

INTERNAL TRADE

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 Railway 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

the metre-gauge line, capital for which was raised by the issue of redeemable mortgage debentures.

Financial results The total capital expenditure on the Nizam's State Railway to the end of 1904 was 4.3 crores, and in that year the net earnings were nearly 28 lakhs, or about $6\frac{1}{2}$ per cent. on the outlay. The Hyderabad-Godavari Valley Railway has cost 2.6 crores, and earned 7.7 lakhs net in the same year, or nearly 3 percent' but in 1901 and 1902 the earnings had been about $3\frac{1}{4}$ percent

Roads With the exception of some roads in the immediate vicinity of Hyderabad city, none of the roads in the State can be considered as equal to roads described as first-class in British India, and even these are graced than metalled. Prior to 1868 there were trunk roads leading from Hyderabad to Sholapur, Gulbarga, Kurnool, masulipatam, Hanamkonda, and Nagpur, some of which were originally constructed by the British military authorities to facilitate the movements of troops. They were eventually made over to the State about 1867.

Principal routes The following are the principal roads: The Hyderabad-Nagpur road runs due north, leaving the State at Pullara in Adilabad (Sirpur Tandur) District, 195 miles from the capital. This road is partly bridged and well maintained, and is passable at all seasons. The Hyderabad-Jalna road is 265 miles long, and proceeds via Bidar, Udgir and Gangakher. Up to Bidar, the road is good and practicable at all seasons, but beyond it is only a fair-weather road. A bridged road connects Hyderabad, via Homnabad and Naldrug, with the Sholapur railway station, and is 180 miles long. Before the extension of the Great Indian Peninsula Railway beyond Sholapur, this was the main road from Hyderabad to the Bombay side. The Hyderabad -Kur-nool road is passable at all

PRINCIPAL ROUTES

seasons and is 136 miles long. A branch from Jedcherla to the Kistna river, 60 miles in length, was constructed between 1879 and 1882. Another branch road starts from the sixty- ninty mile and proceeds by Makhtal to the Kistna station on the Great Indian Peninsula Railway, 42 miles, while a third extends to Raichur, 55 miles. This last forms a part of the Hyderabad-Bellary road, with a total length of 158 miles. The Hyderabad- Masulipatam road, partly bridged and passable at all seasons, has a length of 116 miles in the State. From the sixtieth mile of this road the old Madras road branches off. A made road connects Hyderabad city with Warangal, 91 miles, and proceeds thence to mangampet on the Godavari, 72 miles. The former sectio was constructed in 1868-71 and the latter in 1871-76.

The other principal roads are Hyderabad to Medak, 54 miles; Aurangabad to Nandgaon on the Great Indian Penin sula Railway, 54miles; 43 of which lie in the State; Aurangabad to Jalna, 39 miles; Aurangabad to Toka, 25 miles; Aurangabad to Bhir, 72 miles; Bhir to Ahmadnagar railway station , 70 miles, and then south via Parendia to Barsi Road station; Naldrug to Gulbarga, $52 \frac{1}{3}$ miles; Naldrug to Osmanabad (Dharaseo), $32 \frac{1}{2}$ miles; Gulbarga to Suraur, 60 miles; Raichur to Lingsugur, 55 miles, being part of the old road from Kurnool to Dharwar; the Bhongir-Nalgonda road, 40 miles long; and the branch road from Homnabad to Gulbarga railway station, 36 miles. Many of these roads now serve as feeders to railway stations.

Feeder roads

After the extension of the Great Indian Peninsula Railway beyond Sholapur in the direction of Gulbarga and Raichur, 13 feeder-roads were constructed with a total length of 382 miles; and when the Nizam's Guaranteed State Railway was opened from Secunderabad to Wadi in 1874, seven

more feeder-roads were completed, totalling $97\frac{1}{2}$ miles. Eleven years later the railway was extended from Secunderabad to Warangal, and thence to Dornakal, necessitating the construction of 13 new roads to serve as feeders to this section of the railway. Subsequently, at the request of the railway company, 15 roads, with a total length of 109 miles, were constructed as feeders to the Hyderabad-Godavari Valley Railway.

In 1891 there were 1, 241 miles of road under maintenance, costing 3 lakhs, while in 1901, 1, 614 miles were maintained at a cost of $5\frac{1}{2}$ lakhs. The Local fund roads are not included in these figures. Improvements in the method of maintenance accompanied the increased grants in 1901, and portions of roads and bridges have been reconstructed.

Carts

In the interior of the state the only means of transport are pack-bullocks and the ordinary two-wheeled country cart drawn by a pair of bullocks. The majority of the carts are crude in appearance, but are constructed of well-seasoned wood by the village carpenter and blacksmith, and are very serviceable. They consist of a framework of wood, placed across a log, through which passes an iron axle, while the bullocks are yoked to a long pole attached to the log at right angles, below the framework. In the two longer side pieces are fixed uprights 2 feet high, secured by another piece of wood on top. The wheels have tires made from country iron.

Post office

The Hyderabad State maintains its own postal system for internal communications and issues stamps. State correspondence was conveyed by contractors for a stipulated amount from 1856 to 1869, in which year the State undertook the carriage of mails on a system devised by Sir Salar Jang I. The

ghungru service, or express post, seems also to have been introduced at the same time, but was abolished in 1902 because of its cost, since at least two runners had to be kept at every stage.

When the State took over the direct management of the department in 1869, District and *taluk* post offices were immediately established, numbering 125. The net income and expenditure in the first year were Rs. 16,100 and Rs. 2,45,000 respectively. The number of post offices was gradually increased, so that in 1892 they numbered 195, and the receipts and expenditure rose to Rs. 1,27,300 and Rs. 2,60,500 respectively. By 1901 the number of post offices had risen to 239 and the receipts were Rs. 1,57,700, while the expenditure had increased to Rs. 2,99,200. The receipts do not include income from the carriage of services covers, which are carried free of all postal charges. The amount which would have been realized from the conveyance of these during 1901 was estimated at Rs. 3,67,500. In 1901 mails were carried by runners over 3,882 miles of post lines, and by railways over 1,076 miles. The number of persons employed in 1881, 1901, and 1903 was 1881, 2,177, and 2,140 respectively.

The following table gives statistics of the operations of both State and British post offices in 1902-2:-

HYDERABAD STATE

	State post	British Indian post
Number of post offices	248	38
Number of letter boxes	289	64
Number of miles of postal communication	4, 910 1/4	6,461, 073
Total number of postal articles delivered	6, 683, 718	3,235, 177
Letters	5, 612, 302	1, 920, 735
Post-cards	1, 033, 560	525, 807
Packets (including unregistered newspapers)	...	
Newspapers (registered as newspapers in the Post office)	...	734, 954
Parcels	37, 856	44, 400
Value of stamps sold to the public	Rs. 99, 245	84, 715
Value of money orders issued	Rs. ...	43, 32, 662
Total amount of savings bank deposits	Rs. ...	9, 01, 150

Famine

The Nizam's Dominions, in common with other parts of India, are subject to periodical visitations of famine of a more or less severe character. It is recorded that 1629, 1659, and 1685 were famine years, while in the eighteenth century there were famines in 1713, 1747, and 1787. In the nineteenth century famine or scarcity was experienced at eleven periods: namely, 1804, 1813, 1819, 1846, 1854, 1862, 1866, 1871, 1876-7, 1896-7, and 1899-1900. There are no records of famine relief measures prior to 1876. In that year the rains failed, and the Districts affected were Lingsugur, Raichur, Gulbarga, Bhir and Osmanabad (Naldrug) in the Districts of Nalgonda and Mahbubnagar (Nagar Karnool) there was no famine, but the distress caused by scarcity was severe. The whole of the State, in fact, suffered, as prices of food rose very high, and famine-stricken people migrated from the affected Districts. Relief works were started in October, 1876 and were finally closed in November, 1877. During this period 6¹/₄ million units were provided with work, and 2 millions were relieved in poorhouses. The cost of this famine, excluding remissions of land revenue,