

104,496,400 lb., of which more than one-fourth was exported. While the Punjab is of considerable importance as a cotton-producing Province, the staple is short, varying from $\frac{1}{2}$ to $\frac{3}{4}$ of an inch, and occupies a low position in the market.

Woollen industry.

The Egerton Woollen Mills, established at Dhāriwāl in 1880, are the only woollen mills in the Province. The company has a nominal capital of Rs. 12,00,000. Its progress is shown by the following figures :—

	1890-1.	1901.	1904.
Number of looms . . .	115	128	264
„ spindles . . .	4,564	4,320	6,708
„ hands employed	620	820	908

In 1903-4 the mills turned out broadcloths, blankets, great-coats, serges, flannels, tweeds, *lois* and shawls, travelling rugs, knitting yarns, braids, Berlin wool, socks, caps, gloves, and other kinds of knitted goods to the amount of 572,061 lb., valued at Rs. 7,30,118. The native shawl-weaving industry and manufacture of *pattū* and blankets have not been much affected by foreign imports.

Breweries.
Ice.

The Province contains eight breweries, from which nearly 2,000,000 gallons of malt liquors were issued in 1903-4. In 1904 there were 15 ice factories worked by steam, compared with 4 in 1891. The number of indigo factories decreased from 27 to 12. There were, in 1891, two distilleries for the manufacture of spirits according to the European method, but the number has now risen to six. In 1903-4, 273,102 gallons (London proof) of spirits were issued from these. Most of the spirit is made from sugar, but some is whisky distilled from barley malt.

Iron foundries.

There were 5 private iron foundries in 1904 : namely, three at Delhi, one at Lahore, and one at Siālkot. Steel trunks and boxes are made in large numbers at Multān, Lahore, and Siālkot. At the place last mentioned surgical instruments are made by an enterprising firm. The most important iron-works, however, are the North-Western Railway workshops at Lahore.

Protection of operatives.

Factory operatives are protected by the Indian Factories Act, revised rules under which were promulgated in 1892. The orders of the Inspectors have been enforced without difficulty, and very few prosecutions under the Act have been necessary. In 1892 there were 34 factories in which steam-power was used. The number has now risen to 175. While the conditions of labour of the mill operatives has been decidedly improved, it does not appear that there has been

any tendency for wages either to rise or fall during the last ten years. The highest rates are paid in the Government workshops on the North-Western Railway, where many skilled mechanics are employed. The ordinary rates in private factories are 3 annas to 5 annas a day for male operatives ; 2 annas to 4 annas for women and children ; and from Rs. 30 to Rs. 60 a month for skilled mechanics.

The condition of skilled artisans in the indigenous industries of the Punjab, such as carpet-weavers, leather-workers, brass-workers, is not favourable. The capitalists in some cities formerly safeguarded their interests by a trade practice, according to which, when a workman left one employer for another, the second employer was held to be liable to the first to the extent of all advances received, and the thralldom of the artisan to the second employer was maintained. This trade practice has recently been declared illegal by several decisions of the Chief Court, and the growing competition among capitalists for the service of workmen is beginning to have its natural effect in strengthening the position of the artisan. The present transitional stage from the guild or caste system to the system of free competition between capital and labour is one of much interest to the student of sociology. The change is, however, as yet only in its initial stages, and has scarcely affected the village artisans, who still receive their customary dues in kind, and are almost as much dependent on the nature of the harvests as the agriculturists themselves. In towns also the hereditary nature of many caste industries, and the tradition of preserving the trade secrets within the trade caste, still continue. The freedom to learn where and what one wills has not yet been obtained, but is being gradually brought about by the competition of capital for labour, by the industrial schools, and the introduction of steam-power and factory labour, which, having no caste tradition, is open to all.

Prior to annexation the Punjab proper had practically no trade with the rest of India. It had no surplus agricultural produce to export, and the anarchy which ensued on the decay of the Mughal empire was an effectual barrier to commercial enterprise. Ranjit Singh's policy aimed at excluding British traders from his kingdom, while the earliest efforts of the British Government were directed to opening up the water-way of the Indus. Since annexation the security afforded to person and property, the improvement of communications, and above all the extension of canal-irrigation, have vastly developed the agricultural resources of the Province.

Artisans
in the
indigenous
industries.

Commerce
and trade.
Trade
prior to
annexation.

General
character
of trade.

The main source of the wealth of the Punjab lies in its export of wheat, of which the largest amounts exported were 550,911 tons in 1891-2, 457,991 in 1894-5, 493,826 in 1898-9¹, 623,745 in 1901-2, 536,374 in 1902-3, and 877,022 in 1903-4. Next to wheat, raw cotton is the principal export, and besides wheat inferior grains are exported on a large scale, chiefly to Southern Europe. During the ten years 1891-1900 the value of the agricultural produce exported exceeded that of the amount imported by an average of nearly 438 lakhs a year, a sum which considerably exceeds the total land revenue, with cesses and irrigation rates, levied in the Province.

Among imports, cotton piece-goods, European and Indian, stand first. The imports of the former fluctuate greatly. Valued at 218 lakhs in 1890-1, they had fallen to 190 lakhs in 1900-1, but rose to 253 lakhs in 1901-2, falling again to 231 lakhs in 1903-4. Indian-made piece-goods, however, tend to oust the European, the imports of the former having increased threefold in value between 1891 and 1904. In the case of twist and yarn this tendency is even more marked. The other considerable imports are iron and steel, sugar, wool (manufactured), gunny-bags and cloth, dyes and tans, and liquors. Wheat and gram are also imported in times of scarcity. The well-to-do classes in the Punjab consume wheaten bread, even when wheat is at famine prices, and are not content with a cheaper grain. Hence the imports of wheat vary inversely with the out-turn of the local wheat harvest. In the prosperous year 1898-9 the value of the wheat imported was only 6 lakhs: the poor harvest of 1899-1900 raised it to 29 lakhs, and, the scarcity continuing into 1900-1, to over 41 lakhs in the latter year. Good harvests in 1901-2 and 1903-4 reduced it to 8 and 10 lakhs respectively. The import statistics of the coarser and cheaper food-grains, such as gram and pulse, are an index to the purchasing power of the poorer classes. Less than 8½ lakhs in value in 1898-9, the imports of these grains exceeded 87 lakhs in 1899-1900, falling to 39 lakhs in 1900-1 and 5½ in 1903-4. The figures show that in periods of acute distress the poorer classes are compelled to fall back on inferior grains, until better harvests and lower prices permit them to resume their wheaten diet.

Trade
centres.

The development of the export trade in wheat has created

¹ All figures for the year prior to 1900-1 on pp. 86-8 include the trade of the North-West Frontier Province, whether internal or external (i.e. within India or with other Asiatic countries, including Kashmir), and those for the subsequent years its internal trade alone.

new centres of trade, in places favourably situated on the lines of communication, especially on the Southern Punjab Railway and on the line from Wazirābād through the Chenāb Colony. Along the former large grain markets have been established at Rohtak, Kaithal, Bhatinda, and Abohar. The last-named, ten years ago a petty agricultural village, has now become a considerable trade centre, and has attracted much of the wheat trade from Fāzilka. In the Chenāb Colony important trade marts have been established at Gojra, Lyallpur, Sāngla, Chiniot Road, and Toba Tek Singh. Kasūr in Lahore District has likewise benefited at the expense of Ferozepore. Imports are distributed chiefly through the cities and larger towns, such as Delhi, Lahore, Amritsar, and Multān. A Punjab Chamber of Commerce, with its head-quarters at Delhi, has recently been established.

The trading castes are the Khattris in the centre and north, the Baniās in the east, and the Aroras in the west. The village trader is the collecting and distributing agent, but he almost always combines money-lending with shopkeeping. Nearly every cultivator is his client, and to him much of the agricultural produce of the village is handed over at a low price, to liquidate debts which have sometimes accumulated for generations. To this, however, there are notable exceptions, the Sikh and Hindu Jats being often themselves keen traders. Moreover, in the case of wheat, the exporter often deals direct with the cultivator, and in the east of the Province many cultivators in the slack season fill their carts with produce and set out to sell it in the best market they can find. Most towns are centres for the collection of agricultural produce, and, as mentioned above, many large grain markets have been established along the lines of rail. These usually have the advantage of being free from municipal octroi duties which, in spite of the system of refunds and bonded warehouses for goods in transit, more or less hamper commerce. No statistics are available to show the volume of this internal trade.

The trade outside the Province is almost entirely with other Provinces and States in India, the amount that comes over the passes from Central Asia being relatively insignificant. More than 90 per cent. of the recorded exports and a still higher proportion of the imports are carried by rail, the remainder being borne partly by rail and partly by boat on the Indus to and from Sind and Karāchi. The bulk of the trade of the Province is with Karāchi, which in 1903-4 sent 37 per cent. of the imports and received 54 per cent. of the exports. Bombay and

Organiza-
tion of
internal
trade.

Organiza-
tion of
external
trade.

Calcutta together accounted for 27 per cent. of the imports and 14 per cent. of the exports, and the United Provinces for 23 per cent. of the imports and 19 per cent. of the exports. Wheat, raw cotton, oilseeds, hides, raw wool, and a certain amount of inferior grains go to Karāchi, in exchange for cotton and woollen piece-goods, sugar, metals, and railway plant and rolling stock. The trade with the other seaport towns is on the same lines. Bombay takes a large amount of raw cotton, and sends silk, tea, and tobacco. Hides and skins, leather, dyes, and tans go largely to Calcutta, whence comes a great deal of the wearing apparel, jute, and woollen piece-goods imported. Cotton and woollen manufactured goods are exported to the United Provinces, which send sugar, coal and coke (from Bengal), *ghī*, gram, and pulse.

Trade with Kashmir.

The trade with Kashmir is partly by the Jammu-Kashmir Railway, and partly by the roads leading into the Districts of Gurdāspur, Siālkot, Gujrāt, Jhelum, and Rāwalpindi in the Punjab and Hazāra in the North-West Frontier Province. In the table attached to this article (p. 157) the figures for 1903-4 exclude the trade through Hazāra, now a District of the North-West Frontier Province. The trade with Ladākh passes either through Kashmir or over the Bāra Lācha (pass) into the Kulū subdivision of Kāngra. The chief imports from Kashmir are rice and other grains, *ghī*, timber, oilseeds, manufactured wool, raw silk, hides and skins, and fruits; and the chief exports to Kashmir are cotton piece-goods, wheat, metals, tea, sugar, salt, and tobacco. *Charas*, borax, and ponies are the principal imports from Ladākh, and metals and piece-goods are the chief exports thither.

Trade with countries beyond India.

The direct trade with countries beyond India is small, being confined to that with Chinese Tibet, and an insignificant trade with Kābul through Dera Ghāzi Khān. Trade from Chinese Tibet either comes down the Hindustān-Tibet road to Simla, or enters Kulū from Ladākh or through Spiti. The chief imports are raw wool and borax, and the chief exports are cotton piece-goods and metals. The chief imports from Kābul are fruit, *ghī*, and raw wool; the chief exports are piece-goods, rice, leather, and sugar. The trade with Kābul, which passes down the main trade routes, as well as that with Tirāh, Swāt, Dir, Bājaur, and Buner, is registered in the North-West Frontier Province; much, however, passes through to the Punjab, and beyond it to the Lower Provinces of India.

Communications. Railways.

The Punjab is well provided with railways. Karāchi, its natural port near the mouths of the Indus in Sind, is directly