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Annual Report on the Progress of Transport Registration under the Punjab Military Transport Animals Act of 1903—1st (Peshawar), 2nd (Rawalpindi), and 3rd (Lahore) Divisions, for the year 1909-10.

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No. <sup>T-2484</sup><sub>B-914</sub>, dated Peshawar, the 21st May 1910.

From—LIEUTENANT-GENERAL SIR JAMES WILLCOCKS, K.C.M.G., C.B., D.S.O., Commanding, 1st (Peshawar) Division,  
To—The Quarter Master General in India, Simla.

I have the honour to submit herewith the Annual Report on the progress of Transport Registration, of the 1st (Peshawar) Division for the year 1909-10.

2. Steady progress has been made in the numbers of the various descriptions of animals registered and inspected which is due in a great measure to the tactful manner in which Major Milne, the Registration Officer, has carried out his duties.

3. I would enquire whether the disbandment of the 41st Pony Cart Train Cadre will have any effect in reducing the quota of draught ponies allotted to this Division and I would take this opportunity of referring you to my letter No. T-255—B-914, dated 20th January 1909, in which I urged the advisability of relieving this Division from the responsibility of providing draught ponies for expansion of this Pony Cart Train on Mobilization for the reasons stated therein.

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No. 173, dated Peshawar, the 7th April 1910.

From—MAJOR D. B. BLAKEWAY, C.I.E., Deputy Commissioner, Peshawar District,  
To—The Revenue Commissioner, North-West Frontier Province, Peshawar.

In forwarding the accompanying report by the Registration Officer on the working of the Transport Animals Act for the past year, I have the honour to say that further experience of the Act shows that as previously reported by me the system under which animals have to be branded will never become popular or be of any practical utility, and I quite agree with the opinion of the Registration Officer that the provisions of the Act and Rules relating to branding as well as to the grant of tokens may be eliminated altogether so far as this District is concerned.

2. The registration of animals generally has not advanced in popular favour and what has been effected has only been possible through the personal influence of the Registration Assistants and the good relations existing between them and the Registration Officer. The administration of the Act in fact is persuasive. The result of giving small rewards to headmen and of recompensing owners who have assisted Registration Assistants by exempting their animals from impressment will be noticed in next year's report.

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#### Annual report on the working of the Punjab Military Transport Animals Act in the 1st (Peshawar) Division, 1909-1910.

The operation of the Act in this Division is limited to the Peshawar Civil District.

2. *Halquas*.—In this District do not correspond with zails (which exist in three tahsils only), but are much larger. There has been no change during the year in the arrangement of these.

3. *Native Officers*.—The candidate recommended for the existing second vacancy in No. 133 Bullock Train has not yet been gazetted. Should the proposed alterations be sanctioned in the conditions of appointment to commissions in Hired Camel Corps (*i. e.*, the provision of one quarter instead of one half of the animals and driver personnel required), two suitable candidates for such appointments, and very probably a third can be obtained.

I consider that at least one half of a Hired Camel Corps might now be raised from the District, and am submitting detailed proposals to this effect.

4. *Halquadars*.—There are fourteen halquadars in the five tahsils into which the District is divided. Their work has continued to be satisfactory during the year on the whole. The amount of local influence possessed by them varies considerably, but all are men of good position.

The vacancy in Umarzai halqua, caused by the death of Abdulla Khan of Umarzai, has been filled by the appointment of his son, Sadulla Khan, and the work there continues to be satisfactorily performed.

5. *Personnel.*—I consider that the driver and artificer personnel now required from this District will be procurable. I have submitted a proposal that one half of the supervising personnel for the 133rd Bullock Train be registered from Non-Commissioned Officers and men of the Indian Army belonging to the District, who have either retired on first pension or taken their discharge voluntarily. Such men would be of much use in the collection of driver personnel.

6. *Owners of Animals and Inspection generally.*—While I have this year visited many villages not previously inspected, I have noticed no marked reluctance on the part of individual owners to produce their animals for inspection. In some of the larger villages, however, where the halquadar's influence is not so marked, or in which he is involved in the feuds and quarrels so common among Pathans, it frequently happens that one or more headmen, out of ill feeling to him, exert their influence to keep back owners from attending inspections. This has been most noticeable in the Mardan sub circle, where the halquadar's influence is proportionately less than is the case in other sub-circles.

It is thus of great importance, I consider, to enlist the sympathies of lambar-dars and maliks of villages in the work. The Deputy Commissioner has, this year, sanctioned a sum of money being set aside for distribution, in the shape of small rewards to such men who may have rendered special assistance, and I anticipate excellent result from this.

The grant of exemption from "begar" for one year to a proportion of owners who assist halquadars in their work has been much appreciated, and I would recommend the continuance of this concession.

7. *Tahsildars and subordinate Officials.*—As was the case last year, I have found these uniformly obliging, and willing to render every assistance in their power. In many cases patwaries have supplied me with much useful information. I have submitted to the Deputy Commissioner a list of such officials who, I consider, deserve special commendation.

8. *Branding and Token Sys'tems.*—Both of these are thoroughly unpopular, and there are no branded or token animals in the District.

9. *Animals.*—

(a) *Mules.*—I have taken over mule registration work in the Division from the 20th March 1910. There are practically no mules owned in the District, though many belonging to Swati and Bajauri owners trade in it. The few mules that are bred in the northern part of the District are all bought up at high prices by such traders.

(b) *Camels.*—

- (i) Class and condition generally good. Mortality, principally from surra, has again been very high this year.
- (ii) For movements of camels, see Statement (C) attached.
- (iii) The number registered and passed as fit is now nearly double the existing allotment.
- (iv) Pending the allotment of part of a Corps to this Division, and the appointment of Native Officer, collection on mobilisation would be made by the Civil Authorities; but, under these circumstances, as the great majority of the camels trade across the frontier, it is very doubtful whether any given number could be collected on mobilisation. When Native Officers are appointed, however, I consider that we can rely upon them to produce their quotas, though considerable time must be allowed them for collection.
- (v) Terms of service have been explained to owners and appear generally acceptable. Objection is taken to the present rate of compensation Rs. 80. In view of the great rise in price of camels, I would recommend that this rate be increased to at least Rs. 120.

C. RAWLINSON.

(c) *Bullocks.*—

- (i) Class and condition generally good. Owing to the heavy carts in use, the draught bullocks working in the District approximate more nearly to the siege train class.
- (ii) Requirements are procurable.
- (iii) For movements of bullocks see Statement (D) attached.
- (iv) The increased allotment sanctioned last year has now been filled.
- (v) Collection on mobilisation by the Civil Authorities. The arrangements for this have been worked out and approved by the Deputy Commissioner.

(d) *Ponies.*—

- (i) Class and condition of riding ponies generally good; of other ponies fair.
- (ii) Requirements are procurable, though to obtain the number of draught ponies at present allotted to the Division, it will be necessary to draw upon those which are licensed for hire in Cantonments and tahsils. I understand, however, that the requirements of draught ponies will shortly be considerably decreased.
- (iii) Ponies are non-nomadic. Collection would be made by the Civil Authorities.

10. *Carts.*—The use of Karachi pattern carts continues to increase in the villages near the Grand Trunk Road, the cartmen from which work in summer on the Kashmir road. In other parts of the District, the people still cling to the old heavy and clumsy pattern.

11. *Working of the Act generally.*—As already mentioned, its operation is tolerated, and any trouble which arises is due to private ill will towards the halquadar concerned. I am much obliged to the Deputy Commissioner and his assistants for the prompt action they have taken or any representations I have made on this subject. It has not been found necessary, this year, to apply for any prosecutions under the Act; the system of village to village inspections minimizes the trouble caused to owners, and removes the most frequent cause of absence.

The Act might, with much advantage, be revised and simplified, all mention of the Branding and Token systems being eliminated. I would especially urge the modification of Rule XI to permit of the discontinuance, in the case of bullocks and ponies at least, of the system of giving "parchas" to owners of registered animals. This measure appears to serve no useful purpose, and it adds enormously to the clerical labour involved. As owners are under no legal obligation to keep these documents, they are almost invariably lost or destroyed before the next inspection comes round, and have then to be made out afresh.

12. *Registration (generally).*—I have, this year, had all registers re-written, separate lists being made of each class of animal for each village, and, in the case of large villages, for each "Kandi" or "Moholla". This will much facilitate the work of collection while it enables the resources of each village to be readily ascertained and checked.

13. *Progress.*—See Statement (A) attached.

14. *The Division outside the Peshawar District.*—As large numbers of mules are owned in the Malakand Agency territory, I propose, if permission can be obtained, to visit some of the larger villages in Ranizai and Lower Swat with a view to enquiring into resources obtainable. I understand that many camel owners in the Ranizai country between Jalala and Dargai would have no objection to their animals being registered.

I do not consider that this step is advisable at present.

C. RAWLINSON.

PESHAWAR,

J. M. MILNE, Major,

The 1st April 1910.

Registration Officer, 1st (Peshawar) Division.

## STATEMENT A.

Compiled results of Registration in the 1st Division (Peshawar District) up to 31st March 1910.

Total Number of Sub-Circles .. .. .	14
Number inspected by Registration Assistants .. .. .	14
Number inspected by Registration Officer .. .. .	14

Class of Animals.	Allotment approved by Local Government.	Number actually required for Transport Units.	Registered and inspected by Registration Officer upto 31st March 1910.	Registered and inspected, by Registration Officer upto 31st March 1909.	DIFFERENCE.		REMARKS.
					Increase.	Decrease	
Camels .. .. .	840	..	1,470	1,181	289	..	Of total number of animals registered 83 per cent. have been inspected.
Bullocks, draught .. .. .	3,168	1,056	3,223	2,849	374	..	
Bullocks, siege train .. .. .	300	100	267	243	24	..	
Ponies, draught .. .. .	..	300	724	637	87	..	
Ponies, riding .. .. .	345	132	435	341	94	..	
Ponies, ambulance and pack. .. .. .	..	153	249	214	35	..	

PESHAWAR,  
Dated 1st April 1910.

J. M. MILNE, Major,  
Registration Officer, 1st (Peshawar) Division.

## STATEMENT B.

Statement showing the names, etc., of Native Officers appointed and candidates whose names have been recommended for commission in the Reserve of the Supply and Transport Corps and the manner in which they have performed their duties during the year ending 31st March 1910.

Unit to be raised from the Peshawar District on Mobilisation.	Number of Native Officers required for the unit.	Names and address of Native officers Gazetted and candidate recommended for Commission.	Age on 31st March 1910.	Personnel to be provided.	Personnel inspected and approved.	Manner in which Native officers performed their duties during the year.	REMARKS.
No. 133 Bullock Train.	2	Mohomed Aslam Khan of village Hariana, Payan Tahsil, Peshawar.	38	331	300	Satisfactory.	
		Ahmad Khan of village Shaidu, Tehsil Nowshera.	29	331	331	Ditto.	Commission has not yet been gazetted.

PESHAWAR,  
Dated 1st April 1910.

J. M. MILNE, Major,  
Registration Officer, 1st (Peshawar) District.

## STATEMENT C.

*Movement of Camels of the Peshawar District during the year.*

Sub-Circle.	Grazing.	Trading.
Khairabad .. ..	January to September in Khahak hills, Tirah and Buner.	Bajaur, Kabul, Dir, Kohat from January to April largely employed in bringing wood to Peshawar from Afridi territory. A considerable number trade to Kohat bringing back salt.
Mardan and Jalala .. ..	July to September in Buner and on the Buner frontier hills.	As above, but in spring are largely engaged in bringing wood from Buner to Mardan.
Swabi and Tordher .. ..	As above .. ..	Hazara and occasionally Kabul and Kohat, but trade principally in the districts.
Charsadda .. ..	April and May; graze near Lund Khwar or Nowshera, August in Buner.	January to March in the districts, at other times, Kabul, Hazara, Swat, but large number trade in the district.
Umarzai .. ..	Hills near Tangi, from June to September.	Bajaur, Swat and Dir.

*N. B.*—There are very few camels in the other Halquas.

PESHAWAR, }  
Dated 1st April 1910.

J. M. MILNE, Major,  
Registration Officer 1st (Peshawar) Division.

## STATEMENT D.

*Movements of Draught Bullocks in the Peshawar District.*

Sub-Circle.	Movements.
Nowshera and Pabbi .. ..	From April to October, many work on the Kashmir road. From October to April work in the District and take contracts for carriage to and from Kohat and Kabul.
Tordher .. ..	From April to September work on the Kashmir road.
Mardan and Jalala .. ..	Mainly in the Districts, but a large number work on the Kashmir road.
Matanni and Nahakki .. ..	Work mainly in the District, many animals of the former Sub-Circle go to Kohat.
Umarzai .. ..	Mainly in the Districts.

*N. B.*—Comparatively few bullocks in the other sub-circles.

PESHAWAR, }  
Dated 1st April 1910.  
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J. M. MILNE, Major,  
Registration Officer 1st (Peshawar) Division.

No. 568-A. Camp, dated Murree, the 21st July 1910.

From—LIEUTENANT-GENERAL SIR A. R. MARTIN, K.C.B., Commanding 2nd (Rawalpindi) Division,

To—The Quarter Master-General in India, Simla.

In accordance with your letter No. 226-G., dated 15th April 1910, I have the honour to forward herewith an abstract of the Annual Reports of the Registration Officers of this Division, on the working of the Punjab Military Transport Animals Act of 1903, for the year 1909-10.

2. A statement showing the compiled result of registration up to the 31st March 1910, is also attached.

3. I have, in my letter No. 32-A. Camp, dated 7th May 1910, addressed you so fully on the subject of the general working of registration under the Act, that it does not appear necessary to again refer to this where it has been mentioned in the reports of the Registration Officers.

### Annual Report on the working of the Punjab Military Transport Animals Act of 1903. (Camels, Bullocks, Carts, etc. except Mules.)

#### GUJRAT DISTRICT.

1. In accordance with the triennial system, no registered animals were inspected during the year, but all halquaders were called up to Tehsil Head Quarters to check registers, and to report as to their work.

2. The present allotments of rewards to halquaders in adjoining Divisions and Districts are most unequal, the amounts actually distributed are, in a great many cases, quite inadequate for the purpose intended, and no uniform system is followed in granting these rewards. For example, Gujrat District would have to supply more men and animals than Gujranwala, and yet last year, it was only possible to get Rs. 500 for Gujrat, whereas the adjacent district of Gujranwala received an allotment of Rs. 1,157.

Furthermore, in Gujranwala District this allotment had to be divided amongst only 29 halquaders, but in Gujrat District the number of halquaders is 50. As regards the value of the work done, the halquaders in the Gujrat District (taken as a whole) are a long way ahead of those in Gujranwala.

#### GUJRANWALA DISTRICT.

1. In accordance with the triennial system, no registered animals were inspected during the year, but all halquaders were called up to Tehsil Head Quarters to check registers, and to report concerning their work.

2. There has been a marked improvement in the work done by halquaders during the past year, and a spirit of emulation appears to have at last risen among them.

This is attributed to the system of rewards introduced last year, by which an increased sum was made available for distribution, and the amount of each reward was automatically determined according to the value of the work done, and also to the fact that the rewards were publicly distributed in durbar.

3. Little progress has been made in the question of the formation of zail-sub-circles, but the matter is now being taken in hand.

#### SIALKOT DISTRICT.

1. The District was fully inspected during the months of October and November. No alterations in the sub-circles have been made during the year.

2. The system of sub-circles corresponding with zails was instituted three years ago, and the result has been most satisfactory.

3. Carts are the ordinary heavy pattern Punjab cart, only suitable for level roads.



## SHAHPUR DISTRICT.

1. The District was fully inspected between November and March with few exceptions, which will be inspected later.

2. Proposals are being submitted for the reduction of the number of halquaders, which might be reduced with advantage.

3. *Camels*.—A very small proportion of those registered were produced for inspection, owing to their being away in the course of trade, etc. It is almost impossible to expect to see many of these, as during the months that they are in their own villages, the roads are mostly impassable owing to the rain, and camels could not be collected.

4. *Carts*.—On mobilisation, 220 carts will be required for the half bullock train, to be raised in this district. These would have to be taken from the Sargodha and Bhera Tehsils, as those found in the other Tehsils are quite unsuitable for military transport.

## JHANG DISTRICT.

1. Owing to the triennial system no animals were inspected this year but halquaders were called up to Tehsil Head Quarters.

2. The majority of sub-circles are at present short of their allotments of bullocks, owing to bullocks that have exceeded the age limit, not having been crossed off the registers and substitutes provided, as should have been done.

3. No alterations have yet been made in the size of the sub-circles although it was stated in last year's report that this detail would be taken up.

4. *Native Officers*.—As no suitable candidate can be found in the whole District for a commission in the 126th Bullock Train, a man in the Gujrat District has been recommended.

## LYALLPUR DISTRICT.

1. In accordance with the triennial system, no animals have been inspected during the last two years, the halquaders being called up to Head Quarters.

2. Quotas for bullocks have not yet been allotted to zails instead of only to sub-circles, though a zail allotment was promised by the Deputy Commissioner as far back as June 1908.

Without zail quotas, it is impossible to know whether one zail is being favoured by the halquadar at the expense of another.

## HAZARA DISTRICT.

1. No difficulty is anticipated in obtaining camel drivers, which is the only class of personnel required from this District, on mobilisation.

2. *Carts*.—No carts are called for from Hazara. There are sufficient *karan-chis* available to provide 300 or more of these should the necessity arise.

## RAWALPINDI DISTRICT.

1. Jemadar Umar Daraz Khan of the 103rd Bullock Train has now held the appointment for some years, and is a most satisfactory example of a Transport Native Officer. On the occasion of the possibility arising of the need for sarwans for Somaliland, at the end of 1909, he came forward at once, with the assurance that he could produce the number required, and there is good reason to believe he would have done so, had the matter gone further.

2. No man fulfilling the requirements could be found for the post of Native Officer in the 65th Hired Camel Corps.

3. It is thought that the personnel for both Bullock and Camel Corps will be forthcoming when desired.

4. *Camels*.—The surplus of registered animals over requirements amounts to 158, and at the time of year, when the animals are all, or nearly all at their homes,

the requirements would be probably well filled, but for 9 months in the year, probably 25 per cent of the totals are absent from their homes, and the surplus of 158 would then be converted into deficit of 20 or 30 animals.

5. *Bullocks*.—There are a very large number of these to choose from and a larger proportion of them are cart bullocks than in the surrounding districts.

6. *Carts*.—800 would be easily procurable. The *karanchi* is not used in this District, and the vehicles are common country bullock carts.

#### ATTOCK DISTRICT.

1. A Native Officer has been appointed to the 103rd Bullock Train and has proved satisfactory. No Native Officers could be obtained for the 65th Hired Camel Corps.

2. It is probable that the necessary personnel would be obtainable on mobilisation, though it might not be easily and quickly collected in the case of bullock drivers.

No difficulty is anticipated as regards sarwans, where the camels are also required, but the result of enquiries as to the collection of sarwans only for Somaliland was distinctly disappointing: possibly, however, owing to the bad reputation of that country.

3. *Camels*.—The numbers registered are not available for the greater part of the year, as many of them are away from their own District from about the beginning of September till the end of May.

#### JHELUM DISTRICT.

1. It was found impossible to obtain the two Native Officers required last year, as no candidates fulfilled the conditions required.

2. It is thought that camel sarwans will be forthcoming when required. No other personnel is required from this District.

3. The number of token animals has decreased from 104 to 80.

#### MIANWALI DISTRICT.

1. A redistribution of halquas has been carried out which should result in more efficient working.

2. Only one Native Officer has been forthcoming out of the two required.

3. No difficulty is anticipated in getting sarwans, provided they take their camels. They are not generally willing to serve without them, owing to the difficulty in providing for them during their absence.

E. W. RICHARDS, *Lieutenant-Colonel,*  
*Officiating Divisional Transport Officer.*

#### RAWALPINDI DISTRICT (MULES).

Most of the mules are young stock, bred in the District and are of good stamp.

All the best of the young stock are bought by the Army Remount Department before they are 1 year old and the remainder bought, at same early age by Khatries or Swatis (at Rawalpindi Fair). These Khatries work their mules at an early age and sell those which have not become unfit, when they are about 4 years old, to dealers. At Rawalpindi Fair, held in March this year no less than 845 mules all young stock, out of the total 1,290 mules present, were purchased by Swatis and other Pathans from across the border, they keep these mules until they are about 4 years old and then sell them to dealers who, in their turn, sell them to Mule Purchasing Officers, Indian Cavalry Regiments, etc.

There are dealers in mules like at Gujar Khan, which is the chief mule buying centre of this area, whose fit mules are always being sold and fetch good prices and as all their mules are continually being sold, it is quite useless to register them.

Zemindars who breed mules never keep them after one year, as they can always find a ready market at fairs, or Khattris will buy them and in their turn sell them to dealers, thus the mules born between March and October are all sold by the following March and then sold again, when about 4 years, if fit, to dealers or Mule Purchasing Officers at fairs.

Thus the majority of the remaining mules, which are left for registration are only those left on Khattris' hands, because they are too unfit to sell; thus it appears that as practically all the fit and mature mules are either in the hands of, or passing through the hands of dealers, on mobilisation, most of the mules required will have to be purchased from or through these dealers.

*Fairs.*—One fair was held in this District, on the 22nd to 24th March; there were 1,290 mules present as follows:—

236 mature mules.  
143 three years old.  
344 two years old.  
349 one year old.  
218 foals.

Of these

663	came from the	Rawalpindi	District.
2	„	„	„
302	„	„	„
215	„	„	„
15	„	„	„
37	„	„	„
5	„	„	„
3	„	„	„
10	„	„	„
38	„	„	„

The following purchases were made:—

11 by dealers.  
845 by Pathans (Swatis).  
324 by private purchasers.  
29 by Native Cavalry Regiments.  
44 by the Army Remount Department.  
6 by other Army Departments.

#### JHELUM DISTRICT (MULES).

Most of the mules are young stock bred in the District and are of good stamp.

All the best of the young stock are bought by the Army Remount Department, before they are 1 year old and the remainder bought at the same early age, by Khattris. These Khattris work their mules at an early age, and sell those which have not become unfit, when they are about 4 years old. The regular dealers, who live in the villages, Ghugh-Dhudhial, Dalla, Narang, Mangwal, Nila, etc., do not buy young stock but purchase mules of about 4 years old from all parts of India, mostly from Bannu, Swat and from other places across the Frontier: there are generally from 100 to 200 in the villages, and as soon as these are sold, more are bought and so on, they do not keep mules for any length of time, but get them according to requirements. There are only a few mules fit for registration in the District, those kept by dealers are not registered, as they are, as above explained, constantly being sold.

On mobilisation, mules will have to be obtained through dealers, who state that they can produce from 1,000 to 2,000 animals in 5 to 6 months.

*Fairs.*—No fairs have been held in the District during the past year; most of the mules, for sale at fairs, from the District, have in consequence, been taken to the Rawalpindi and Chakri Fairs.

#### HAZARA DISTRICT (MULES).

*Personnel.*—Sufficient regular attendants for newly purchased mules would, in my opinion, be forthcoming with the mules, on mobilisation.

*Mules.*—As a rule are very small, but carry a two maund load with ease on their own (Soonka pattern) saddle. I register mules down to 11·2 in height; condition fair. The number being bred from Government donkey stallions is on the increase, especially in the Haripur Tehsil.

*Movements.*—Mules trade to Gilgit and Chilas *viâ* the Kagan Valley to Kashmir, *viâ* the Jhelum Valley road and to Independent Territory, from May to November. In the Abbottabad Tehsil, a great number trade to the Galis during the summer months. In the winter mules trade in the district and to Pindi.

All fit mules are registered.

There is only one fair held in the District, *viz.*, that at Haripur in November. There were two classes for mules this year, for the first time, and about 65 animals were shown.

E. W. RICHARDS, *Lieutenant-Colonel,*  
*Officiating Divisional Transport Officer*

Compiled Results of Registration and Progress made upto the 31st March 1910.

Class of animals,	Total number of Sub-Circles,	No. allotted by Local Government to be registered.	Number required by Transport units.	Registered by Registration Officers, up to 31st March 1910.	Registered by Registration Officers, up to 31st March 1909.	DIFFERENCE.		REMARKS.	
						Increase.	Decrease.		
1	2	3	4	5	6	7	8	9	
Camels .. .. .	461	..	7,343	10,512	10,093	419	..		
Draught bullocks .. .. .		17,268	5,808	13,842	13,838	4	..		
Siege Train bullocks .. .. .		600	225	527	548	..	21		
Draught ponies .. .. .		..	382	759	739	20	..		
Riding ponies .. .. .		..	348	255	773	600	173	..	
Ambulance ponies .. .. .		..	..	329	874	736	138	..	
Pack ponies .. .. .		..	..	..	464	347	117	..	
Mules .. .. .		450	..	635	1,274	991	283	..	

E. W. RICHARDS, *Lieutenant Colonel,*  
*Officiating Divisional Transport Officer.*

Dated the 27th July 1910.

No.  $\frac{T. 1309}{1540}$ .

## General compiled Registration Report on 3rd (Lahore) Division for the year 1909-10.

The Lahore Division consists of 15 Civil Districts, 62 Tahsils and 527 Sub-Circles, or halquas as under. In addition there are the following Native States and 3 Sub-Divisions of Kangra District :—

Serial No.	Name of District.	No. of Tahsils.	No. of Sub-Circles	Serial No.	Native State's name.	Serial No.	Name of Sub-Divisions of Kangra District.
1	Multan .. ..	5	20	1	Faridkote.	1	Lahoul.
2	Muzaffargarh ..	4	54	2	Jind.	2	Spiti.
3	Kangra .. ..	5	27	3	Bahawalpore,	3	Kulu.
4	Gurdaspore ..	4	57	4	Patiala.		
5	Hushiarpore ..	4	17	5	Chamba.		
6	Amritsar .. ..	3	43	6	Suket,		
7	Lahore .. ..	4	18	7	Mandi,		
8	Montgomery ..	4	36	8	Sirmoor,		
9	Ferozepore ..	5	18	9	Bashahr,		
10	Ludhiana .. ..	3	61	10	Kumhar Sain,		
11	Ambala .. ..	5	42	11	Theog.		
12	Karnal .. ..	4	30	12	Arki.		
13	Hissar .. ..	5	85	13	Bhajji.		
14	Jullundur ..	4	11	14	Dhaml.		
15	Simla Hills ..	3	8	15	Mahlog.		
				16	Nalagarn.		
	Total .. ..	62	527	17	Bilaspore,		
				18	Kuthar.		
				19	Darkoti,		
				20	Keonthal		
				21	Koti,		
				22	Jabbal,		
				23	Ghund.		
				24	Balsan.		
				25	Bhagat.		

2. *Sub-Circles.*—Of the Districts mentioned above the zail-sub-circle system has been introduced in Muzaffargarh, Montogomery, Amristar, Gurdaspur, Ludhiana, Karnal and Hissar Districts, while large halquas form the administration units in the remaining Districts. Endeavours are, however, being made to introduce the zail-sub-circle system universally as tending to better efficiency, if sufficient literate zaildars can be found. The majority of halquas are in charge of Halquadars or Zaildars but so far in many cases zails are managed by Safed Poshes and Lambardars only.

3. *Tours and Inspections.*—Tours were made by the Registration Officers through practically their entire Registration areas but detailed Inspections, were only carried out in the following Districts owing to the present system of triennial inspections :

Montgomery District. (Part of) Gurdaspore District. Karnal District (Panipat Tahsil). Ambala District. (Rupar Tahsil). Ferozpur District (Fazilka Tahsil). Hissar District (Sirsa Tahsil). Simla Hills District. (Bashahr State).

4. *Native Officers.*—Vacancies for Native Officers for the following units still remain unfilled as no suitable candidates are at present forthcoming :—

74th Hired Camel Corps.  
 $\frac{1}{2}$  of 99th Bullock Train.  
 $\frac{1}{2}$  of 110th Bullock Train.  
 130th Bullock Train.  
 124th Bullock Train.  
 70th Hired Camel Corps.  
 190th Hired Camel Corps.  
 191st Hired Camel Corps.  
 192nd Hired Camel Corps.  
 $\frac{1}{2}$  of 105th Bullock Train.  
 $\frac{1}{2}$  of 100th Bullock Train.  
 71st Hired Camel Corps.

69th Hired Camel Corps.—The Registration Officer, Lahore Circle hopes to obtain 2 Native gentlemen for this unit in Montgomery.

Several Native gentlemen, not within the prescribed limit of age but who are suitable in other respects are desirous of Honorary Commissions and it is for consideration whether their personal influence and authority does not sufficiently outweigh their being debarred by the age clause, if their health and activity are unimpaired. For the efficiency of Native Officers who now hold Commissions, please see the report forwarded under this office No. T-1309-1153, dated 8th June 1910.

5. *Registration Assistants or Halquadars.*—Halquadars are usually in charge of one sub-circle each but occasionally of two sub-circles and some have too large halquas to be efficiently supervised by them. The work of halquadars in this Divisional area\* has been on the whole satisfactory. Specific recommendations for grant of rewards to deserving men were prepared and submitted to the Deputy Commissioners concerned by the Registration Officers.

\* Except in Ambala, Kangra and Simla Hills Districts.

6. *Personnel.*—I have little to add to the last year's report made by me in this connection *vide* paragraph 4 of my No. T-1309-698, dated 14th May 1909, but it cannot be lost sight of, that increasing prosperity in industry and agriculture and the construction of Railways and canals must inevitably reduce the number of probable volunteers. The resources in personnel usually depend on the time of year and the condition of trade and agriculture prevailing. In this connection, please also see my No. T-C-1301-1410, dated 23rd June 1910.

7. *Animals and Carts.*—Statement A. attached.

#### BULLOCKS.

Numerically meet Military requirements and are generally speaking of a good stamp, but it is noticeable that their market price is steadily rising with that of every other class of Transport animals. In the Hissar District, some difficulty is being met in procuring sufficient numbers of bullocks of authorised measurements and a certain amount of latitude in height is unavoidable in the accepted animals the majority of which stand well over 52".

The number of draught bullocks (11,088) allotted to be registered in the Ludhiana District is considered to be disproportionately large and it is suggested that the registrations be reduced by 1,584 (*i.e.*  $\frac{1}{2}$  Bullock Train) and a corresponding increase made in the allotment of the Jullunder District which is very small.

#### CAMELS.

Camels are at present numerically sufficient to meet Military requirements and are described as being well-bred and of good quality.

#### DRAUGHT PONIES.

They are of the usual ekka and tum tum stamp, overworked and underfed. They have been registered in sufficient number to meet requirements but as they are constantly changing hands and breaking down, the figures shown of transport of this class as obtainable on mobilisation are always susceptible of variation.

#### RIDING PONIES.

Ample to meet requirements and mostly of suitable stamp.

#### AMBULANCE OR PACK PONIES.

Generally speaking of a fair stamp and in hard condition and sufficient in number to enable careful selections to be made at the time of purchase.

#### MULES.

The class of mules forthcoming is detailed in statement "B" attached. Mules in Kangra and Simla Hills Districts are spoken of as usually being in good condition, lightly worked, and well cared for, whilst on the other hand those in Hushiarpore and Jullundur Districts and Sirmour State are reported as carrying poor condition, being over-worked and underfed, frequently neglected and sore backed. Mules in Kalka are all the property of resident Banniahs. The number of mules in the registration area of Major M. Williamson is certain to fluctuate considerably, the majority being young stock raised and kept for sale.

#### CARTS.

There is nothing to add to the last year's remarks *vide* paragraph 3 of my No. T-1309-698, dated 14th May 1909.

8. *Owners of animals.*—During the year, it was not found necessary to apply for any\* prosecutions as after being absent once, the issue of a legal notice by Tahsil or other District Officials generally sufficed to secure their attendance. The introduction of the zail sub-circle system, it is hoped, will result in reducing the number of absentees as the collection of registered animals comes more under the recognised zail and village officials.

9. *Collection of animals on Mobilisation.*—Animals will be collected on Mobilisation by the Civil authorities at Tahsil Head Quarters. These prove to be the best collecting centres, being under the supervision and responsibility of Tahsil-dars or other District officials by whose energy it is hoped there will be no difficulty in securing the presence of all registered animals at short notice. They will be selected and acquired there by the Hiring and Purchasing Committees.

10. *The Act.*—The unpopularity of the Act is steadily decreasing as it has been in force for several years past and the people have grown accustomed to it and since the triennial system of inspection has been introduced there appears to be little, if any, discontent.

11. *Miscellaneous.*—I wish to bring specially to notice the energy and interest in his duties exhibited by Captain I. U. Battye, Registration Officer, Ambala Circle, during the year under review.

The 26th July 1910.

A. H. PEARSON, Major-General,  
Commanding 3rd (Lahore) Division.

## STATEMENT A.

Compiled Results of Registration and Progress made upto 31st March 1910, in the 3rd (Lahore) Division.

Classes of animals,	No. of Sub-Circle.	Number allotted by Local Government to be registered.	Number required by Transport Unit.	Number registered upto 31st March 1909.	Number registered upto 31st March 1910.	DIFFERENCE.		REMARKS.
						Increase.	Decrease.	
Draught bullocks .. .. .	519	52,338	17,506	45,574	51,999	6,425	....	(a) Class A .. 1,426 Class B .. 1,710 Class C .. 1,405 Class D .. 1,378 These are exclusive of 1,622 mules found unfit.
Siege Train bullocks .. .. .	519	1,140	380	1,015	1,074	59	....	
Camels .. .. .	519	} All found fit. }	7,822	9,291	11,572	2,281	....	
Riding ponies .. .. .	519		434	1,238	2,104	866	....	
Draught ponies .. .. .	519		1,413	1,123	1,997	874	....	
Ambulance or Pack ponies .. .. .	519		531	1,943	1,927	....	16	
Mules .. .. .	540 Native States of Sirmur, Chamba Mandi and Suket and Sub-Division of Kangra.	....	....	2,539	5,919 (a)	3,380	....	

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for Commanding III, (Lahore) Division.



District or Native States.	Number required for Transport Units.	Number registered up to 31st March 1909.	NUMBER REGISTERED UP TO 31ST MARCH 1910.					REMARKS.
			Class A.	Class B.	Class C.	Class D.	Total.	
Hushiarpur, Jullundur and Kangra Districts and Chamba, Mandi and Suket.	..	..	165	838	1,094	327	2,424	<i>A Class.</i> —Those which are upto peace standard of Army Transport.
Sirmur State .. .. .	..	..	14	55	6	14	89	<i>B Class.</i> —Those which are inferior to class A but equal to carry the regulation load and fit to acquire at once.
Simla Hills .. .. .	24	402	232	417	40	76	765	<i>C Class.</i> —Those which are inferior to classes A and B and are temporarily unfit but which are likely to improve and might be worth acquisition with the view of keeping them till fit.
Kalka and Kasauli .. .. .	10	..	13	25	2	3	43	
Amritsar .. .. .	289	882	258	143	35	309	745	<i>D Class.</i> —Young stock classified according to age.
Karnal .. .. .	..	321	40	58	112	173	383	
Faridkot State .. .. .	..	..	1	..	..	15	16	
Ferozepore .. .. .	..	101	24	..	..	77	101	
Ambala .. .. .	93	376	60	33	42	22	157	
Hissar .. .. .	..	23	11	2	1	11	25	
Gurdaspore .. .. .	40	109	141	73	22	73	309	
Jind State .. .. .	..	..	9	..	..	10	19	
Bahawalpore State .. .. .	..	..	251	1	..	13	265	
Muzaffargarh .. .. .	..	47	26	4	1	29	60	
Ludhiana .. .. .	..	53	23	13	25	60	121	
Montgomery .. .. .	..	32	13	5	1	25	44	
Multan .. .. .	..	77	81	11	1	65	158	
Lahore .. .. .	..	116	64	32	23	76	195	

J. P. C. HENNESSEY, Major,

for Commanding III (Lahore) Division.

