

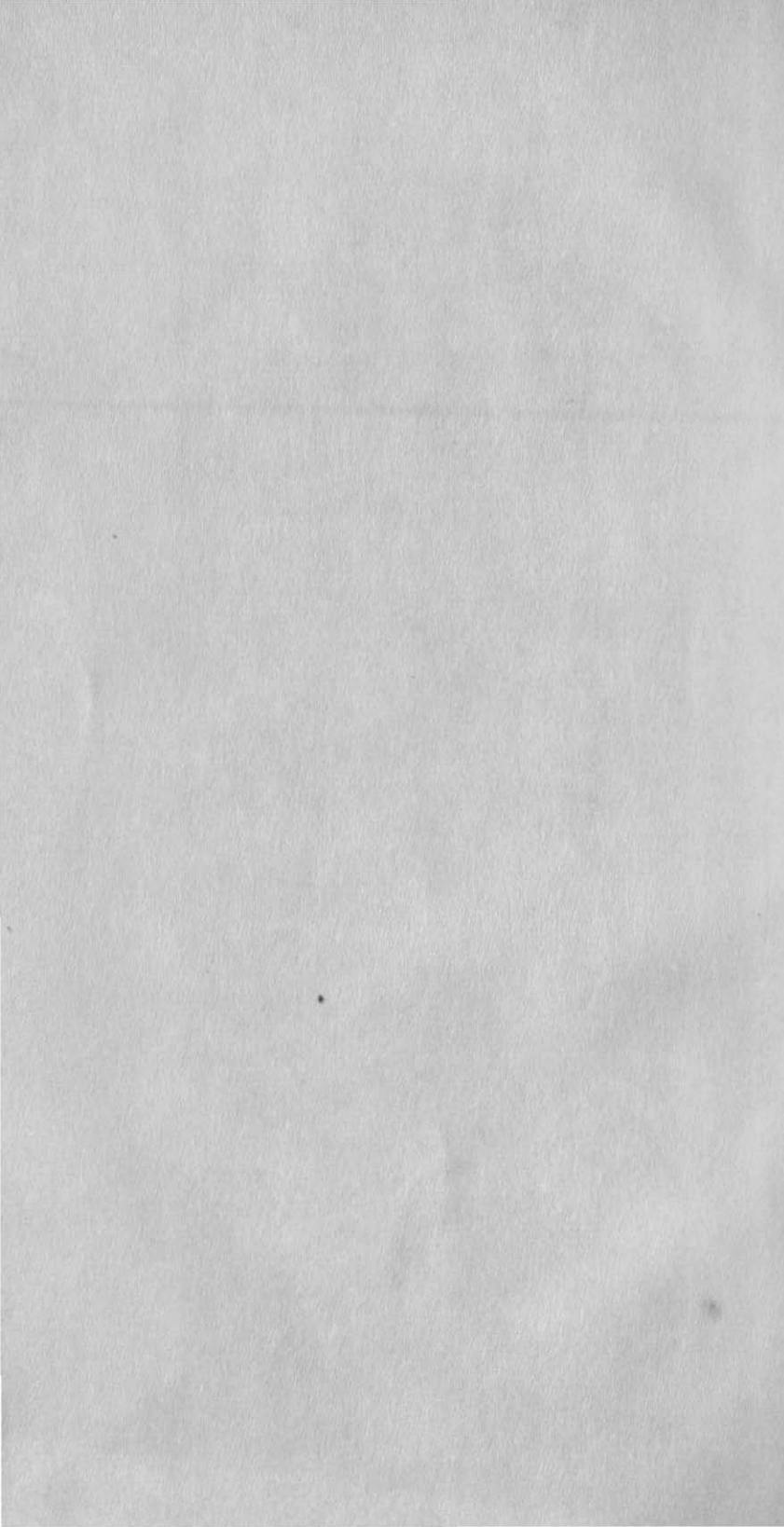
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H 1572

SELECTIONS

FROM THE

RECORDS OF THE GOVERNMENT

OF THE

PROVINCE OF OUDH.

CARRIAGE FOR TROOPS.

From the Executive Commissariat Officer Fyzabad, to the Commissioner, Roy Bareilly Division, No. 42 dated 14th March 1863.

I have the honor to bring to your notice that on the 28th ultimo, an application was made by Mr. Conductor Duncan, in commissariat charge at Roy Bareilly, to the Deputy Commissioner for 30 four-bullock carts, urgently required for Government purposes.

On the 5th ultimo, a reply was received stating that, "no carts were available, all being taken up by the Executive Engineer." I therefore beg to solicit your aid in the matter, and to point out that the Government interests will suffer if the Deputy Commissioner refuses to give me his assistance in procuring any carriage which the military authorities may require.

An early reply will oblige.

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From the Commissioner Roy Bareilly Division, to the Executive Commissariat Officer, Fyzabad, dated 18th March 1863.

I have just received your letter No. 42 of the 14th March, and hasten to reply.

Captain MacAndrew, Deputy Commissioner of Roy Bareilly, will, I am sure, afford every assistance which he is legally empowered to do, but the assistance required in the present instance appears to be to seize carts, which he cannot do without the orders of Government.

Owing to Government servants having lately refrained from seizing carts, the number has greatly increased, and if you offer high rates of hire through the Deputy Commissioner of Roy Bareilly or Sultanpoor, they will probably be able to supply you without pressing. Otherwise I would recommend you borrowing carts from the Public Works Department.

From the Deputy Commissioner Roy Bareilly District, to the Commissioner Roy Bareilly Division, No. 361 dated 25th March 1863.

With reference to a letter sent for my perusal from your office to the address of the Sub-Assistant Commissary General Fyzabad, relative to the supplying of carts for the use of the commissariat, I have the honor to observe that the executive commissariat officer did not put the case fairly. I tried to get carts for him and failed, the Executive Engineer having swept the country of them, and a single cart being now a difficulty, let alone thirty.

2. The fact is, the Executive Engineer gets carts readily enough because he employs them on the spot; and, as the men can leave when they want to use their bullocks for agricultural purposes and come back again, they rather like getting into his books, for they can get work when they want it at good rates, and leave it when they wish, while they find the certificate of the Executive Engineer a protection against seizure by anybody else. And, even if the engineer should make them work for him who perhaps they would rather not, it is at their own doors and they do not mind it.

3. But they have an intense dislike to be sent away, especially for an indefinite period; and I need not repeat here the often told story of the wretched cartman, seized for the carriage of military baggage, taken half over India, seized in district after district, (for any district officer will rather seize strange carts than his own, or if he will not do it his understrappers will) and finally running away, abandoning

cart and cattle, rather than be condemned to what to him appears a perpetual exile.

4. But it is high time that the responsibility of this state of things should be fixed on the proper shoulders, which are those of the Government, and the Government alone. For years back Government has been issuing orders on this subject which most of its members, and all its Secretaries, knew never could or would be carried out.

5. Even once, I think in either 1851 or 1852, when Government did issue an order directing the relief of carriage at certain places on the grand trunk road, it became futile, as no means were taken to enforce it. I was then quarter master of my regiment, and the magistrate of Benares, one of the stations at which reliefs were ordered, sent only a few carts, declaring that he had no more. I got the colonel to represent the matter, but the magistrate's simple assertion that there were none was deemed sufficient, and the carts then with the regiment were carried on to Berhampore. I could not but think that if the will to carry out the Government order had been there, the city of Benares could have furnished the means.

6. This isolated and partial attempt at meeting the difficulty has quite fallen into abeyance, and the Government has contented itself with orders that carriage is not to be seized, shutting its eyes to the patent fact that it is done every day. I was twelve years serving with a regiment, seven of which was as quartermaster, and during that time I marched every year but three, the ground being here and there between Barrackpoor and Lahore, and I affirm that carriage was never supplied otherwise than by seizure, except at Seharunpoor by Mr. Cragie, c. s. the then collector. On every other occasion that I have had to do with it in the army the cartmen went unwillingly and would escape if they could. My civil experience has since been much to the same effect.

7. I do not believe that the requirements of the military can be met without compulsory seizure of carriage for many years to come, at any rate in the rural districts of India. With good arrangements, cities like Allahabad, Benares, Cawnpoor, and Lucknow, might supply what was required through contractors or chaudris, but they are few and far between; and I am persuaded that if Government would be pleased to allow it in a modified way, such as I shall proceed to describe, the thing might be done with a minimum of inconvenience to the people. I am the rather induced to submit this proposal for two reasons. The first of these is that the extension of the railway along the great line of traffic will ease military requirements where the requisitions are likely to be heaviest, as baggage with a corps marching might be reduced greatly, the bulk being sent more cheaply and expeditiously by rail. The second is that Act VI of 1858, is a precedent for forced labour, due payment being made.

8. I am aware that it may be said that the said Act was only a temporary one, and that it has expired. But it admitted the principle in case of necessity, and I claim no more consideration for this. The evil is a crying one, and if we can practically remedy it by a measure somewhat short of a nugatory act of ideal perfection, it appears to me that we should do so. Other Acts of Government might be cited as precedents for the principle sought to be established, as Act I of 1858, and if we go to England we shall have no lack of precedents there. I believe the English law admits of the seizure of carriage for military purposes, and to horse fire engines, though of course circumstances there are such as almost never to require its exercise. But the billeting of soldiers is an assertion of the principle of authoritative interference with private rights for the common good; and, although the ballot for the militia is a measure very distasteful to the people and one to avoid which they have made the great personal sacrifices involved in the maintenance of the volunteer corps, yet no man thought of

repealing the law, and thus weakening the hands of Government if the remote contingency of its necessary enforcement should arrive. At home the practice is in advance of the law which in such cases is never put out to its full stretch. Here the law is in advance of the condition of society, and people are compelled to break it to get on at all.

9. The following rules appear to me to be something of the kind necessary to attain the object in view :—

1st. Civil officers to register all the carriage in their districts, and to be absolutely forbidden to seize any carriage not in their registers, under any circumstances short of war.

2nd. Indents for carriage for public purposes to be submitted in ample time beforehand, stating the day on which it is required and the route it is to follow, as is now done in the case of supplies.

3rd. The district officer to be bound to supply the carriage from the first halting place within his boundary to the first halting place in the next district, and the officer applying for the carriage to be bound to release the whole of it when he arrives at the appointed place.

4th. The officer in charge of the party to be responsible that all accounts are settled when the carriage is discharged, and the civil authorities to depute a responsible officer to see that this is done.

5th. A statement showing the amount of available carriage in each district to be submitted annually to the local Government, and a copy sent to the Quarter Master General of the Army, to enable that officer to arrange the annual reliefs so as not to press too heavily at one time on the resources of any particular district.

6th. If the district officer really cannot furnish carriage to meet the requisition made upon him, he should report it at once to the local Government, which, having the statement of

the means of each district, can make such arrangements as it deems necessary.

7th. Public officers in the district employing carriage must give it up if required for troops or Government stores marching through.

10. Of course, besides this, every effort might be made to induce contractors to come forward and prevent Government having recourse to even this modified coercion; but I believe this or some similar set of rules would remedy the real evil, which is not the compulsory nature of the work the people are made to do, but the taking of them away from their homes, a thing, not only very distasteful in itself, but rendered much worse by the indefinite prospect of return. I believe that a measure like this, once thoroughly explained, would not cause a murmur, and that a sense of security would be spread abroad which would give a great impulse to the development of the carrying power of the country.

11. In conclusion, I beg to observe that though this has been called forth by the complaint made against me by the executive commissariat officer of Fyzabad, it has been the result of much anxious study of the subject, and is the matured opinion of years of observation. I have enjoyed peculiar advantages for seeing both sides of this question. I have held the appointments both of the officer whose special duty it is to carry out the details attending the march of a regiment, and of him whose duty it is to supply the means; and I venture to trust that if the opinions of district officers and commanding officers are invited upon these proposals, no practical difficulty in carrying them out will be found, while they will be acknowledged to be an immense boon to the people. It must be remembered, however, that it is no use one district or one province commencing such a system. To be successful it must be general, and have the Government of India for its patron. I have only laid down the general principles, and no doubt modifications would be

found necessary, but I have tried to solve a really practically troublesome question, and I solicit that this may be forwarded with an expression of your own views for the consideration of the Chief Commissioner.

From the Junior Secretary to the Chief Commissioner, to all Commissioners, Nos. 932, 28-933, dated 27th April 1863.

With reference to letter No. 361, dated 25th ultimo, from the Deputy Commissioner Roy Bareilly, forwarded under your endorsement dated 28th March, the Chief Commissioner desires me to observe that, under the existing law Regulation XI of 1806, he does not think a commissariat officer can claim the aid of the authorities to provide him with carts, as he is not an officer commanding a detachment of troops or a traveller. The Deputy Commissioner would, in the Chief Commissioner's opinion, have done wrong had he pressed carriage usually let on hire on the commissariat officer's application.

2. Indeed the Chief Commissioner is surprised at such a demand being made by a department whose business it is to go into the open market for all it requires, and whose boast it is to be equal to any emergency and to any strain on its resources.

3. With reference to Captain MacAndrew's suggestions, the Chief Commissioner would observe that he does not think the present moment, when the East India Railway has been opened to Allygurh and branch Railways are in contemplation in many parts of Oudh, while the numerical strength of the army has been much decreased and the movements of troops are consequently less frequent, is one that demands immediate action on them.

4. The Chief Commissioner would also call his attention to the bill introduced into the Council of the Lieutenant Governor of Bengal, dated 27th May 1862, prohibiting impressment of carriage unless double the ordinary rate of

hire has been refused, and then only authorising it for troops on the march. The Chief Commissioner sees no reason why such a measure should not be introduced into Oudh. The great hardship at present is that carts are taken great distances from the districts in which they are entertained, and the difficulty is to arrange for a change of carts in each district without causing serious delay in the march of troops.

From the Officiating Commissioner Lucknow Division, to the Secretary to the Chief Commissioner, No. 1120 dated 16th October 1863.

In reply to No. 932 dated the 27th April last, paragraph 4, I am of opinion that the draft bill referred to, is desirable, but is only applicable where there is an open market.

2. In this province there is none. I do not know of any man who keeps carriage on the chance of hire. The regular demand of contractors, grain, and cotton merchants, for regular supplies of hired carriage, is met by Bramin and Koor-mee agriculturists buying or building new carts when they take the "dholai" or carriage contract; at its expiration they nearly always sell the cart for what it will fetch and again take their bullocks to the plough.

3. Hence to refer the military and others to an open market is to refer them to what has no existence, and I am confident that were the civil officers to be prohibited from interfering for the first six months, no private individual even would obtain a single cart for odd jobs. As it is now every department does practically press, and this might be prohibited, if thought necessary.

From the Commissioner, Seetapoor Division, to the Secretary to the Chief Commissioner, No. 206 dated 17th July 1863.

In reply to your docket, No. 28 of the 27th April, I have the honour of submitting the replies of the District Officers and of offering the following remarks:—

2. The evils alluded to in the draft of the Bill are not caused by *deficient remuneration* but by *uncertainty regarding the period of impressment*.

3. I have seldom heard any complaint of insufficient remuneration. The rates of hire are ample, provided that full pay be given on all halting days. This would add little to the cost of regiments on the march, but would principally affect Government servants marching in the interior of their districts. Cartmen have reason to grumble when they get full hire for say 10 days in the month, and only half hire for the remainder.

4. I believe that in most parts of India the rates of hire given by merchants are lower than those given by Government and its servants.

5. There is therefore no call for the provisions of Section 4 of the Act. The effect of enforcing that section would be that public servants would frequently have to pay double the proper hire.

6. Now although Government can afford to pay double for the carriage of its commissariat and ordnance stores, the increased expense would be felt most seriously by married officers, by married soldiers and by native troops. The efficiency of an army depends greatly upon its being moveable, but with double rates a long march would bring ruin on those who are married. General discontent would likewise prevail among the native troops.

7. It may be said that the owners of carts will not demand double rates, but will be content with 20 or 25 per cent. above the usual rates.

8. I doubt this. Owners of carts would still fear that their carts would not return for months, for years, perhaps never. A cart breaks down; it is left by the side of the road, and the bullocks are put into strange carts; bullocks die, and strange bullocks are put into the cart.

9. Double rates would make the regiments look upon the cart-owners as extortioners and natural enemies: no amount of superintendence would then prevent over-loading and over-driving.

10. The real evil to be remedied is this, that carts are impressed for indefinite periods and carried to indefinite distances.

11. The East India Railway offers the best remedy for this evil. Few cart-owners will object to convey military stores to and from the nearest railway station at full rates of hire *i., e.*, at about five pence per ton per mile.

12. It would be advisable however to enact that whenever carts may be taken to a greater distance than 200 miles from home, or be detained for more than one month contrary to the owners' wish, they must be bought for their full value. This plan was tried with success at Mirzapoor during the mutiny. Cart owners from Jubbulpoor and Nagode had no fancy for a campaign in Oudh, so one Government officer and two respectable natives appraised the carts and cattle, and the owners were promptly paid.

13. Cart owners prefer selling their property to sending it out on unknown journeys, and officers and soldiers will prefer buying to paying double rates.

14. With reference to furnishing supplies, liberal payment is all that is required. At many encamping grounds there are permanent markets; but where there are none, Government should prescribe the extra remuneration to be given to bunyahs who may be taken against their will from distant bazaars.

15. It is an invidious duty for the collector of a district to require regiments or detachments to pay high for their food.

16. The Officiating Deputy Commissioner of Seetapoor observes that "in his opinion the Bengal Act would not be very suitable to Oudh. As soon as it was known that the

“ Act was in force, no carts would be procurable for any
“ military purpose until double the usual rate had been offered,
“ and this offer would of course be accepted in most cases.

“ When any march of troops took place, all the cart
“ owners would hold out for double fares, and this would
“ cause a good deal of extra expense to Government.”

17. The Deputy Commissioner of Hurdul reports: “ The
“ hardship complained of appears to be, that carts are taken
“ great distances from the districts in which they are enter-
“ tained. I do not see how the Bengal Act does away with
“ this: the fact of their being taken away long distances
“ remains still. It is not at the price paid to them that
“ owners of carts complain, but of being taken long dis-
“ tances. The remedy is to have a regular system of reliefs
“ in each district; this I imagine might be organized without
“ much trouble, or carts for hire might be registered; this
“ would afford owners some protection.”

18. The Officiating Deputy Commissioner of Kheree reports: “ The spirit of the Act is good, and there is no
“ doubt that a law restraining forcible seizure of carriage
“ was very much needed to free and encourage trade to dis-
“ tant districts, which is cramped at present by the certainty
“ almost of the means of conveyance being forcibly seized
“ after unloading its burden. The arbitrary and indiscri-
“ minate snatching at every thing we want, regardless of
“ the claims and rights of others, and the unfair treatment
“ afterwards experienced in overloading and underpaying
“ the owners, have driven them to conceal their carts, and
“ filled them with fear in localities where carriage is only
“ kept for agricultural purposes.

“ I venture to observe that the proposed Act seems to me
“ to aim at too much, and to commit a political error, which
“ rulers should always avoid. The State ought never to fix
“ rates for free labour, either to increase, or to lessen them,
“ and I think it would be better if it was restricted to
“ deciding what may be done in cases of emergency to

“ procure carriage, instead of adding also what may not be done; for the Indian Penal Code, I believe, affords a remedy under Section 374, for forcible seizure of carriage

“ Laws affecting commerce ought to be brief, and touch upon no more than is absolutely necessary to free it.

“ I think too it would be better policy, not to allow the local civil authorities to have any thing to do with obtaining provisions for troops, which have generally commissariat agents with them, who should go ahead, and buy supplies; for while any law exists by which traders can be driven from their shops to distant camps, the people cannot be said to be free, and moreover, they cannot be protected from loss through officials who have no sympathy for them. I have known them to abandon supplies brought for troops, because (and this will always happen) they were compelled to go to the proposed encamping ground, days before they were wanted, and sometimes kept days after the time fixed for arrival of the troops. Government ought not, in my humble opinion, to use the slightest force to obtain provisions in times of profound peace, and it would become it better to put itself in the position of a private individual, when it wants anything from the market. During war, no Acts are observed, and none are wanted to procure supplies of any sort, for they must be taken from a hostile population wherever found, and I understand the Act to be framed for the present order of things. I would make it unlawful to compel owners to carry provisions at their own risk to any place, and leave it to the traders to go, where it is their profit to go. Where it would be a positive loss of time and money to leave their shops, Government should buy provisions there and transport them at its own risk.

“ With these amendments I think the Act might be introduced into Oudh, and, if civil officers would everywhere persistently enforce it, without exception, a great boon would be conferred on the people.”

19. The Officiating Deputy Commissioner of Baraich states "that no troops are located in this district, and carriage is never pressed. As far as the district is concerned, therefore, I do not think that the Bengal Bill is applicable or necessary."

From the Commissioner, Fyzabad Division, to the Secretary to the Chief Commissioner, No. 206 dated 8th May 1863

In reply to your Circular No. 28-933, dated the 27th ultimo requesting my opinion as to the applicability to Oudh of a law prohibiting impressment of carriage unless double the ordinary rates of hire has been refused, I have the honour to state for the information of the Chief Commissioner, that in my opinion such a law would operate very hardly in practice on officers obliged to march with their regiments, especially when they were married men.

2. The fact is that in no station in Oudh, Lucknow perhaps excepted, are carts usually let on hire sufficient to supply the carriage of even a native infantry regiment available; so that the introduction in Oudh of such a law would be tantamount to obliging such officers to pay double the ordinary rate of hire, which they could ill afford to do.

3. I think the great hardships in the present system are those mentioned in your 4th paragraph *viz.*, that carts are taken to great distances, and arrangements for their speedy change in each district through which the troops pass are not in practice made. We cannot, by any measures we can devise, speedily create in the Province a proper supply of carts usually let for hire, but I do not see why better arrangements for the relief of carriage should not be made. With proper notice there ought to be no difficulty in the matter; there appears no reason why ample warning of changes directed in the ordinary relief should not be given, so that it would only be in exceptional cases that little could be done.

4. I must say, however, that district officers are themselves somewhat to blame for the present state of things, and that

they and their establishments do not in practice exert themselves in the same way to obtain a change of carriage as they do to obtain it in the first instance, and I think the official furnishing the carriage should be requested to send a list of it to the next district officer *en route* with a notification of the date on which it will arrive there; and that the district officer addressed should be required to relieve all that carriage and report to the officer who furnished that he had done so.

5. Changes in the scale of carriage allowed &c., are constant, and I am not at present aware how the scale stands. But whatever scale may be fixed on, it should, I think, be authoritatively sent to district officers, and strict injunctions be given them to attend to it exactly. District officers are not likely to be acquainted with the general orders on the subject, unless they are sent to them by the heads of their own department, and I do not think they should be left to search for them when a commanding officer's indent is received; and when a district officer acts strictly by rule, while others are more accommodating, the former incurs an amount of odium in doing his duty to which he ought not to be subjected.

From the Commissioner Lucknow Division, to the Secretary to the Chief Commissioner, No. 128 dated the 26th February 1864.

The system under which carts, &c., are furnished to regiments when marching, appears to be an ever recurring abuse, and to call loudly for some legislative enactment which shall release civil officers from becoming parties to any such oppressive acts as have been endured by the cartmen who left Lucknow in November last for Meerut, and have been again pressed for service from Meerut towards Peshawur.

2. The accompanying copy of a letter from the Deputy Commissioner Lucknow, No. 44 dated the 18th instant, is submitted merely to exemplify and to show the necessity that exists for some regulation and law in this respect.

3. A very good draft bill was brought before the Bengal Legislative Council in May 1862, but I do not know if it has ever proceeded further. I would call attention to the statement of objects and reasons annexed to the proposed Act, and they do not speak one bit too strongly of what is actually of yearly recurrence. The Act would be, it seems to me, a very appropriate one in Oudh; and as there is really no law in this province rendering it incumbent on us to provide carriage to any one, I see no reason, except in the most emergent cases, why we should interfere at all; and propose for the future to decline all aid except when the troops take the field for service, or when it cannot be procured by regiments marching for double the ordinary rate of hire.

4. As regards the present complaint, the Deputy Commissioner will be requested, after investigation, to call on the Commanding Officer for any balance of hire, or back hire, that he may find to be actually due, and if it is not paid a further report will be made.

5. As regards the disputes between the regimental kotwal and the man sent with the carts, it is perhaps hardly our concern: what we have to deal with is the sum actually due to the cartmen themselves, and this must be discharged. The hardship in sending them on from Meerut is now beyond our control; but I do trust the old system may be revised.

From the Deputy Commissioner Lucknow, to the Commissioner Lucknow Division, No. 44 dated 18th February 1864.

It will be in your recollection that within the space of six weeks, say from 2nd November to the

*H. M's 19th Hussars.	15th P. I.	16th December last, four regiments
"	3rd N. I.	
"	48th Eur. Rgt.	in relief as per margin* besides

detachments of artillery, &c., marched from Lucknow.

2. To supply carriage for these troops I was obliged to impress not less than 505 carts. The evils of such wholesale

From the Secretary to the Chief Commissioner, to the Commissioner, Lucknow Division, No. 630 dated 21st March 1864.

With reference to your letter No. 128, dated 26th ultimo, and its enclosure, I am directed to state that, by Regulation XI of 1806, carriage must be procured for troops on the march on requisition from the Commanding Officer. The Chief Commissioner is not prepared to recommend the enactment of such a bill as was brought recently before the Bengal Legislative Council, because it appears to him that the practical effect would be to compel payment of double hire for carriage in all cases, which would press hard on officers and men, who march not for their own pleasure but on the public service, unless Government undertakes to make good the excess hire, which apparently is not contemplated.

2. Besides, the ordinary rate of hire, 8 annas a day for a pair of bullocks, is not inadequate, and no complaint is ever made on that score; the real grievance is that carriage is taken to great distances from the place where it is entertained, and is liable to be impressed again after being discharged by the first hirer, as has been the case in this instance, regarding which a reference will be made to the Government. North Western Provinces.

3. But to mitigate as far as possible the hardship to individuals and hindrance to trade caused by the pressure of carriage for troops, Deputy Commissioners should insist that the indent for carriage be drawn up in the form required by the military regulations, and decline to provide any greater quantity than is therein authorized. Those who want more carriage than the military regulations allow, must make their own arrangements to procure it.

4. In this particular case, if a reference to the officer

commanding 19th Hussars fails to secure a satisfactory settlement of just claims, a representation will be made to head quarters.

5. The Chief Commissioner understands that the 90th Regiment will not go beyond Lahore, so he trusts the carriage has at last been discharged.

From the Secretary to the Chief Commissioner, to the Secretary to Government, North-Western Provinces, No. 632 dated 21st March 1864.

I am directed to transmit to you, for the information of His Honor the Lieutenant Governor North Western Provinces, a copy of a letter from the Deputy Commissioner of Lucknow, No. 44 dated 18th ultimo, complaining of the seizure of carts at Meerut, supplied by him to the officer commanding 19th Hussars on their march from Lucknow, and to observe that at so large and long established a station as Meerut, the Chief Commissioner can hardly imagine that other carriage was not procurable, and that it was indispensably necessary to impress that which had come from Oudh. More especially should the measure have been avoided when the destination of the 90th Regiment was Peshawur, for the civil authorities must have been aware that the great hardship attendant on the impressment of carriage is the distance to which it is liable to be taken, and the consequent prolonged absence of the owners from their homes.

From the Secretary to the Government, North Western Provinces, to the Secretary to the Chief Commissioner, No. 1642½A dated 6th June 1864.

From the Commissioner of the Meerut Division, to the Secretary to the Government of the North Western Provinces, No. 91 dated 10th May 1864.

Referring to your letter, No. 859A (General Department) dated the 13th ultimo, with its enclosure, calling for a report upon the subject of carriage furnished to the 19th Hussars at Lucknow, and again seized and made over to the 90th Regiment proceeding towards the Punjab, I have the honour to state, after enquiry from Mr. Forbes, that these carts were not seized at Meerut by the civil power.

2nd. As magistrate and collector, Mr. Forbes had already been called upon to supply a large number of carts for the 8th Hussars, the 1st Bengal Cavalry, and a few to a battery, in all 104 carts—within the month of November, in which the 90th also sent in their indents.

3rd. Mr. Forbes returned the indents to the Commissariat Officer, requesting that, if from his own resources, he could not meet the demand, he would call for aid from the neighbouring districts of Boolundshuhur, Mozuffernuggur, &c., and even Delhi, on the very line of march, and where hundreds of carts from the upper parts of the Punjab could be found at a day's notice; pointing out at the same time how hard it was to expect a purely agricultural district like Meerut, simply because it held in its centre a large military cantonment, to meet such a heavy and continued drain upon its labour.

4th. This, Major Christopher, the commissariat officer, said he would do, and did furnish 50 large carts, and all the camels required by the 90th Regiment; a very small portion of their carriage, he (Major Christopher) believes, being taken over from the 19th Hussars.

5th. If the orders which are clearly published in Circular No. 1, dated the 21st June 1850, from the Government North Western Provinces, regarding relief of carriage at certain stations, were strictly followed, the evils resulting from seizure and forced labour would be reduced to a minimum.

6th. If officers commanding troops were held strictly responsible that the order should be observed, and if collec-

tors and commissariat officers furnishing carriage gave to the cartmen the certificates ensuring their discharge and freedom from molestation as laid down in para. 5 of that circular, there would be comparatively little trouble.

ORDER.—Ordered that a copy of the foregoing be forwarded to the Secretary to the Chief Commissioner of Oudh, in reply to the Assistant Secretary's letter, No. 632 dated the 31st of March last, with the remark that it appears that none of the carts supplied for the use of the 19th Hussars on their march from Lucknow were pressed by the civil authorities of the North Western Provinces.

Extract from the proceedings of His Excellency the Governor General of India in Council, in the Military Department, under date the 31st October 1865. No. 848.

READ the following correspondence regarding the supply of carriage for European and Native Troops in the Bengal Presidency:—

Letter No. 376A dated 13th August 1864, from the Secretary to the Government of the North-Western Provinces, with enclosures.

Letter No. 310 dated 22nd August 1864. to the Quarter Master General.

Letter No. 3525 dated 19th Spetember 1864, from ditto.

Letter No. 3526 „ „ from ditto.

Telegram No. 50A dated 2nd November 1864, to ditto.

Letter No. 32CC dated 10th November 1864, from Deputy Quarter Master General, with annexures.

Letter No. 1102A dated 14th December 1864, from Controller of Military Accounts.

Letter No. 861 dated 31st October 1865, to Quarter Master General.

Letter No. 170 dated 4th February 1865, to Commissary General.

Letter No. 3108 dated 22nd November 1864, from ditto.

Memorandum No. 1497B dated 6th January 1865, from Accountant General Military Department.

Letter No. 1310 dated 24th March 1865, from Commissary General.

Letter No. 1811 dated 26th April 1865, from ditto.

Letter No. 863 dated 31st October 1865, to ditto.

RESOLUTION.—The Governor General in Council observes that the difficulties and hardships attendant on the supply of carriage to British and native troops on the line of march have been but partially caused by the general extension of cultivation and consequent scarcity of pasture for the cattle and by the increased demand for carriage by land on the part of the commercial classes; and that they must be attributed mainly to the insufficiency of the old rates of hire in many places, and to inattention on the part of those concerned to the regulations laid down in order to ensure a fair rate of remuneration, and to distribute the pressure on those from whom the carriage is taken as equally as possible.

2. In order to remove this pressure, so often and loudly complained of by the owners of carriage, His Excellency Sir Hugh Rose advocated the maintenance in each province, at the public expense, of a certain proportion of carriage in proportion to the population, to be utilized locally in every possible way so as to lighten the expense. But, setting aside the inapplicability of a scheme which would often cause the largest supply where it would be least wanted, the Governor

General in Council is utterly averse to any attempt on the part of Government to keep up carriage, whether of its own or hired, for the movement of troops in excess of that now maintained for military purposes. The expense of such a system would, His Excellency in Council considers, be certain, and its efficiency, if the expenditure were kept within any reasonable limits, very doubtful.

3. The required carriage having to be provided when wanted, it only remains to be considered what additional measures are necessary to provide it with as little hardship to individuals as possible.

4. Excepting for the public carriage, strictly so called which is provided by the Commissariat department, carts, &c. for the conveyance of the baggage of the troops are ordinarily supplied on indent by the civil authorities, with whom, as with the commissariat officer when the carriage is supplied through that department, it rests to fix the rates of hire:

5. As a rule the Governor General in Council is of opinion that all such carriage should in future be supplied by the commissariat, the officers of that department making their own arrangements, if possible, and applying as heretofore to the civil authorities for such assistance as they may find they need.

6. On the representation of the Commissary General that the supply of camels by local contractors cannot for various reasons be thoroughly depended upon, the Government has now sanctioned a return to the system of employing chaudrís, which obtained previous to 1861, and which has proved its efficiency on many occasions of emergency; and the Commissary General is of opinion that a similar system might be adopted in regard to the supply of carts. That chaudrís, judiciously selected on account of their character and the influence they possess amongst the owners of carriages can do much to encourage the latter to come forward wil-

lingly, in the expectation of receiving proper treatment and fair remuneration, there can be no doubt ; and it appears to Government that the Commissariat department is well able to look after the interests of those who are employed, and promptly to bring to the notice of the military authorities any case which may require their interference. Delay in making such references, and the consequent failure to check irregularities or obtain redress for those who have suffered by them, have had much to do with the evils which it is desired to remedy.

7. The Governor General in Council accordingly approves of the Commissary General's proposal to adopt the chaudri system, by way of experiment in the first instance, for the supply of country carts, and to extend it should the trial prove successful.

8. The question of the rates of hire has next to be considered.

9. The higher rates fixed by civil officers during the last two or three years, in accordance with existing regulations, have been represented as pressing hardly on both officers and soldiers ; who, as marching on the public service, are fairly entitled to consideration, whilst, on the other hand, the State is bound to see that fair rates of remuneration are given. These rates however might perhaps be more satisfactorily settled by the chief civil authority in each province than by district officers.

10. His Excellency in Council has therefore decided that the rates of hire of all carriage furnished by the civil authorities, and of the fees which (on a moderate scale) the chaudris through whose agency it is obtained should be allowed to charge, be carefully considered and fixed for each division of the province by the local government or administration, and revised from time to time as may be necessary. Printed copies of these rates, when settled or revised, should be at once furnished to the Military department for the information of the Government of India, to the Quarter Master General and

Commissary General, and to the officers commanding divisions and districts in each government.

11. The amount of baggage for which the State undertakes to provide carriage for the officers and troops, both on service and on ordinary occasions of marching or relief, is clearly laid down in the regulations, which do not appear to Government to need any revision, nor is it deemed expedient to relax the rule* which restricts the liability of Government for demurrage on carriage so supplied to the proportion laid down as service equipment. But, should the cost of the carriage on any particular occasion much exceed the usual rates, a special representation may be made to Government through His Excellency the Commander-in-Chief.

12. But no arrangements which the State can make can be expected to prove effective for the satisfactory supply of carriage, unless very stringent rules are laid down and enforced for the proper treatment of the cattle and drivers, &c., for the prompt payment of hire, and for the regular relief of such carriage; and the Governor General in Council is convinced that to neglect in these respects is attributable much of the difficulty which has been experienced in obtaining carriage, and of the constant complaints which have been from time to time preferred.

13. His Excellency in Council therefore desires that the attention of all concerned may be drawn to the regulations on this subject, and that the following rules especially may be strictly observed whenever carriage is supplied by the civil authorities :—

I. If possible not less than 15 days' notice shall be given to the collector of the quantity and description of carriage which will be required.

II. The collector shall make his own arrangements with the chaudris or contractors, who shall be responsible for the proper quality of the carriage and for

the good conduct of the parties in charge of it. The collector shall also arrange for the relief of the carriage at suitable distances where carriage is obtainable.

III. The commanding officer of the troops will be responsible that half the hire and the fees to the chaudri, which have been fixed by the local government, are paid in advance, and that the balance is made good on arrival at the destination of the troops, or when the carriage is relieved. He will also be responsible that the carriage is not overladen, that the animals are not overdriven, and that the parties in charge are properly treated.

IV. If the commanding officer has reason to be dissatisfied with the way in which the engagement has been executed, he should complain *at once* on arrival at a station to the collector, who will have the case immediately inquired into in presence of both parties; and his decision shall be enforced.

V. Collectors will be responsible to Government that the engagements regarding carriage are fairly adhered to, and that, failing this, after they have ascertained the merits of the case, the matter is promptly reported to superior authority. They will also be responsible that tables shewing the rates of hire and chaudris' fees with the proper weight of loads, and the conditions regarding halting, demurrage, and the like, are made known to the commanding officer when the carriage is supplied.

VI. No chaudris or contractors should be allowed to use badges or other signs of office, or to seize carriage. They should in the opinion of the Governor General in Council be as much as possible the representative men of the classes who nominate them, and they should maintain their position by their own influence, added to that which they gain by the recognition of

the Government authorities. The latter could fine a chaudrí for misbehaviour, or in a grave case require the class he represented to depose him and appoint another; but the more such interference can be avoided the better.

VII. Whenever Government for its own objects requires the continuous service of the chaudrí, a small monthly allowance might be granted him in addition to his regular fees; but ordinarily this will not be necessary.

VIII. Parwánnas shall in all cases be furnished to dismissed cartmen, prohibiting their seizure or molestation on their way home, and any infringement of these orders should be noticed and reported if necessary.

14. The above rules will be of course applicable, *mutatis mutandis*, whenever the commissariat officer is unable to obtain the carriage by his own arrangements, and has to apply for assistance to the civil authorities. In such cases it will be his duty to do all he can to ensure the proper treatment, payment, and relief of the carriage, just as if he had himself supplied it.

No. 856.

ORDERED that copy of the above Resolution be forwarded to the Chief Commissioner, of Oudh, for information and guidance.

From the Secretary to the Chief Commissioner to all Commissioners, Circular No. 89-3665 dated 11th November 1865.

Supply of carriage for troops.

Forwards copy of Government resolution No. 848, dated 31st ultimo, regarding above, and, with reference to para. 10,

requests the favor of his opinion what would at present be the fair rates of hire of all carriage for troops for each district of his division, also what remuneration he would propose to give to the chaudris.

From the Commissioner Lucknow Division, to the Secretary to the Chief Commissioner, No. 796 dated 30th November 1865.

In reply to your Circular, No. 89-3665 dated 11th instant, I have the honour to state, with reference to para. 10 of the Government Resolution No. 848 dated 31st ultimo, that the Deputy Commissioner of this division recommends as follows:—

Lucknow.—“5 annas a day for each bullock marching, and 2½ annas for halt and return marches. For the chaudri 10 or 15 rupees per month.”

Oonoo.—“5 annas per bullock when marching, and 2½ annas return hire. For chaudri 1½ annas per rupee.”

Barabanket.—“½ annas per bullock for each march, and 2 annas per bullock for halts. For chaudri 1 anna per bullock.”

2.—The subject of carriage for troops is one that gives endless anxiety to the civil authorities in a place like Lucknow, where carriage is so frequently required in large quantities. I am of opinion myself that 5 annas per bullock should be the rate at present, and half for halting days or return hire, and the fee to chaudris should be 1 anna.

3.—I submit a copy of Mr. Lane's letter, No. 926 dated 28th instant, and would call particular attention to paras. 8 and 9, and direct payments recommended by him through the chaudris should be insisted on.

4.—It is useless to expect that commissariat officers can supply a regiment without the aid of the civil authorities

and, under para 5, to which Mr. Lane alludes in his 2nd para, no doubt they will call for this aid.

5.—Every thing, however, depends on commanding officers of regiments, for if the cartmen are well and regularly paid and not overloaded, their objections would probably soon cease.

6.—The exchange of carts at suitable places should also be insisted on.

7.—I shall await orders in regard to the fixing of rates before electing a representative chaudrí or chaudrís under the new rules.

From the Deputy Commissioner Lucknow, to the Commissioner Lucknow Division, No. 926 dated 28th November 1865.

In reply to your Circular, No. 77-786, dated the 24th November, on the subject of supply of carriage to troops, I have the honour to report as follows:—

2. By para. 5 of the Government Resolution No. 848, the supply of carriage for troops will, wherever commissariat officers are stationed, rest with that department. I consider therefore that whatever measures are determined on for Lucknow should be adopted in communication with the executive commissariat officer at present stationed here.

3. I think there should be only one chaudrí for the city and cantonment, but I would no longer leave his nomination to the octroi farmer. There are more heart-burnings between the numerous cart chaudrís than in any class of people I know of in the city of Lucknow.

4. The demand for carts is constant in Lucknow, and at times more than can be met without seizure. It is important then that men made to work against their will should be suitably remunerated.

5. In answer to para. 7, the appointment of a chaudrí here must accordingly be *permanent*, and if the leading members of this class be called together, and the object of Government explained to them in communication with the commissariat department, I have no doubt they might be induced to elect a representative, and work with him, and share whatever remuneration may be determined on.

6. In continuation it might be well to recognize his services with an allowance of say ten or fifteen rupees a month, and I think this would give us a better hold over him and render his responsibility more definite.

7. It is, however, a recognized custom here, and I imagine in most other places, for the chaudrí who provides the carriage to take an anna in every rupee from the wages earned by the owners of the carts. This comes to a considerable sum when a regiment for instance is on the march and is very seldom objected to by the cartmen. It offers also ample inducement to the chaudrís to do their best when carts are required.

8. There is one point connected with these payments which I consider most important, and should be strictly enforced, and that is that no other than the chaudrí be allowed to demand any perquisite or make any deduction from the hire due by the employers.

9. I allude especially to the kotwáls of regimental bazaars, and other such employés. If commanding officers or quartermasters pay for carriage through their own subordinates, this is the inevitable result. I often request commanding officers to pay direct all money to the chaudrís themselves, or their agents who accompany the troops on their march. When this precaution is neglected, as it too often is, the chaudrís are deprived of what they expect as their due, and either neglect their work or endeavour to get dastúrí a second time from the unfortunate cartmen.

Disputes are by no means unfrequent on this subject.

10. Next, every endeavour should be used to carry out the 6th Sec. of para. 13; chaudrís should never be allowed to seize carriage. This rule is in force already, and it is usual when many carts are required at once, and the chaudrís are unable to meet the demand to give orders to the tahsildár to make up the deficiency. In such cases the actual result, I believe is, for the tahsildár to depute a few *chaprásís* in company with the cart chaudrÍ to press the first carts they can find. The chaudrÍ thus acquires influence, which is pretty sure to be abused when no such necessity exists.

11. If then on emergency the chaudrÍ cannot do all that is required, the tahsildár should do the best he can *out of the town*, that is in villages where the chaudrÍ cannot be supposed to have the influence he ordinarily has in the city, but not through the chaudrís.

12. As regards the rates to be paid. These should be revised every year, say at the commencement of the cold season, and will depend on the harvest and the price of food and grain. At present I charge, and have done so for a year now, five annas a day for each bullock marching, and half that sum for halts and return marches; with the present price of grain nothing less than this can pay the owners of the animals and carts, and it must be remembered that this is not an ordinary matter of demand and supply, for in Lucknow all carriage kept for hire is in constant use for local or provincial business, while that now alluded to is but too often unwillingly given and employed at a loss to the owners.

From the Commissioner Lucknow Division, to the Secretary to the Chief Commissioner, No. 806 dated 5th December 1865.

In continuation of No. 796, dated 30th ultimo, states that the Deputy Commissioner Barabunkee has since suggested

that "when a halt of more than one day in seven takes place, the hire should be 3 annas per diem per bullock."

Major Chamier adds that he has "fully ascertained that several halts running (as a settlement officer requires to make) is starvation to owners of carts, if only 2 annas per bullock be paid."

The scale recommended in Commissioner's 2nd paragraph will, it is believed, remove any existing discontent amongst cartmen.

From the Commissioner Seetapoor Division, to the Secretary to the Chief Commissioner, No. 146 dated 27th November 1865.

In reply to your Circular No. 89 of the 11th instant, I have the honour of referring to my letter No. 206 of the 17th July 1863, and of stating my opinion that the usual rate of one rupee for the carriage of 20 maunds for each march of ten miles with half hire back, and 6 per cent. for the chaudri, would be ample remuneration.

2. It is much more than what is paid by merchants on metalled roads, and we have the benefit of one pukka road in this division, that from Seetapoor to Lucknow.

3. In my letter No. 206, I urged that the evils attending the present system of cart impressment were chiefly caused by the uncertainty regarding the period of impressment.

4. His Excellency the Governor General in Council, in paragraphs 12 and 13 of the resolution, has ordered that this period shall be limited.

1stly.—By the regular relief of impressed carriage.

To effect this the collector should immediately on receiving the commanding officer's requisition, inform all of the

other collectors on the line of march of the number of carts to be relieved, and those collectors should be held responsible for relieving the impressed carriage.

2ndly.—By furnishing parwánahs to dismissed cartmen, prohibiting their seizure on their way home.

This will be hailed as a very great boon throughout the country. Care must be taken that these parwánahs be only considered in force for a certain number of days, sufficient to enable the cartmen to reach their homes.

5. I strongly advocate that rule 6 in paragraph 13 of the resolution may be strictly enforced. Whenever the chaudrí is employed no impressment should be permitted.

6. Whenever impressment may be found to be necessary the chaudrí should have nothing to do with it, and should not be entitled to his 6 per cent. That percentage, which in some districts will yield him a large income, should be in remuneration for his obtaining the carriage without impressment.

7. I am of opinion that for the present cartmen should receive full hire for halting days.

8. I will hereafter communicate to you the opinions of the district officers.

From the Commissioner Seetapoor Division, to the Secretary to the Chief Commissioner, No. 153 dated 19th December 1865.

In continuation of No. 146, dated 27th ultimo, submits herewith the original reports received from the Deputy Commissioners of Hurdui and Kheree.

The Commissioner begs to invite the attention of the Chief Commissioner to the Hurdui report.

From the Deputy Commissioner Hurdul, to the Commissioner Seetapoor Division, No. 325 dated 25th November 1865.

With reference to Circular No. 89-3665, dated 11th instant, I have the honour to report that at present there is no difficulty in getting carts for a short journey, such as from Hurdul to Seetapoor or Shahjehanpore, or even to Lucknow, or for regular employment in the district at the old rates of four annas per bullock for each march, and half hire for halts and returning.

2.—The demand is so small that there is no regular chaudrī, but in the similar case of kahārs the fee taken is one anna in the rupee. If chaudrīs be appointed or recognised by Government it might be advisable to admit this fee, and make the payment of it fall on the hirer and not the owner of the cart.

3.—The real cause of reluctance of native cartmen to engage to accompany troops (besides the innate objection common to all in this country to do anything unless ordered), is that they feel no certainty as to the time for which they may be detained from their homes and fields, for the greater part only use their bullocks occasionally in the cart, and employ them in the plough between whiles. Their absence for a week or ten days does no harm, but if compelled to go a long distance, as is sometimes the case, the whole produce of their fields will be lost to them.

4.—A man engaged to carry baggage with a regiment believes that he will certainly be compelled to go with it the whole of the way to its destination, and that he will then be probably seized again and made to accompany the regiment relieved on its march to some place still further from his home.

5.—This fear is stronger than need be, but there are undoubtedly some grounds for it, and even when they cease to exist altogether it will be long before the fear is eradicated.

6.—The rules now laid down however, especially Nos. II and VIII will, if strictly followed, be of great use in effecting this object.

From the Deputy Commissioner Kheree, to the Commissioner Seetapoor Division, No. 816 dated 6th December 1865.

I have the honour to acknowledge the receipt of General Circular No. 89-3665 of the 11th ultimo, from the Secretary to Chief Commissioner, regarding the supply of carriage for troops, and in reply to state that in my opinion the following would be fair rates of hire for all descriptions of carriage.

		<i>Marching.</i>	<i>Stationary.</i>
For a 4 bullock cart.	per diem.	1 rupee	8 annas.
" 3 "	" "	12 annas	6 "
" 2 "	" "	8 "	4 "
" Camel.	per mensem.	10 rupees.	
" Buffalo.	per diem.	6 annas	3 annas.
" Bullock.	" "	5 "	2½ "
" Pony.	" "	5 "	2½ "
" Kahár, (bearer.)	" "	3 "	
" Cooly.	" "	2 "	

2. As regards the remuneration proposed to be given to chaudris, I consider that their pay should not be under 8 Rs. per mensem.

From the Commissioner Seetapoor Division, to the Secretary to the Chief Commissioner, No. 29 dated 3rd April 1866.

In continuation of my predecessor's letter, No. 146 dated 27th November last, regarding the supply of carriage for troops, I have the honour to forward a copy of a letter, No. 89 dated 28th ultimo, from the Deputy Commissioner of Seetapoor on the same subject.

2. I think it desirable that if possible stations might be fixed in communication with the Government of the North-Western Provinces for the relief of impressed carriage. I also think that a Government official should be deputed to see that relief really is effected, and that, where the carriage is with an entire regiment, an Assistant or Extra Assistant Commissioner should be deputed for this purpose.

3. I believe that the rules for the relief of impressed carriage have hitherto failed to secure the desired object, not so much from any inherent defect in the rules themselves, as from the fact that no one is present at the time of relief who has any interest in seeing it really carried out.

From the Deputy Commissioner Seetapoor, to the Commissioner Seetapoor Division, No. 89 dated 28th March 1866.

In reply to Secretary Chief Commissioner's No. 89 dated 11th November 1865, I have the honour to reply that no complaints are made against the present rate of hire, and, from local investigation, I consider that it is fair for both the hirer and the party letting out on hire. The rates are four annas per bullock for each marching day and two annas per bullock for each halting day and each day of return journey. Ten miles is considered a stage or day's journey, and the ordinary loads are for a two bullock cart 10 to 12 maunds, and a four bullock cart 20 to 25 maunds.

2. In this district we have a chaudrī who is bound to give a certain number of carts at a certain warning. Before the carts are supplied the whole of the hire, both going and returning, must be paid down by the hirer; half of this is kept in deposit in tahsīl; and half of it is paid over to the chaudrī for the cartmen. The chaudrī takes about 3 annas in the rupee. On the return of the cart the balance in the tahsīl is paid to him. If any complaints have been sent in against them they are enquired into before paying the balance.

3. Nowhere that I have been have I heard complaint about the rates of hire. The complaints are that they are not sure of these rates, and that even if they got the money they may not be allowed to return, being seized to make another journey beyond the place originally bargained for.

4. By taking full payment in advance and by giving a return parwánah these two evils are avoided. In this district there are now no complaints about non-payment; but I am sorry to say the return parwánahs are not always attended to, and cartmen are seized in spite of them.

5. No chaudrís or chaudrís' servants should be allowed to wear badges, and no assistance should be given to chaudrís by tahsíl authorities except in very emergent cases on special direct order of collector. If the chaudrí cannot collect carts by his own influence he is worse than useless.

From the Commissioner Fyzabad Division, to the Secretary to the Chief Commissioner, No. 12 dated 9th January 1866.

In reply to his Circular No. 89-3665, dated 11th November last, submits an abstract of the opinion of district officers of this division with reference to para. 10 of Government Resolution, No. 848 dated 31st October last, and states that Officiating Commissioner agrees entirely with the Officiating Deputy Commissioner of Fyzabad.

2. Four annas a day per bullock, travelling or halting, is a fair hire to the next changing station, five annas a day if the carts are taken further. The carters and cattle cost as much to feed when halting as when marching. Half hire to be paid while returning. Half an anna per rupee seems a fair remuneration for the chaudrí, and it seems very proper that such an official should be recognized.

ABSTRACT OF OPINIONS OF DISTRICT OFFICERS OF THE FYZABAD DIVISION WITH REFERENCE TO SECRETARY TO THE CHIEF COMMISSIONER'S CIRCULAR No. 89-3665 DATED 11TH NOVEMBER 1865, REGARDING SUPPLY OF CARRIAGE TO TROOPS

Division.	District.	Rate of hire per Bullock per day.	Chaudri's fee per Rupee.	Return hire per Bullock per day.	OPINION OF DISTRICT OFFICERS.
FYZABAD.	Fyzabad,	4 annas	$\frac{1}{2}$ anna	2 annas.	Officiating Deputy Commissioner proposes 4 annas per bullock travelling or halting and 5 annas per bullock if the cart for any reason is taken beyond the station to which it was first hired to go. In returning half rates would be enough, as they have their chances of jobs on the road.
	Gondah,	4 annas	1 anna	Nil	Deputy Commissioner reports that a man of sufficient substance and influence has been found to undertake the office of chaudri and supply carriage for troops at the rate of 4 annas per bullock per diem and one anna as chaudri right, with no back hire and only half rate on halting days.
	Baraich.	4 annas	Nil	2 annas.	Deputy Commissioner Baraich states that one rupee per diem for a four bullock cart and eight annas for a two bullock cart and half return hire, are quite sufficient in this district at present. Carts hired by natives make longer marches than with troops and get a little less than the above rates. Chaudris at present get one anna in the rupee and are paid by the owner of the carts.

From the Commissioner Roy Bareilly Division, to the Secretary to the Chief Commissioner, No. 798 dated 12th March 1866.

In compliance with the request contained in your Circular docket, No. 89-3665 dated the 11th November last, and its enclosure, on the subject of supply of carriage for troops, I have the honour to submit for the information of the Chief Commissioner the opinions and proposals of the several Deputy Commissioners in the Roy Bareilly division, together with my opinion in the matter.

2. I have also the honour to annex a tabular statement showing the present rates of hire, and those proposed by Deputy Commissioners for different descriptions of carriage.

3. The Officiating Deputy Commissioner of Roy Bareilly does not think that lower rates than those shewn in the statement should be charged, especially as the price of grain and bhúsa has risen so considerably. He thinks that the remuneration to cart chaudrís should be the same as that allowed to dák bearer chaudrís, *viz.*, one anna to the rupee, which would be a fair allowance for supplying carts.

4. The Officiating Deputy Commissioner of Sultanpore states that the fair rate of hire varies with the price of provisions, and considers that the old rates at present are insufficient, because the price of provisions is exceptionally high, and deems an enhanced rate desirable.

5. In regard to the chaudrís' remuneration, the Officiating Deputy Commissioner considers a fixed allowance of Rs. 8 per mensem, plus the regular fees of one anna to every rupee to be fair, or that in lieu of the monthly allowance he might be permitted to take the dung of the cattle kept at head-quarters, for unless he is liberally treated the supply of carriage will not be satisfactory.

6. The Officiating Deputy Commissioner of Pertabgurh furnishes the rates of hire as shewn in the tabular statement, and considers one anna to the rupee a sufficient remuneration for the chaudrís. He would give hire at the rate of four annas per bullock in the dry season, and five annas per diem during the rainy months of June, July, August and September.

7. The rate of hire is undoubtedly too low to be remunerative, but the oxen used in carts in this division are generally so bad that the increase must be moderate. Five annas per bullock for short distances, and Rs. 30 per mensem marches and halts included, would be fair remuneration. At present the benefit derived from hire by the owner of cattle is so very small that carriage cannot be obtained without impressment. It must also be said that carts, for purposes of hire, are not kept up in this division. Plough oxen are occasionally let out when they are not needed for agricultural

purposes, and this shows that carts should never be detained long unless the owner consent, to take lengthened service.

8. In a new province like Oudh, where the fostering hand of a paternal ruler will be needed for years to develop the prosperity checked by past misgovernment, I am of opinion that the resources of the people should be very little indented upon by the Government. Such tenderness appears to be specially necessary in the matter of carriage. Speaking from personal knowledge I may say that in Sultanpore even the local wants of the officers and administration affect injuriously the traffic of the country. In the cold season carts are needed by officers going into camp, and all the year round carts and cattle may be needed for the conveyance of prisoners, treasure, building materials, and so forth. The police are great offenders in the seizure of carriage, and few officers have a sense of the real mischief caused by such oppression. I have been told by cotton-dealers that they were unable to procure carriage at Cawnpore, because a report had spread there that carriage was frequently seized at Sultanpore.

9. It seems to me then that troops proceeding through Oudh should procure their carriage at one of the large stations in the North Western Provinces, Benares, Allahabad, or Cawnpore. The districts of this division can only be expected to supply carts to replace those which may break down.

10. As regards the payment of chaudrís I think that the demand for carriage can never be great enough to support a chaudrí; but that if persons can be found to undertake the duty, the fee should be a fixed sum, say one rupee per cart, payable by those requiring the carriage, and not so much per rupee, which does not appear to have any distinct meaning.

11. Camels are not indigenous to this division, so that it is unnecessary to consider what the rate of hire should be. Ponies and pack bullocks are not much needed by troops marching, and the market rates for these are well known and sufficient.

DESCRIPTION OF CARRIAGE.	EXISTING RATES.									PROPOSED RATES.									REMARKS.				
	Rate of hire per Bullock, Camel or Tattoo per working day.			Rate of hire per Bullock, Camel or Tattoo per halting day.			Rate of return hire per Bullock, Camel or Tattoo per day.			Chaudra's fees.			Rate of hire per Bullock, Camel or Tattoo per working day.			Rate of hire per Bullock, Camel or Tattoo per halting day.				Rate of return hire per Bullock, Camel or Tattoo per day.			Chaudra's fees.
	R.	S.	P.	R.	S.	P.	R.	S.	P.	R.	S.	P.	R.	S.	P.	R.	S.	P.	R.	S.	P.		
Cart Bullocks, 4 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	...	2 as.	* In rainy season viz. June to September.
Camels,	
Pack Bullocks	
Tattoos,	

From the Secretary to the Government of India Military Department, to the Chief Commissioner, No. 733 dated 17th November 1865.

Copy of the annexed forwarded to the Chief Commissioner, Oudh, with the request that civil officers may be instructed to require all indents for carriage to state distinctly the description of baggage to be conveyed.

From the Secretary to the Government of India Military Department, to the Quartermaster General, No. 729 dated 17th November 1865.

I am directed to transmit copy of a letter, No. 3329A dated 14th September last, from the Secretary to the Government North-Western Provinces, and of its enclosures, pointing out that the sum of Rupees 105 was incurred in December 1863, by order apparently of the officer commanding the Nynee Tal depôt,—who it is stated was Colonel T. J. Deverell, Her Majesty's 77th Regiment,—on account of the baggage of certain non-commissioned officers and men of the Nynee Tal depôt, proceeding to join their regiments, which was in excess of the quantity laid down in the regulations; and that the sum is still unpaid.

2. In doing so I am directed to request that you will move His Excellency the Commander-in-Chief to require the officer on whose requisition the carriage was supplied, and whose business it was to see that arrangements were made for the payment of the hire, to defray the amount without unnecessary delay.

3. The Commissary General will be informed that in such a case the commissariat officer should himself take steps to obtain the sum due when applied to by the civil officer, instead of contenting himself with paying that portion of the whole sum which may be claimable from Government, and leaving it to the civil officer to recover the rest

It will also be pointed out to the Government of the North Western Provinces, that the Assistant Commissioner should have at once referred the question to his Government when he failed to obtain payment from the commissariat officer and commanding officer.

4. But the delay in adjusting the bill seems to have arisen partly from the requisition having appeared to be wholly of a public nature, and therefore adjustable by the Commissariat department. In order to prevent the recurrence of such mistakes, I am to request that it may in future be considered a standing order, that the requisition or indent for the carriage of that portion of the men's baggage for the conveyance of which Government is responsible, be invariably distinct from that for the rest of their baggage and that of officers, and also that the description of the baggage—*i. e.*, whether the "hire" is or is not "payable by the state"—be clearly stated in the requisition, in order that there may be no question as to the quarter from which payment is to be claimed. The officer making the requisition will be held personally answerable if he includes any baggage of the latter description in the indent for the carriage required for the former.

From the Secretary to the Chief Commissioner, to all Commissioners, Circular No. 95-3997 dated 27th November 1865.

Forwards copy of a letter from the Secretary to the Government of India Military Department, No. 733 dated 17th instant, to all Commissioners for information and for communication to district officers, whose particular attention should be requested to the concluding clause of para. 3.

From the Commissary General, to the Chief Commissioner, No. 1274 dated 5th April 1866.

By Paras 9 and 10 of the Resolution of the Government of India No. 848 of the 31st October 1865, it has been laid down that the rates of hire for all carriage supplied for the use of

troops or other military purposes, shall, where necessary, be determined, for each division of a province, by the local government or administration, &c., &c.; and as this is a matter with which the department over which I have the honour to preside is necessarily very much concerned, I respectfully venture to submit a few observations, which I humbly trust may not be deemed by the Chief Commissioner altogether unworthy of consideration.

2. The provision of camel carriage for military purposes has been arranged for, and, I have every hope, successfully arranged for, by the re-introduction of the paid chaudri system, as in force prior to 1861, and it is not apprehended that, save and except in any cases of great or unforeseen emergency that may arise, there will be any probability of a failure on the part of the Commissariat department, to procure camel carriage, or that it will ever require the aid of the civil power for that purpose.

3. I shall therefore confine myself to the question of supplying country carts, and the rates of hire &c. &c., to be paid for them.

4. The system heretofore observed of paying full hire, half or halting hire, and return hire, for country carts employed with troops, appears to me not only to be very unnecessarily complicated and anomalous, but to be even hardly equitable to cart owners in some points of view.

5. For example, a corps or detachment is ordered to march from Cawnpoor *vid* Futtehgurh and Shajehanpoor to Bareilly. Any halts in such a march would, in all probability, be made at these two intermediate stations, where there are large cities, and where consequently all articles of food for man and beast would be more expensive than at any of the other stages en route.

6. For such halts however, (and they are generally always made at large stations or cities where all supplies are thus higher in price) the cart owner, under the existing rule, receives half hire only.

7. On the other hand, as regards the payment of return hire where a cart is discharged: the cart is discharged, say at Futtehgurh, and the cart man is paid full hire for the number of marches to that place from Cawnpoor, and half hire to take him back again. The cart is however re-engaged forthwith (by another party) to return to Cawnpoor, where, in addition to the half or return hire already paid, the owner becomes entitled for the selfsame journey to both full and return hire over again. Thus, for a four bullock cart at the old rate of 4 annas per bullock per diem, the hire for seven

Note—A march has been assumed at 12 miles ($7 \times 12 = 84$.)

bullock marches from Cawnpoor to Futteh-		Rs.	7	0	0
ghur would be					
Half or return hire at 16 miles per day, ...	,,		2	10	8
			Total		
	,,		9	10	8
add the same for the return trip	,,		9	10	8
			Total Rs. 19 5 4		

while, if hired for the whole trip to and fro, and without a break, the cartman would be entitled to Rupees 14 only, for the same number of marches (viz seven out and seven in), and all the while the man's home might just as likely be at Futtehgurh as at Cawnpoor; but from the circumstance of his having been engaged at the latter place, and his having returned to it, no return hire could be claimed by him, and he must find his way back to his home at Futtehgurh at his own cost.

8. Return hire is professedly given to cover the expenses of the return of the cart owner with his cart to his home. The modern race of cart owners may now, however, it is believed, be classed as public carriers, who have little and perhaps no connection with agricultural pursuits, who make their entire livelihood by the hire of their carts, and who are therefore glad to make their homes wherever, for the time being, they can find employment for them, and as I have put the case above, it must, I conceive be evident, that the cart man either receives too much when he is paid Rs. 19-5-4, or

troops or other military purposes, shall, where necessary, be determined, for each division of a province, by the local government or administration, &c., &c.; and as this is a matter with which the department over which I have the honour to preside is necessarily very much concerned, I respectfully venture to submit a few observations, which I humbly trust may not be deemed by the Chief Commissioner altogether unworthy of consideration.

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Note—A march has been assumed at 12 miles ($7 \times 12 = 84$.)

	Rs. 7 0 0
Half or return hire at 16 miles per day,	2 10 8
	9 10 8
Total ..	9 10 8
add the same for the return trip	9 10 8
	19 5 4

while, if hired for the whole trip to and fro, and without a break, the cartman would be entitled to Rupees 14 only, for the same number of marches (viz seven out and seven in), and all the while the man's home might just as likely be at Futtehgurh as at Cawnpoor; but from the circumstance of his having been engaged at the latter place, and his having returned to it, no return hire could be claimed by him, and he must find his way back to his home at Futtehgurh at his own cost.

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too little when he is paid only Rs. 14, for the journey to and fro between Cawnpoor and Futtehgurh.

9. In my humble judgment then, it would be advantageous in every point of view, to follow the plan advocated by Sub-Assistant Commissary General Lieutenant B. Smith, Executive Commissariat Officer, Ferozpoor, viz, to do away with half or halting hire and return hire entirely, and to adhere to full hire only, and that for the whole number of days during which the cart was actually kept on, seeing that, whether marching or halting, the expenses to which the cart owner is put are the same, and indeed, any great or continuous number of halts, occasioned by stress of weather or other causes, might (on half hire) prove ruinous to the cart man.

10. It will be seen from the documents annexed as per margin, that the total cost of carts supplied to this department under contract for the transport of malt liquor and other public stores has averaged less than 5 annas per bullock per diem, while for carts procured without a contract and for the use of troops on the line of march, it has averaged fully 7 annas per bullock per diem.

Three Statements marked C
Examiner of Comt. Accounts,
No. 84 of 22nd March 1866
and annexures.

11. With our contract rates no interference is of course necessary or desired, but for carts supplied to troops, I venture to think that not less than $6\frac{1}{2}$ or even 7 annas per bullock per diem should be the rate fixed upon, and that payment should be made accordingly, whether halting or marching, and from the date of entertainment to that of discharge, and that the terms half hire and return hire might with advantage be altogether abolished.

12. If this rate of hire of say $6\frac{1}{2}$ annas per bullock per diem be adopted, it appears to me, that while on the one hand the cart owner would be very fairly remunerated, the charge would not on the other hand be immoderate for either the State or the soldier to pay. Thus, at the old rate

of 4 annas per bullock with halting and return hire, say for 30 days, a four bullock cart would be paid for as follows :—

26 Marches full hire,	...	26	0	0
4 Halts half hire,	...	2	0	0
19½ Marches return (half hire,) at 16 miles,	...	9	12	0
		<hr/>		
Total,	...	37	12	0

Whereas, at 6½ annas per bullock per diem, for the full number of 30 days, the total hire would be—

6½ × 4 = Rs. 1-10 × 30 days	...	48	12	0
or an increase of Rs.	...	11	0	0

13. It has been suggested to me that 6 annas per bullock per diem would be a fair average between the 5 annas of the contract rate, and the 7 annas for carts employed with troops, and that such average rate would be fairly remunerative to the cartman. It may be so, but the great aversion of the cartmen to employment with troops taken into account, and how very desirable it is to do away with such a feeling and to endeavour to render such service attractive to them to all practicable and reasonable extent, I would, on the contrary, beg strongly to recommend, that instead of 6½ the maximum rate of 7 annas per bullock per diem be that determined upon. This would raise the hire of a four bullock cart for 30 days from Rs. 48-12-0, as above shewn, to Rs. 52-8-0, which is not excessive. For the baggage of the European soldier, and of the native soldier of the new regiments raised since the mutiny, carriage is supplied at the cost of the State, while, in the old regiments, the native soldier is allowed marching or extra batta at Rs. 1-8-0 per mensem, to enable him to pay for his carriage and to meet the extra expenses of a march. The ordinary load for a four bullock cart is 20 maunds or 800 seers, which, at 15 seers per man, is equal to the baggage of 53 men. The total hire of the cart per mensem at 7 annas per bullock is Rs. 52-8-0, or less than

Rs. 1-0-0 per man, while he receives from Government Rs. 1-8-0. It is therefore I think obvious, that the native soldier can well afford to pay at the proposed rate, and what is not too much for him to pay, cannot be said to be too much for the European officer to pay. It has also been suggested to me that in lieu of the old half-hire for demurrage prior to loading a cart for a march, or subsequent to unloading at the conclusion of a march and pending detention for an adjustment of hire (which is sometimes inevitable for the want of proper vouchers and the like), the rate of demurrage should be fixed at, or rather raised to, 4 annas per bullock per diem; but for the reasons I have already advanced, I would prefer one uniform rate of 7 annas, from date of first entertainment, to date of final discharge, be such demurrage chargeable to the State or to the soldier.

14. I am aware of a proposal having been made that, where the Commissariat department may fail in procuring any required number of carts through chaudris or contractors, and it becomes imperative to seek the aid of the civil authorities, the latter shall at once proceed to press or otherwise to supply the carriage, but at an enhanced rate of hire of 25 per cent. The adoption of any such rule would go far to render any efforts a chaudri or contractor might make utterly abortive, inasmuch as no cartman would consent to go and serve on the ordinary rates of hire, when by waiting to be pressed he would secure 25 per cent. extra.

15. Such a course might also lead to two sets of cartmen being employed with the same force, or in the same camp, the one receiving 25 per cent. hire more than the other, and I need hardly mention all the attendant discontent that would follow.

16. Of this a very glaring instance appears to have occurred during the formation of the camp of exercise at Lahore in 1863-64. The camel contractor at Jullunder could not meet in full, the demands made upon him, and recourse was had to the aid of the civil authorities. The number of camels sup-

plied by the former were of course to be charged for at the

* Command rates for camels.

Jullunder Division for 1863-64.

One camel with one surwan Rs. 9-8-0 per camel per mensem.

Two do. with one surwan Rs. 8-8-0.

Three do. with one do. Rs. 7-3-0.

contract rates as per margin,* while for those furnished by the latter Rs. 15-0-0 were demanded and of course paid, on the fiat of the civil officer, and for the performance of precisely the same description of work, and in the same camp. One set of camel men were thus entitled

to claim at nearly double the rate of the other.

17. In regard to the chaudrís' fees, which are referred to in paras. 10 and 13 of the resolution by the Government of India (quoted at the commencement of this letter), it appears to me, that if the new system for the payment of hired carts advocated as above be adopted, and the chaudrís be allowed small salaries by Government, according to the practice that obtained prior to 1850, (when they were abolished) the question of fees need not be entertained.

18. It will not I think be denied, by any experienced officer, civil or military, that, no matter what fees may be settled upon and paid to chaudrís by parties requiring carts the chaudrís will, all the same, levy their dastúrí (a fee) from the cartmen, who will moreover pay it readily, and without a grumble or murmur, as a tacitly recognized right by the law of custom throughout the country time out of mind.

19. Where camels are concerned the right of the chaudrí to a small percentage on the monthly hire paid for them is never disputed by the owners of the animals, and no fees are ever charged against the parties for whose use they are supplied.

20. Why then, *cæteris paribus*, it may be asked, should any such fees be charged for the supply of carts, and why should not a system that works well for camels be equally successful for cart carriage.

21. Again I would submit, that however much opposed it may be to our modern notions of the fitness of things

the retention of this dastúrí system would in no way militate against the relations that actually subsist between the chaudrí or other agent and the cartmen, and that it is even advantageous to both as a link that connects their mutual interests, and, as it were, binds them to each other.

The chaudrí for the sake of his dastúrí will always be anxious to procure employment for the cartman, who will always be glad to allow him dastúrí on obtaining it.

A fixed rate, or percentage, might of course be determined for this dastúrí, but it is questionable, whether it had not better be left entirely to the parties themselves, and in support of this view, I would beg to state, that, during the course of a long experience in marching with a native regiment, I have never known or heard of a single instance of a cartman having complained of any undue exaction on the part of a chaudrí. The cartman may moreover, it is presumed, be well left to take care of himself, and to the protection of the laws for the vindication of his rights and interests.

22. I trust I shall be pardoned for the length to which this letter has run, and in conclusion, beg to recapitulate my proposals.

I. That the system of paying half rates for halts and for return hire for country carts, employed either for the public service or for the conveyance of private baggage on the march of troops, be entirely done away with.

II. That the full hire for all such carts be fixed at an enhanced rate of 7 annas per bullock per diem, and that they be paid for accordingly from the date on which they are first hired to date of final discharge, both dates inclusive.

III. That such small salaries as may be deemed necessary or adequate be paid by this department to constituted chaudrís, to be appointed with the concurrence of the civil authorities, but to be under the control of commissariat officers.

IV. That no chaudrís' fees be allowed other than the dastúrí that may be mutually arranged for between the chaudrís and the cartmen themselves, or if preferred, that a rate for this dastúrí be determinately fixed. In this latter case, the dastúrí or percentage on the hire, might, as with the camel chaudrí, be limited to one anna per rupee. I have not touched upon the rules under which requisitions for carriage should be framed, demurrage paid, or prepayment for half the distance to destination made, as I consider that all such minor details can be satisfactorily arranged for by this department, through which, by the Government resolution, all carriage is in future to be supplied.

From the Examiner of Commissariat Accounts, to the Commissary General, No. 84 dated 22nd March 1866.

With reference to your office No. 879 of the 8th instant, I have the honour to forward the accompanying two statements A. and B., shewing the rates paid for hire of carts with troops moving in course of relief, during the year 1864-65 and 1865-66, in the North Western Provinces and in the Punjab Territories. In the former, the average is Rs. 0-6-7, and in the latter Rs. 0-7-2 per bullock per diem.

2. The returns for the different ranges, from which the above abstracts have been prepared, are also forwarded for reference, if necessary, from which it will be seen, that the rate in each case has been obtained by debiting the total amount paid, as marching, halting, and return hire, by the total number of bullocks and marches.

3. Instead of taking the accounts of four regiments only as proposed by you, the charges on account of cart hire of several corps as well as detachments have been embodied in the statements, as it appears to me that from these details the general results would be more accurate than would probably be the case otherwise.

4. No charges have appeared in accounts for monthly rates of hire for carts moving with troops. The averages have, therefore, been deduced from daily rates.

A.

Abstract of the account of Carts with Bullocks proceeding with different Regiments during the reliefs of 1864-65 and 1865-66, within the North Western Provinces.

Names of Regiments.	Total number of Bullocks with Carts.	Place from which Regiments marched.	Bullocks where discharged.	Total amount paid as marching halting and return hire.	Rate per Bullock per day.	
Recruits, during 1864-65,	16	Delhie, ...	Umballah, ...	76 0 0	0 5 1	15 Marches.
Detachment H. M. 94th Regt. ,, 1865-66,	17	Umritsur, ...	Umballah, ...	114 12 0	0 7 9	14 Do.
Her Majesty's 34th Regiment ,, 1864-65,	30	Lucknow, ...	Roy Barielly, ...	90 8 0	0 5 2	Vide Statement forwarded.
Her Majesty's A. 11 Royal A. ,, 1865-66,	34	Lucknow, ...	Fyzabad, ...	114 15 0	0 7 9	7 Marches.
Her Majesty's No. 2 Battery B. A. ,, 1864-65,	6	Lahore, ...	Delhie, ...	92 0 0	0 8 9	28 Do.
Her Majesty's Detachment Invalids ,, 1865-66,	23	Meerut, ...	Delhie, ...	30 3 0	0 7 0	3 Do.
4 Companies of 93rd Highlanders ,, 1865-66,	8	Sealkote, ...	Ferozepore, ...	35 2 0	0 7 3	10 Do.
Detachment Royal Engineers ,, 1864-65,	6	Meerut, ...	Roorkee, ...	13 8 0	0 6 0	6 Do.
Detachment Convalescents, ,, 1865-66,	10	Meerut, ...	Landour, ...	43 2 0	0 5 9	12 Do.
Her M.'s A. Battery C. Brigade ,, 1864-65,	12	Morar, ...	Agra, ...	29 4 0	0 5 6	7 Do.
Detachment 2nd Dragoon Guards ,, 1865-66,	16	Futtehgurh, ...	Agra, ...	22 8 0	0 7 6	3 Do.
Her Majesty's 34th Regiment ,, 1864-65,	63	Lucknow, ...	Morar, ...	509 10 0	0 6 6	20 Do.
Her M.'s 34th and 104th Regts. ,, 1865-66,	4	Agra, ...	Gwalior, ...	13 7 0	0 7 10	7 Do.
Detachment H. M.'s 88th Regt. ,, 1864-65,	20	Agra, ...	Futtehgurh, ...	85 0 0	0 7 8	9 Do.
Detachment H. M.'s 88th Regt. ,, 1865-66,	10	Lucknow, ...	Cawnpore, ...	16 4 0	0 5 2	5 Do.
Her Majesty's 38th Regiment, ,, 1864-65,	81	Delhie, ...	Subathoo, ...	564 0 0	0 6 2	18 Do.
Detachment H. M.'s 1-23rd Fusiliers, ,, 1865-66,	4	Delhie, ...	Kussowlie, ...	21 12 0	0 5 9	15 Do.
			Total,	...	7 0 7	
			Average of the whole,	...	0 6 7	

B.

Abstract of the Account of Carts with Bullocks proceeding with different Regiments during the reliefs of 1864-65 and 1865-66 within the Punjab Provinces. The Carts were on daily rates of pay.

	Total number of Bullocks with Carts.	Place from which regiments marched.	Bullocks where discharged.	Total amount paid as marching, halting, and return hire.	Rate per bullock per day.	
Her M.'s 90th Regiment during 1864-65, ...	133	Mean Meer,	Peshawur,	1,630 11 6	0 7 0	28 Marches.
Her M.'s 1st Battn. 19th Regiment during 1865-66,	78	Jullunder,	Peshawur,	1,311 0 0	0 7 6	36 "
Detachment Invalids &c., during 1865-66, ...	30	Sealkote,	Mean Meer,	95 10 0	0 7 3	7 "
Her M.'s B. 19th Royal Artillery during 1864-1865,	24	Mooltan,	Rawulpindee,	198 12 0	0 7 3	24 "
Her M.'s 35th Regiment during 1864-65, ...	20	Ferozepoor,	Mooltan Dvn.	276 0 0	0 7 9	<i>Vide</i> Statement forwarded.
Her M.'s 51st Regiment during 1865-66. ...	56	Peshawur,	Jullunder &c,	270 15 0	0 7 3	<i>Vide</i> Statement forwarded.
				Total, ...	2 12 0	
				Average of the whole. ...	0 7 4	

CARRIAGE FOR TROOPS.

OFFICE OF EXAMINER OF COMMISS. ACCOUNTS, }
 CALCUTTA: }
 The 22nd March, 1866.

(Sd.) T. JAMES, MAJOR,
 Examiner of Commissariat Accounts.

C.

Statement.

Charges for conveying 100 Maunds weight of Stores to the Stations named at <i>Ferozepoor</i> contract rates.			No. of Bullocks required for 100 Mds. weight of stores.	No. of marches between <i>Ferozepoor</i> and the station to which stores are conveyed.	Rate per bullock per day.	
Amount.						
Mecan Meer,	31 4 0	20	5	0 5 0
Jullunder,	50 0 0	20	6	0 6 8
Umballah,	75 0 0	20	12	0 5 0
Sealkote,	75 0 0	20	12	0 5 0
Delhi,	118 12 0	20	23	0 4 1
Meerut,	118 12 0	20	23	0 4 1
Rawulpindee,	143 12 0	20	24	0 4 9
Peshawur,	200 0 0	20	33	0 4 10
Agra,	212 8 0	20	35	0 4 10
Cawnpoor,	300 0 0	20	46	0 5 2
						0 49 5 ÷ 10 = 0 4 11
						AVERAGE.

Statement.

Charge for conveying 100 Maunds weight of stores to the stations named at Lahore contract rates *			No. of Bullocks required for 100 Mds. weight of stores.	No. of marches between Lahore and the station to which stores are conveyed.	Rate per Bullock per day.
	Amount.				
Ferozepoor, ...	21 14 0	20	5	0 3 6	
Sealkote, ...	31 4 0	20	7	0 3 6	
Jullunder, ...	44 8 6	20	8	0 4 5	
Umballah, ...	80 7 6	20	17	0 3 9	
Rawulpindee, ...	85 2 6	20	19	0 3 7	
Kussowlic, ...	107 13 0	20	20	0 4 3	
Peshawur, ...	123 7 0	20	28	0 3 6	
					7 26 6
AVERAGE, ...					0 3 6

* The Lahore Contract is for the conveyance of malt liquor, and is rated "per cask."
The above calculations have been made at 8 mds. the cask—or 12½ casks to the 100 mds.

C.

Statement.

Charge for conveying 100 maunds weight of stores to the stations named, at Meerut contract rates.	Amount.		No. of Bullocks required for 100 maunds weight of stores.	No. of marches between Meerut and the station to which stores are conveyed	Rate per Bullock per day.		
Delhie, ...	21	14 0	20	4	0	4	4
Umballah, ...	75	0 0	20	11	0	5	5
Agra, ...	75	0 0	20	12	0	5	0
Bareilly, ...	75	0 0	20	13	0	4	7
Gwalior, ...	131	4 0	20	19	0	5	6
Cawnpoor, ...	109	6 0	20	23	0	3	9
Jullunder, ...	125	0 0	20	23	0	4	4
Ferozepoor, ...	137	8 0	20	26	0	4	2
Lucknow, ...	150	0 0	20	27	0	4	5
Lahore, ...	225	0 0	20	31	0	5	9
Fyzabad, ...	187	8 0	20	34	0	4	4
Sealkote, ...	200	0 0	20	39	0	4	1
Rawulpindee, ...	287	8 0	20	50	0	4	7
Peshawur, ...	350	0 0	20	59	6	4	8
					0 64 11 ÷ 14 = 0 4 7 AVERAGE.		

*From the Commissary General, to the Chief Commissioner,
No. 2426 dated 5th July 1866.*

In alluding to my letter, No. 1274 dated 5th April 1866, I beg to state that I should be glad to be informed how far the views expressed in it, on the subject of the hire of carts, have the concurrence of your administration.

2. I would add, that the scheme for the re-appointment of cart chaudrís is in abeyance, pending a decision on the suggestions offered by me.

From the Secretary to the Chief Commissioner, to the Commissary General, No 2879 dated 9th August 1866.

In reply to your letter, No. 2426 dated 5th ultimo, on the subject of carriage for troops, I am desired to state that the Chief Commissioner proposes to adopt the rules issued in the North Western Provinces.

*From the Secretary to the Government of India Military Department, to the Secretary to the Government of Bengal,
No. 364 dated 14th May 1866.*

With reference to your letter, No. 1306 of the 16th ultimo, I am instructed to acquaint you, for the information of the Hon'ble the Lieutenant-Governor, that the Right Hon'ble the Governor General in Council approves of the rules framed by the Board of Revenue, for the supply of carriage to troops on the line of march in the districts under the Government of Bengal, which were therewith submitted.

Revised Rules for the supply of Carriage to Troops.

As a rule, the officers of the commissariat department are to supply all carriage needed by troops on the march, making their own arrangements if possible, but applying to the civil authorities for such assistance as they need.

The following regulations are to be strictly observed whenever carriage is supplied by the civil authorities :—

I. If possible, not less than fifteen days' notice is to be given to the district officer of the quantity and description of carriage required.

II. Carriage is not to be supplied by a district officer except on a regular indent countersigned by the commanding officer.

III. The indent for the carriage required for that portion of the men's baggage for the conveyance of which Government is responsible, must be invariably distinct from the indent for the carriage required for the rest of the men's baggage and for that of the officers. Each indent must state distinctly whether the charges for the carriage indented for will be paid by the State or by the troops themselves, so that there may be no question as to the quarter from which payment is to be claimed. The indenting officer is personally responsible for not entering in the indent for carriage the charges of which are debitable to the State any carriage not properly so chargeable.

IV. District officers are forbidden, under any circumstances, to furnish carriage for baggage in excess of that entered in the second column of General Orders No. 964 of 1854, and the commanding officer is bound to see that no one under his command exceeds that scale.

V. With the indent a copy of the route is to be furnished to the district officer, who will, immediately, ascertain from the district officer of the district which the troops will enter on leaving his district, whether carriage is procurable there, and at what station. The information should be communicated to the commanding officer as early as possible.

VI. Unless upon a certificate from the district officer of the district that he cannot furnish a relief, carriage is not, without the written consent of the owners, to be taken beyond

a convenient station in the first district entered after leaving that in which it was hired.

VII. Except in cases of emergency, such as the breaking down of carriage, the death of cattle, &c., carriage is not to be exchanged except at the regular stations.

VIII. Wherever possible and convenient, the Government desire that chaudris or brokers should be employed to engage carriage, every precaution being taken to guard against oppression on their part. When the services of such men are required continuously they may be paid a regular salary ; otherwise, and ordinarily, they should be paid by a commission.

IX. The Government will, as far as possible from time to time, acting upon the advice of the district and divisional officers, fix the rates of hire, back hire (which is always allowed at least half rates), demurrage, &c., to be allowed in each district for the different kinds of carriage procurable there ; and a district officer, when making over carriage to the commanding officer, is to be careful to deliver to him, in writing, a full statement of the rates of hire, of back hire, demurrage, and the like, and of the weight to be carried by each cart, boat, or beast.

X. If it is necessary to collect carriage beforehand, demurrage rates must be paid until it is actually employed ; but care should be taken, as far as possible, to curtail charges of this kind, and, when they are necessary, the indenting officer should be immediately warned to that effect.

XI. When necessary, the district officer is to advance half the hire on engaging the carriage. The commanding officer of the troops is responsible that this is repaid to the collector, and that the full balance is discharged in due course. He is also responsible that men and cattle are well used, and that there is no overloading or overdriving.

XII. It is to be particularly observed that the civil officer is not authorized to make any final payment or adjustments,

but only to make *advances*, which he should recover from the military authorities.

XIII. If the commanding officer has any complaint to make regarding the quality of the carriage or the behaviour of the men in charge, he should address the district officer of the first station that he reaches, who will afford every redress in his legal power.

XIV. On the other hand, district officers are responsible that these rules are fairly adhered to, and, if they fail in inducing adherence to them, they should at once report the matter for the orders of superior authority.

XV. A parwannah, in English, Hindústáni and Bengáli signed and sealed by the district officer, is to be given to each person in charge of carriage. The carriage protected by this document shall not be liable to seizure on the way home for the use of troops, unless they are marching in the direction of the owner's house.

From the Secretary to the Government of India Military Department, to the Chief Commissioner, No. 368 dated 14th May 1866.

Copy of this department letter No. 364, and of the rules referred to forwarded to the Chief Commissioner of Oudh for information, with reference to communication from this department, No. 856 dated 31st October 1865.

From the Secretary to the Government of India Military Department, to the Chief Commissioner, No. 145 dated 9th July 1866.

Copy of the annexed proceedings of the Government North Western Provinces No. 422A, forwarded to the Chief Commissioner of Oudh for information, in continuation of docket No. 368 dated 14th May last.

Military Department, 9th July 1866.

No. 422 A of 1866.

RESOLUTION.

JUDICIAL DEPARTMENT.

Dated Nynee Tal, the 22nd June 1866.

READ again the Resolution of this Government, No. 375 A., of the 13th August 1864, recorded in the volume of proceedings in the Judicial (Criminal) Department, for September 1865, page 41.

Read also the following papers regarding the supply of carriage to troops on the line of march :—

Extract from proceedings of His Excellency the Governor General in Council, in the Military Department, No. 848 dated 31st October 1865.

Letter from the Officiating Commissioner of the Jhansie Division, No. 16 dated 4th January 1866.

Letter from the Commissioner of Allahabad Division, No. 9 dated 22nd January 1866, and enclosure.

Letter from the Commissioner of the Allahabad Division, No. 25 dated 23rd February 1866, and enclosure.

Letter from the Commissioner of the Rohilcund Division, No. 26 dated 20th February 1866.

Letter from the Commissioner of the Benares Division, No. 54 dated 30th March 1866.

Letter from the Commissioner of the Meerut Division, No. 90 dated 4th April 1866.

Letter from the Commissioner of the Ajmere Division, No. 177 dated 9th April 1866.

Letter from the Commissioner of the Agra Division, No. 505 dated 14th May 1866.

Letter from the Commissary General, No. 1274 dated 5th April 1866.

OBSERVATIONS.—The Government of India, having resolved to re-establish the system of employing chaudris to collect carriage, in consequence of the representation of the Commissary General that the contract system could not be thoroughly depended on; and having desired that the rates of hire of all carriage furnished by the civil authorities should be fixed for each division by local governments, the commissioners of divisions were consulted as to the proper rates which should be fixed.

From their replies it appears that generally the rate of 5 annas per bullock, with half hire for return, is considered fair; it being held also by some that halts should be paid for at full rates.

These rates seem to the Lieutenant Governor fair, and might with justice be prescribed for observance, but His Honour is strongly of opinion that it is desirable to do away with the complicated system of having special charges for halts, return hire, or demurrage, which affect cartmen very unequally; and to adopt the plan advocated by the Commissary General, of substituting for the present rates a uniform rate of payment per bullock for every day the cart is detained. The rate which he proposes is that of 7 annas a day for each bullock engaged. The Lieutenant Governor, looking to the general rise of prices, and the facts stated by Colonel Macpherson, considers that this rate is not too liberal, and holding that the adoption of it as a uniform rate, while it will leave the actual amount of hire very much the same as when calculated at the rates proposed by commissioners on the former system, will be attended by several advantages, and will remove the cause of frequent disputes, has been pleased to prescribe the following rules for strict observance whenever carriage is supplied by the civil local authorities :—

I.—When a regiment or detachment is about to march, not less than 15 days' notice is to be given to the district officer, with a full detail of the quantity of carriage required. Carriage is not to be supplied by the district officer

except on a regular indent, countersigned by the commanding officer.

II.—The indent for the carriage required for that portion of the men's baggage for the conveyance of which Government is responsible, must be invariably distinct from the indent for the carriage required for the rest of the men's baggage and for that of the officers. Each indent must state distinctly whether the charges for the carriage indented for will be paid by the State or by the troops themselves, so that there may be no question as to the quarter from which payment is to be claimed. The indenting officer is personally responsible for not entering in the indent for carriage, the charges of which are debitable to the State, any carriage not properly so chargeable.

III.—The district officer shall make arrangements for the supply of carriage with chaudrís or contractors, who shall be responsible for its proper quality, and for the good conduct of the parties in charge of it. The chaudrís shall make their own arrangements in regard to fees, which shall however in no case exceed 1 anna per rupee and shall not be claimable from the hirer, and they shall not be allowed to use badges or other signs of office, or to seize carriage. They should be, as much as possible, the representative men of the classes who nominate them, and interference in their nomination or deposition should be avoided as much as possible.

IV.—The district officer shall also arrange for the relief of the carriage at suitable distances where carriage is obtainable, and shall furnish to the officer through whom the relief is to be procured, a copy of the indent received from the commanding officer, informing at the same time the commissioner of the division, whose duty it will be to see that the carriage is duly relieved.

V.—A uniform rate of 7 annas a day for each bullock employed shall be charged in all divisions except that of Kumaon, to be calculated from the date on which the carriage is taken up to the date of discharge, both inclusive.

There will be no charge for return hire, and full hire will be charged for halts.

VI.—The commanding officer of the troops will be responsible that half the hire is paid in advance, and that the balance is made good on arrival at the destination of the troops, or when the carriage is relieved. He will also be responsible that the carriage is not overladen, that the animals are not overdriven, and that the parties in charge are properly treated.

VII.—If the commanding officer has reason to be dissatisfied with the way in which the engagement has been executed, he should complain *at once* on arrival at a station to the collector, who will have the case immediately inquired into in presence of both parties, and his decision shall be enforced.

VIII.—District officers will be responsible to Government that the engagements regarding carriage are fairly adhered to; and that, failing this, after they have ascertained the merits of the case, the matter is promptly reported to superior authority. They will also be responsible, that tables shewing the rates of hire, with the proper weight of loads, are made known to the commanding officer when the carriage is supplied.

IX.—When necessary the district officer will advance half hire on engaging carriage, to be recovered from the commanding officer, but beyond making the advances the district officer is not authorized to make any final payment or adjustments.

X.—A *parwánah* in English, Úrdú and Hindí, signed and sealed by the district officer, is to be given to each person in charge of carriage. The carriage protected by this document, shall not be liable to seizure on the way home for the use of troops, unless they are marching in the direction of the owner's house.

XI.—The subjoined table shows the utmost weight of baggage for which carriage will be furnished on indent, on the responsibility of the civil authorities :—

Rank, &c.	Service equipment, exclusive of camp equipage.	On occasion of ordinary relief, &c., weight of camp equipage not supplied by Government inclusive.
	MAUNDS.	MAUNDS.
Colonels,	40	134
Lieutenant Colonels,		
Majors and those of equal rank,	25	104
		76
Captains,		
Surgeons, and those of equal rank,	10	86
		48
Subalterns,		
Assistant Surgeons and Veterinary Surgeons,	5	66
		38
Warrant Officers,	3½	23
Native Commissioned Officers,	1½	5
Regimental Sergeant Majors and Quarter Master Sergeants,	2½	18
Havildars and Native Doctors,	½	1
Non-Commissioned Officers and Soldiers, European troops,	½	½
Christian Drummers and Buglers, married, Naicks, Drummers, Sepoys,	0	½
	¼	½
Band Property,	0	36
Adjutant's Office,	0	18
Quarter Master's Office,	0	5
Pay-Masters, Her Majesty's Regiments,	0	10
Regimental Forge,	0	18
" Treasure Chest,	0	18
Mess Property, European Regiment,	0	352
" Native "	0	163
" Troop or Company of Artillery, or detachment of recruits having an established mess,	0	66
Mess Property, Sergeants, European Regiment,	0	10
Additional for each officer present,	4	5
<i>Bazárs.</i>		
Per Troop or Company, European or Native Cavalry, Infantry, Sappers or reserve Company of Artillery,	0	5
A Troop of European Horse Artillery,	0	10
" Native "	0	12
A Company of European Foot Artillery with Battery,	0	7
A Company of Native Foot Artillery with Battery,	0	10

The above rules, in so far as they relate to military officers, have been approved by the Supreme Government.

From the Commissioner Lucknow Division, to the Secretary to the Chief Commissioner, No. 529 dated 21st August 1866.

Invites attention to this office letter No. 796, dated 30th November 1865, and solicits the issue of early instructions in regard to the rates of hire for carriage for troops &c., as, pending orders on the subject, no definite arrangements have yet been made in regard to appointment of chaudris or fixing of a uniform rate of hire for carriage.

From the Secretary to the Chief Commissioner, to the Commissioner Lucknow Division, No. 3011 dated 24th August 1866.

In reply to his No. 529, dated 21st instant, states that the Chief Commissioner has decided on adopting the North Western Provinces rules, and orders will be issued shortly.

From the Secretary to the Government of India Military Department, to the Chief Commissioner, No. 330 dated 13th November 1866.

Copy of the annexed forwarded to the Chief Commissioner, Oudh, for information, in continuation of docket from this department, No. 368 dated 14th May 1866.

From J. Geoghegan, Esq., Officiating Junior Secretary to the Government of Bengal, to the Officiating Secretary to the Government of India, Military Department,—No. 2849 dated Fort William the 3rd November 1866.

WITH reference to the correspondence noted on the

Government of Bengal to Government of India, Military Department, No. 1306 dated 16th April 1866.

From Government of India, No. 364 dated 14th May 1866.

margin, I am directed to forward, for the information of His Excellency the Governor General in Council, a copy of a letter No. 4138B dated the 29th September last,

from the Secretary to the Board of Revenue, and to state that the Lieutenant-Governor having approved of the additional rule proposed by the Board, requests that the necessary steps may be taken to ensure its observance by military officers concerned.

From T. B. Lane, Esq., Secretary to the Board of Revenue, Lower Provinces, to the Secretary to the Government of Bengal, No. 4138B dated Fort William 29th September 1866.

The Board of Revenue have lately been addressed by the Commissioner of Bhaugulpore on the subject of supply of carts to troops marching through his division. The rules which have been now framed with the sanction of Government, for the guidance of civil officers, require in his opinion an addition, by which it may be "rendered imperative on collectors to give to commanding officers of regiments duplicate detailed lists shewing carters' names &c., and on commanding officers to return such lists (to collectors) after entering date of discharge, &c., and to report every case of carts being made over to them by civil officer without a detailed list."

2. To this addition the board have no objection; the information to be thus given to civil officers will undoubtedly shew them whether cartmen have received fair treatment whilst employed by Government, and the commanding officers will have a ready means of ascertaining and complying with the terms on which they were engaged.

3. I am accordingly desired to recommend that the above addition to the "rules for the supply of carriage for military purposes," sanctioned for the Lower Provinces be approved by Government.

From the Secretary to the Chief Commissioner, to all Commissioners, Circular No. 81-4021 dated 28th November 1866.

I am directed to request that you will ascertain and report for the information of the Chief Commissioner, what are considered to be full, but not excessive loads for two, three, and four bullock carts in each district of your division on metalled and unmetalled roads.

2. The same information should be obtained from each of the North Western Provinces districts bordering upon your division.

From the Commissioner Lucknow Division to the Secretary to the Chief Commissioner No. 4 dated 4th January 1867.

Having called on the Deputy Commissioners of this division, with reference to your Circular No. 81-4021 dated 28th November last, for an expression of their opinion, as to what they consider to be full, but not excessive, loads for two, three, and four bullock carts on metalled and unmetalled roads, I have now the honour to subjoin an abstract of their replies.

2. The Deputy Commissioner of Lucknow states there is no difference between loads for bullock-carts on metalled and unmetalled roads, except that on the former a greater distance could be travelled at one stage.

The full, not excessive, load the Deputy Commissioner thinks is for —

2 Bullocks,	...	...	...	15 Maunds.
3 Bullocks,	...	...	...	20 ditto.
4 Bullocks,	...	...	...	30 ditto.

3. The Deputy Commissioner of Oonao, bearing in mind the fact of the Oudh carts and bullocks being much smaller than those ordinarily in use in the North-Western Provinces,

is of opinion that a four bullock cart will carry 30 maunds, and a two bullock cart will carry 15 maunds on ordinary country roads, and on metalled roads they would carry about four or five maunds more.

4. The Deputy Commissioner of Barabunkee is of opinion that a four bullock cart could carry about 40 maunds, and two bullock cart could carry about 20 maunds and would travel about 12 or 13 miles on a metalled line and about 8 or 10 on an unmetalled road.

5. As far as I know there is no difference for metalled and unmetalled roads, and that

4 good draught bullocks would be sufficient for 50 maunds,
 4 ditto (used for wells) should carry 30 do.,
 and of bullocks not indigenous to this country,

2 should draw 20 maunds,
 2 (well do.) draw 12 do.

I would also observe that under the regulations,

2 bullocks are allowed for ... 10 maunds,
 3 ditto for ... 15 do.,
 4 ditto for ... 20 do.,

without distinction as to metalled or unmetalled roads.

From the Commissioner Seetapoor Division, to the Secretary to the Chief Commissioner, No. 10 dated 18th February 1867.

In reply to your Circular, No. 81-4021 dated 28th November last, enquiring what are considered to be full but not excessive loads for two three and four bullock carts in each district on metalled and unmetalled roads, I have the honour to report as follows:—

2. *Seetapoor.*—In Seetapoor the scale is as below for ordinary marches of from 10 to 12 miles a day:—

	<i>Metalled Roads.</i>		<i>Unmetalled Roads</i>	
2 Bullock cart,	15 Maunds	...	...	10 Maunds.
3 Ditto,	18 "	...	...	15 "
4 Ditto,	25 "	...	...	20 "

3. *Hurdui*.—In *Hurdui* and the two neighbouring districts of *Shajehanpoor* and *Furruckabad*.

	<i>Metalled Roads</i>			<i>Unmetalled Roads.</i>	
	<i>Shajehanpoor.</i>	<i>Furruckabad.</i>	<i>Shajehanpoor.</i>	<i>Furruckabad.</i>	<i>Hurdui.</i>
2 Bullock-cart,	15 Mds.	14 Mds.	12 Mds.	10 Mds.	10 Mds.
3 Ditto,	22 "	18 "	17 "	14 "	15 "
4 Ditto,	35 "	25 "	27 "	20 "	20 "

There being no metalled roads in *Hurdui* no return can be made under that head.

4. In *Kheree* there are no metalled roads. Fair loads for average bullock-carts are considered as shewn below :

2 Bullock cart	...	...	...	...	12 Maunds
3 Ditto,	...	...	...	...	16 "
4 Ditto,	...	...	...	...	23 "

The above rates are for metalled roads and for ordinary carts. Some grain and produce merchants use superior cattle and can in consequence send heavier loads in their carts, As there are no metalled roads the reports the Deputy Commissioner has received regarding loads on them are not applicable to this district, but carts often go long distances, and the return shows at any rate what is considered a fair load for the ordinary bullock-cart of this district when it is travelling on a metalled road.

For 2 Bullock cart	...	...	...	15 Maunds.
" 3 "	...	...	...	20 "
" 4 "	...	...	...	30 "

Mr. Sparks has as yet received no reply from the collector of *Shajehanpoor*. The collector of *Bareilly* has forwarded the following memo. to him :—

	<i>For 2 Bullock carts.</i>	<i>For 3 Bullock carts.</i>	<i>For 4 Bullock carts</i>
On metalled road,	17 Mds.	22 Mds.	35 Mds.
On unmetalled ,,	12 Mds.	17 Mds.	27 Mds.

From Peelhibeet Mr. Sparks has received the following information, he presumes that in that district there are no metalled roads:—

For 2 Bullock cart	...	...	...	9 Maunds
„ 3 „	...	...	...	13 „
„ 4 „	...	...	...	20 „

From the Commissioner Fyzabad Division, to the Secretary to the Chief Commissioner, No. 23 dated 14th January 1867.

In reply to Chief Commissioner's circular No. 81-4021 dated 28th November last, submits a statement showing the estimated loads for two, three, and four bullock carts in the districts of this division, also a similar statement prepared from information obtained from the Collectors of Goruckpoor, Bustee, Azimgurh, and Jounpoor, furnished by the Deputy Commissioner of Fyzabad.

2. As the difference between the estimates submitted by the Deputy Commissioners is very great, Officiating Commissioner is of opinion that 16 to 20 and 25 maunds on metalled road, and 12 to 16 and 20 maunds on unmetalled roads, as fair load for two, three and four bullock carts respectively.

DISTRICTS.	Metalled Road.			Unmetalled Road.			REMARKS.
	2 Bullock Carts.	3 Bullock Carts.	4 Bullock Carts.	2 Bullock Carts.	3 Bullock Carts.	4 Bullock Carts.	
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
Fyzabad,	10	15	20	8	12	16	
Baraich,	20	24	33	16	20	30	There are no metalled roads in this district.
Gondah,	17	26	35	15	22	30	

Statement showing the full load of Bullock Carts in the neighbouring districts.

DISTRICTS.	Metalled Road.			Unmetalled Road.			REMARKS.
	2 Bullocks.	3 Bullocks.	4 Bullocks.	2 Bullocks.	3 Bullocks.	4 Bullocks.	
Goruckpoor, ...	*10	* This refers more probably to unmetalled roads. It is not specified.
Jounpoor, ...	15	22	30	12	18	24	
Bustee, ...	...	...	...	6	...	...
Azimgurh, ...	17	28	35	12	18	24	

From the Commissioner Roy Bareilly Division, to the Secretary to the Chief Commissioner, No. 158 dated 2nd January 1867.

In compliance with Circular No. 81-4021 dated 28th November 1866, forwards a statement showing the result of enquiry made by the district officers of this division and certain collectors in the North Western Provinces into what is considered to be full loads for two, three and four bullock carts, Deputy Commissioner of Sultanpoor will be asked whether his figures represent the Government or local weight. A local maund is equal to 16 Government seers of 80 tolahs; and it is quite possible the mahajuns and talukdárs whom the Deputy Commissioner consulted referred to village weight. The figures of the other officers run pretty even. It must also be borne in mind that the North-Western Provinces carts are generally larger and cattle better than those in Oudh. The undersigned from his own experience and

enquiries believes, that the figures given by the collectors of Jounpoor and Futtehpoor, are more correct than any others in this return.

Statement shewing what is generally considered to be full load for carts on metalled and unmetalled roads.

Estimated by	ON METALLED ROAD.			ON UNMETALLED ROAD.			Remarks by District Officers.
	2 Bullock cart.	3 Ditto.	4 Ditto.	2 Bullock cart.	3 Ditto.	4 Ditto.	
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
Deputy Commissioner, Roy Bareilly, ...	11	14	18	10	12	16	* These loads have been fixed after consulting some talukdars and mahajuns.
Do. Sultanpoor,* ...	32½	37	55	25	31	41	
Do. Pertabgurh, ...	12	18	24	10	15	20	† Cartmen are frequently in the habit of carrying 60 maunds and even more in a 4 bullock cart; but this is done when they contract to carry at so much per maund, and the stages with such excessive loads consist of 5 and 6 miles.
Collector, Allahabad, ...	20	30	40	12	18	24	
Do. Futtehpoor, ...	15	20	27	13	17	23	
Do. Jounpoor,† ...	15	22	30	12	18	24	

From the Commissioner Roy Bareilly Division, to the Secretary to the Chief Commissioner, No. 178 dated 24th January 1867.

In continuation of No. 158, forwards copy of a letter from the Deputy Commissioner Sultanpoor, No. 1.

From the Deputy Commissioner Sultanpoor, to the Commissioner Roy Bareilly Division, No. 1 dated 9th January 1867.

In reply to your Circular No. 81-4021, dated 28th November last, I have the honour to state that after refer-

ence to some large mahajuns and talukdárs, I beg to annex a memo. showing what loads are usually said to be carried by hackeries in the Sultanpore District.

		<i>On unmetalled road.</i>	<i>Metalled road.</i>
2	Bullock Hackery, ...	12 maunds.	15 maunds.
3	do. do., ...	18 „	22½ „
4	do. do., ...	24 „	30 „

From the Secretary to the Chief Commissioner, to all Commissioners, Circular No. 28-1070 dated 27th March 1867.

The Chief Commissioner having had under consideration the replies to his Circular No. 81-4021 dated 28th November last, has decided upon adopting the rules in force in the North-Western Provinces for the supply of carriage to troops; a copy of which is herewith forwarded for your information and guidance.

From the Secretary to the Chief Commissioner, to the Secretary to the Government of India, Military Department, No. 1071 dated 27th March 1867.

With reference to your letter No. 330, dated 13th November last, and previous letters, regarding the supply of carts to troops, I am directed to report for the information of His Excellency the Governor General in Council that the Chief Commissioner has decided upon adopting the rules in force in the North-Western Provinces and which have been approved by Government.



