the production of cotton textiles in Orissa. At the same time, there was the production of woolen goods. Hamilton referred that the manufactured clothes were highly qualitative and fit for export in Ganjam. Ganjam was a famous commercial center for production of Calicos, especially betillis which had extended from the estuary of the Godavari to Jagannath.

It earned trading prominence to produce different of fine clothes and coarse clothes. Ganjam had turned a commercial centre for the investment of the English merchants and the printed clothes were one of the varieties at the commercial centre of Ganjam. It is observed that the textile production was undoubtedly qualitative and cheapness of price was one of the alluring features at Ganjam. Despite the English establishment at Ganjam, there was the demand of cotton textiles. There was an example of the presence of a famous merchant Nolla Copille Dowle who arrived in 1700 A.D and allured higher prices to the weaving class to supply more goods to him than the British traders.

There emerged a competitive spirit among the Moore and Comty traders where they resorted to bribery. The export of rice to the Coromandal coast became possible as a few areas in the southern Coromandal produced plenty of rice. They some times depended on the imported rice to meet scarcity of rice during the natural calamity. In case of any shortage in central or southern Coromandal all the shipments would be channelized from the Bimlipatanam and Ganjam.
The English traders faced a fresh challenge when the French ships known as Royal James and Mary appeared at Ganjam in 1694 A.D.\textsuperscript{218} The local merchants were the worst victims of paying custom duties to the unruly custom officials. In spite of regular payment of the internal custom taxes, the so-called Muslim officers were extracting more taxes besides the payment of regular taxes. The established and richest merchants in the Gingelly coast could not openly exhibit their accumulated wealth for the fear of extortion by the Muhmmmedian officials.\textsuperscript{219}

The unhealthy practice of the Muslim officials had brought suffocation to the local merchants and went to the extent of evading internal customs duties by eluding the constant vigilance of the faujdari officials\textsuperscript{220}. It was found that there emerged entrepreneurial spirit among the merchants on account of the boom of the Asian trade in the seventeenth century. There was the engagement of the overseas trade by the richest merchants and the moderate capitalists were engaged in coastal trade by their vessels.

At the same time, there emerged the new commercial feature of the export of rice from the Gingelly to Coromandal Coast. The feature of the export was brisk because of the rising population of the port settlements along the coast and a greater incidence of failure of harvests caused by natural and political factors. In spite of the famous ports mentioned above, there were some other ports known as Jijli, Manipatam, Kanika, Cuttack, Bimlipatam, Vizagapatanmn during this period\textsuperscript{221}. The keen interests of the Mughal Governor encouraged to shift some of the southern ports to the northern ports.

As Orissa was a province of the administrative unit of Bengal, the Muslim administrators naturally took keen interests for the establishment of the northern ports due to the relative distance. The year 1574 A.D was a memorable and landmark in the history of Orissa.\textsuperscript{222} The Portuguese after establishing their trading settlements at Pipli, they further went ahead to the
northwards in order to search new footholds and lastly settled at Hijli. Hijli was named as a famous sea port at the mouth of the river Rusulpur.

Manrique also supported the Portuguese settlement at Hijli having the status quo of a port of trading transaction by various ships from different countries. The influx of the ships of Nagapatam, Sumatra, Malacca and other was found for trading purposes. The English factory records supplied informations that there was English trading activities at Hijli. The English factors were engaged in exporting the ingredient of salt from Hijli to Hugli. The trade export of English was supported by Ralph Fitch that ships were coming from Sumatra to Hijli.

The Portuguese had made extensive trade activities at Manikpatanam in 1621 A.D. Manikpatanam was a natural harbour and found in the mouth of Chilika. Abul Fazl referred the prominence of the port of Manikpatanam as a large port where the salt dues were collected.

In 1621 A.D, the Mughal Governor or Faujdar had invited the Dutch traders to establish factory there. After the Portuguese settlements, the Governor of Manikpatanam had sent message to the Dutch traders to come to Manikpatanam. The Bengali merchants acted as the messengers between the Governor of Manikpatanam and Dutch traders. Bowery referred Manikpatanam as a sea port at Gingelly.

The English traders had opened a factory at Ganjam towards the end of the seventeenth century. The Ganjam factory was turned a great commercial establishment by the traders of the English East India Company. Alexander Hamilton stated that there was the English trade at Cuttack and its walls were standing during this visit to that place. The rise of the two ports at Vizagpatanam and Ganjam became alluring on account of the high investment by the English, Telugu and Muslim traders in the 18th century.
The decline of trading activities at Masulipatnam gave trading boost for the rise of ports at Vizagpatanm and Ganjam. The eighteenth century experienced declining features of change in the sea-borne and coast wide trade on textile commodities. In the closing years of 19th century, the silting of the Balasore port with the recession of sea water, the salt and rice trade had been highly affected and practically came to end.

The decrease of the port of Balasore is mentioned by Fakir Mohan Senapati. Bernier described the chronic misery about the Indian weavers that they went naked to clothe others and to increase the wealth of the merchants. It was fully applicable to the miserable condition of the weavers of Orissa in the 19th century. The mid of the eighteenth century had tested the decline of the trading network. Most of the Orissa’s oceanic trade and the loss of the ports remained under the subjugation of Marathas in the fifties of the 18th century.
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