

HYDERABAD STATE

There are three spinning and weaving-mills in the State. employing 2, 712 hands: namely, those of the Hyderabad (Deccan) Spinning and Weaving Company, near Hyderabad; the Gulbarga Mahbub Shahi Mills Company, at Gulbarga; and the Aurangabad Spinning and Manufacturing Company, at Aurangabad city. The first of these mills commenced work in 1877, while the others were opened in 1886 and 1889. Together they represent a capital of 31 lakhs. The table on the next page shows the statistics of progress.

Commerce and trade

Regular statistics of trade are not maintained, but general guide to the nature and direction of trade is obtained from the customs and railway returns.

Exports and imports

The principal exports are food-grains, cotton, linseed, sesamum, ground-nuts, castor seed, indigo, oils, timber, cotton cloth, hides, cattle, and coal; while the chief imports are mill-made cloth, yarn, raw silk, salt, refined sugar, dried fruits, betel-nuts, horses, cattle, silver and gold, copper and brass in sheets and utensils, iron, timber, mineral oil, and opium.

	1880-81	1890-91	1900-01
Number of mills	1	3	3
Number of looms	169	443	459
Number of spindles	14, 958	50,713	49, 465
Hands employed	583	2, 236	2, 490

Chief trade centers

The State is divided, for the purpose of levying customs duties on articles entering or leaving the Gulbarga country by the ordinary trade-routes, into nine customs divisions, five of which-Naldurg, Jalna, Lingsugur, Rajura, and Kodar-deal exclusively with road-borne trade, while the remaining four Hyderabad, Secunderabad, Warangal, and Gulbarga - deal with both rail-borne and road-borne traffic.

Besides the places already mentioned, the following distributing centres are important: Aurangabad, Nander, Parbhani, Hingoli, Parli, Surapur, Koppal, Latur, Raichur, Seram, Shahabad, Narayan pet, Sadaseopet, Siddipet, Indur, Karkeli, Khammamett, and Edlabad. Complete statistics showing the quantities of exports and imports at each of these places are not prepared by the Customs department, as articles comprised in the Customs tariff are alone registered. The railway returns show only the weight of rail-borne traffic.

Internal trade

In the absence of reliable statistics, it is impossible to estimate the amount of the internal trade of the State, but there is no doubt that it far exceeds the foreign trade. For the purpose of export, the produce of the country is collected from the interior at certain important centres. There is also a large interchange of commodities of local growth and production between adjoining Districts. The same agency that is employed for collecting the produce for export also performs the office of distributing imported articles to distant parts by means of carts and pack-bullocks. The trading castes are represented by the Jain Vanis in the Maratha Districts, by Lingayat Vanis in the Carnatic and by Komatis in Telingana, while Marwari traders are to be found in all the large villages. The village Bania is a general tradesman, being grain-dealer, cloth-vendor, and banker. He it is who advances to the ryot the amount to enable him to meet the land revenue, and at harvest time takes charge of the produce, which he passes on to the agents of wholesale exporters at large centres or the nearest railway station.

External trade

Goods and commodities imported from British territory are brought in either by rail direct to important station in the State, or in the case of frontier Districts, where there are no railways, by

means of carts and pack-bullocks from commercial centres, outside Hyderabad, such as Barsi, Sholapur, Ahmadnagar, Kurnool, Adoni, Bellary, Bijapur, Jaggayyapeta, Bezwada, Bhadrachalam, Rajahmundry and Chandarpur. The rail-borne imports are mostly from Bombay, and to a smaller extent from Madras. With regard to exports, the produce of the frontier Districts finds its way to the same centres, but that of the interior is carried to the nearest railway station, whence it is either sent to Hyderabad or consigned to Bombay or Madras. The chief channels of trade are the Great Indian Peninsula Railway in the west and the south, and the Madras and East Coast Railways in the south and east. These are connected with the Nizam's Guaranteed State Railway, which traverses the State from Wadi in the west to Bezwada in the east. The Hyderabad- Godavari Valley Railway, which passes through the central and north-western Districts, connects the capital with Manmad in the Nasik District of Bombay. Numerous feeder-roads in the interior convey commodities to and from the various stations on the State Railway. The principal exports to Bombay in 1903 consisted of linseed (46, 466 tons), castor-seed (45, 090 tons), other seeds (29, 550 tons), hides and skins (527 tons) and miscellaneous including raw cotton (123, 443 tons); the exports to Madras in the same year were linseed (5, 233 tons), castorseed (14, 095 tons), other seeds (5, 094 tons) hides and skins (3, 136 tons), and miscellaneous (26, 845 tons). The imports from Bombay consisted of cotton twist and yarn (7, 541 tons), cotton piece-goods (5, 194 tons), grain (13, 632 tons), kerosene oil (8, 522 tons), fruits and provisions (7, 110 tons), iron (7, 391 tons), tobacco (25 tons), and salt (33, 848 tons); and from Madras, yarn (240 tons), piece-goods (451 tons), grain (47, 688 tons); Tobacco (2,062 tons), and

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fruit and provisions (1,703 tons); while from stations outside these two Presidencies the imports consisted only of grain (4, 731 tons). The total exports by rail in 1901 amounted to 113, 340 tons, and the total imports to 122, 345 tons; and in 1903 they were 300, 679 and 152, 334 tons respectively. These figures are exclusives of the coal exported, the figures and value of which are shown below :-

1891	81, 882 Tons	Rs. 7, 66, 270
1901	343, 945 Tons	Rs. 18, 61, 940
1903	291, 499 Tons	Rs. 17, 58, 444

Means of
communication
Railways
General

The south-western corner of the State is crossed for 137 miles by the broad-gauge line from Bombay to Madras. About 120 miles of this line belong to the south-eastern section of the Great Indian Peninsula, while the remainder is part of the north-western branch of the Madras Railway, the junction being at Raichur. From Wadi on the Great Indian Peninsula Railway, the Nizam's Guaranteed State Railways runs east to Warangal and then south-east towards Bezwada on the East Coast section of the Madras Railway. The total length of the main line is 310 miles, while two branches from Husain Sagar to Hyderabad and from Dornakal to the Singareni coal fields add 20 miles. The Hyderabad- Godavari Valley Railway (metre gauge) runs for 391 miles north-west from Hyderabad city to Manmad on the north-eastern section of the Great Indian Peninsula Railway. The State thus contains 467 miles on the broad gauge, all built before 1891, and 391 miles on the narrow gauge, opened between 1899 and 1901.

Method of
working

The Nizam's Guaranteed State Railway is owned and worked by a company under a guarantee from the Hyderabad State, and the same company works