

19 :

Government

OF

EASTERN BENGAL AND ASSAM.

GENERAL DEPARTMENT.

Branch.

B Progs. for

19 .

Nos. _____

_____ Pages.

SUBJECT.

K. W.

after 3 pm.
Eastern Bengal and Assam
Police Office Form No 29.

E. B. AND ASSAM SECRETARIAT

Department.

No. 18 5-5-9 M. Register No. 67558

F.No. 1911 of 09. Date of Recpt. 9 OCT. 1909

File No. 18 579

Serial No. 2

FROM

N. BONHAM-CARTER, Esq., I.C.S.,

Inspector-General of Police, Eastern Bengal and Assam,

To

THE Secretary to the Government of
Eastern Bengal and Assam,
Judicial Department, SHILLONG.

Dated Shillong, the 9th October 1909

SIR,

With reference to your Reminder No. 3663 J, dated the 4th October 1909, inviting attention to your letter No. 2683 J, dated the 28th July 1909, regarding the general question of the supply of transport to all Military Police Battalions in Assam, I have the honour to say that I am consulting the Commandants on the subject and my report will be submitted to you after considering the replies.

I have the honour to be,

Sir,

Your most obedient servant,

for W. L. L. L.
Inspector General of Police,
Eastern Bengal and Assam,
E. L. L. L.

Police
ad to 430 PM
N.A.

11/12

U. S. AND ASSAM SECRETARIAT
Department
Register No. 77539
Date of Recpt. 10 DEC. 1909
File No
Serial No

H. M. Parish

Personal Ascent^{ls} Ins

Inspector-General of Police, Eastern Bengal and Assam,

THE SECRETARY TO THE GOVERNMENT OF
EASTERN BENGAL AND ASSAM,

Judicial DEPARTMENT.

Dated Skilling, the 10th December 1909

1 P 57

fleng $Q/2$

With reference to your Reminder No:4299 J, dated the 3rd December 1909, inviting attention to your letter No:2683 J, dated the 28th July 1909 regarding the proposed scheme for the supply of transport to Military Police Battalions I have the honour to say that the matter is under the consideration of the Inspector General of Police.

I have the honor to be,

Sir,

Your most obedient servant,

Wm Parish

Personal Assistant to the

Inspector General of Police,

Eastern Bengal and Assam.

663
9/12

ms
10712

14.4 4.40 P.m.
Eastern Bengal and Assam
Police Office Form No. 32.

E. B. AND ASSAM SECRETARIAT
Department.
Register No. 1208
14 APR 1910
File No. 18-14
Serial No. 6720
M.
F. 1911 of 1910.

FROM

N. BONHAM-CARTER, Esq., I.C.S.,

Inspector-General of Police, Eastern Bengal and Assam,

TO

chief

THE SECRETARY TO THE GOVERNMENT OF
EASTERN BENGAL AND ASSAM,

Judicial DEPARTMENT.

Dated Shillong, the 12th April. 1910.

SIR,

h.29 file
In continuation of this office letter No 22123 M, dated the 10th December 1909, regarding the proposed scheme for the supply of transport to Military Police Battalions, I have the honour to inform you that replies have been received from commandants of the Military Police battalions and there has been some delay in dealing with them, as I have referred back to commandants for the opinion of the Deputy Commissioner of Naga Hills and the Superintendent, Lushai Hills.

I have the honour to be,

Sir,

Your most obedient Servant,

M. M. M. M.
Inspector General of Police,
Eastern Bengal and Assam.

109

9

A copy of note written by Mr. F. Anley,
dated the 19th April 1911, addressed to the
Inspector General of Police.

As requested I give my views on the subject
of mule transport for what they may be worth. I
have had experience of the Naga hills, Lushai
hills and North Cachar hills.

In the Lushai hills Kairuma expedition of 1895-
96, I was Transport officer with the Aijal column.
Three columns - one from Aijal in the N. Lushai
hills, one from Lungleigh in the S. Lushai hills,
and one from Fort White in the Chin hills opera-
ted against the "VU" group of chiefs of whom Kai-
ruma was the principal and his village was the
first objective of the expeditions and all three
columns concentrated there on Christmas day 1895. From
Fort-White Aijal to Kairuma was 8 days march. From
Fort White I think the same and from Lungleigh some-
what less. The first four days march out of Aijal
where we made out ^{bare} best for supplies (I forget the
name) there were more or less mule (?) roads or
tracks. Beyond that there were no roads and in
parts the country very difficult. With the Aijal
column we had 300 fighting men and 2 guns. We had
entirely cooly transport numbering I think 350 men
consisting of Khasias, Nepalese, Kukis and Kacha Nagas.
The Lungleigh column also had cooly transport all
Santhalis, but the Chin hills people had mule trans-
port with Panthe drivers. It is exceedingly diffi-
cult to get men to volunteer for service as coolies
in these expeditions and practically 4/5th of our

(5)

Notes and Orders.

our coolies had been forcibly impressed. I myself collected a most unwilling crowd of Kukis and Kach Nagas in Cachar. On the way up to the hills between ~~Draband~~ ^{Kolweib} cholera broke out amongst them and several died and others had to be abandoned on the way, having one or two healthy ones to look after them, as we could not delay. Between Aijal and our base of supplies about 6 or 7 fell ill 2 of whom were afterwards found ~~dead~~ and probably the others met a similar fate. Between our base of supplies and Kairuma the plight of our coolies or those who became ill was pitiable in the extreme. We were going through a country absolutely bare of supplies and could not afford to abandon a single bag of grain, we could not abandon the sick cooly to be cut to pieces by the enemy and so however sick he was he simply had to go on and carry his load with him, and of the methods adopted I had rather not speak. These were not known or realized by the Pol: officer or the Mily: officers with the advance guard and main body, but as I was always with the rear guard and baggage guard I not only saw it all but had to direct it. Then at least a dozen of them turned out to be night-blind and the trouble we had in guiding them through bad and precipitous paths after night-fall was very great. The result was that though the main body of the column would reach camp at 4 or 5 p.m., the last of the baggage guard with the coolies came straggling in at about 10 p.m. If the Lushais had been at all enterprising they could have picked off scores at their ~~base~~. The columns halted for some time at Kairuma, but the wretched coolies got no rest. While every one else halted I had to start back with a convoy at dawn on the 26th Dec: to our base for more supplies and I

Notes and Orders.

6

I did this journey backwards and forwards 9 times without a day's rest and I can safely assert that there were very few who would not willingly have given up all the pay and batta they had earned in order to be ~~realised~~^{paid} from the work. The again it must be remembered that except the Nepalese all the coolies employed on this and other expeditions were more or less habitual meat eaters but we can supply them with dry rations and I found that after a time their longing for meat and their sufferings for want of it became very acute so much so that I was forced ~~to~~ on my own responsibility to disobey the strict orders of the Pol: officer and shot for their benefit some of the semi-domesticated *hytars* found in the country and when I did this, the way they fell upon the carcase and scraped it of every ounce of meat in a few minutes was a wonderful sight. My experience on this expedition has set me dead against cooly transport both from a humanitarian and utilitarian point of view. As I have already said the Chin Hills column, who had to operate over similar but somewhat less difficult country had mule transport with Panthay drivers. I took the opportunity of comparing notes with them regarding transport. They told me they found no difficulty at all with their mules and would certainly never have exchanged them for our coolies. I forget what loads the mules carried but I know it was very considerable and enabled the column to carry ample supplies and thus dispense very greatly, if not altogether, with sending back convoys to bring back more supplies.

I do not venture any opinion on the general question of forming a mule transport corps, but

(7)

I can only give my own experience with cooly transport on a fairly large scale and of what I saw of mule transport. I think, but I am not certain that mule transport is still very largely employed by the Burma Govt. for their M.P. battalions and I would suggest that Govt. be asked to give us the benefit of this experience.

Jm.
4/15.

(8)

Copy of D/O No 1590 M D $\frac{29}{31}$ July 1911.

My dear Bruce,

Your file regarding mule and pony transport for Mule and Police battalions was returned to you on 6th instant but I find some of the notes I want for writing to Commandants, Lushai Hills and Naga Hills have not been copied into our file. Might I please have your file again. I will be able to return it immediately.

Yours sincerely

Sd/- A.T. Halliday