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LYALLPUR AND ITS FORMATION AS A NEW DISTRICT HEADQUARTER TOWN: A COMPREHENSIVE STUDY OF COLONIAL INFLUENCE ON URBANIZATION OF THE PUNJAB

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ABSTRACT

When the British colonized the Punjab's western doabs (interfluvial regions) for agricultural purposes, they reorganized the area for their own imperial ends. As a result, new urban centers were created and the old Punjabi towns were expanded, starting the urbanization process. In West Punjab during the British era, the establishment of a colonial town as the district center was connected to the general development of the region through canal colonies and railroads. This study will investigate the growth of a brand-new town, Lyallpur. The historical development of Lyallpur's urban form will be examined in light of the colonial town's significance as a hub for imperial economy and power. The discussion will be predicated on an examination of a number of historical materials, such as town and district maps and fieldwork-gathered architectural and urban data. According to the study, Lyallpur's rise as a major district-level mandi/market town had a major influence on the region's urban growth by making it easier for people and agricultural products to move between rural areas and the new urban center. Prior to the British era, the Lower Rechna Doab was largely underdeveloped, lightly populated, and lacked any prominent urban center.

Keywords: British , Punjab's Western Doabs , Agricultural Purposes , Rechna Doab , Urban Center

Introduction

Despite being the third largest city in Pakistan, Lyallpur, currently referred to as Faisalabad, has a relatively recent history, having been established during the British colonial era in 1896 in Sandal Bar, which is currently in Pakistan and is a part of Lower Rechna Doab in Punjab.

This study seeks to clarify the motivations for founding this town on the previously unspoiled territory of Sandal Bar and to evaluate the impact that the establishment of this new settlement had on urban development of the region. The analysis of the town's evolution, considering its role as a center of imperial authority and an administrative hub, is conducted in relation to the broader regional development in Punjab during the era of British rule.

West Punjab's Agricultural Colonization and Urbanization:

The Punjab, known for its five rivers, played a crucial role in Northern India. The British viewed it as vital not only for controlling Northern India but also for extending their influence into Afghanistan and the NWFP (refer to Fig 1 for the Map of the British Empire). This perspective stemmed from the Punjab's strategic location as a border region between the British forces in India and the Russian troops in Central Asia, along with the economic possibilities the area presented (see Fig 2). In light of these considerations, the British sought to uphold security and order while increasing agricultural output and income through the growth of the area's economy and infrastructure. Following its annexation in 1849 and eventual independence in 1947, Punjab experienced a profound transformation over nearly a century, initially marked by advancements in its infrastructure, followed by the agricultural colonization of its western doabs (interfluvial regions) (Talbot 2011).

Fig 1 The map of the Indian Empire illustrates Punjab along with its neighboring regions and provinces. (Source: Indian Imperial Gazetteer, 1909)



Fig 2 A map illustrating the Russian borders in Central Asia shows Afghanistan functioning as a barrier separating the Russian and British Realms, while Punjab is represented as a frontier area of British India. (Source: 1898 Roberts)



Providing order and stability to the area during the early years of British control led to the construction of military cantonments as well as transportation and communication networks, such as roads, railroads, and telegraph lines (see Fig 3). The Punjab emerged as a model agricultural region in India due to the interventionist forces that shaped colonial policies during the latter part of the nineteenth century, as noted by (Talbot 2011). Agricultural colonialism, also referred to as canal colonization, was the foremost means of bringing about this transformation in the Punjab. Nine major canal projects were involved, listed in order of development: Sidhnai, Sohag Para, Lower Chuniar, Lower Chenab, Lower Jhelum, Lower Bari Doab, Upper Chenab, Upper Jhelum, and Nili Bar. These developments were concentrated in the western districts of Bari, Rachna, and Jech in Punjab, which became widely known as canal colonies (see Fig 4). Most of these settlements were in a vicinity that had authoritatively been designated as Crown Wasteland, a status conferred by the Indian authority in 1885, which granted the state legal authority over the wastelands in Punjab. After a considerable redistribution of land, these settlements were organized into districts. By the year 1940, all ten canal colony districts—Multan, Montgomery, Lyallpur, Jhang, Lahore, Sheikhupura, Shahpur, Gujranwala, Gujrat, and Sialkot—had been formed (see Fig 5).

Fig 3 Inland transportation and railroads (Punjab)(1909 Imperial Gazetteer Atlas of India)



Fig 4 Canal colonies and western doabs are depicted on the map. Ali, Imran. (2003)



Fig 5 The map demonstrates the Canal Societies located in different areas of Punjab.



Furthermore, the red line represents the split of Punjab in 1947, separating East Punjab (right) in India and West Punjab (left) in Pakistan. Illustration created by the author.

Agricultural colonialism had a number of negative repercussions, including a massive growth in agricultural produce and trade, a change in the physical and social environment, and an increase in the population, all of which had an impact on Punjab's urbanisation. Punjab's population was 17.6 million in 1855 and 19.7 million in 1868, according to early population figures, while 20.8 million were found in the first formal census in 1881 (Ali, 2003). When Punjab was under British dominion, the population was 34.3 million according to the most recent census, conducted in 1941. Particularly in Punjab's western regions, canal colonization is thought to be a primary factor in population growth. In 2004, Krishnan, Land use, land rights, agricultural activity, economy, and lifestyle were all determined by the natural resources and climate of distinct Punjab regions prior to colonization. However, the introduction of British administration had an unparalleled impact on the urbanization of the western doabs (Banga). Nine of the foremost canal projects were created in sparsely populated western doabs. Less rainfall led to limited cultivation, with wells or infrequent rains serving as the primary irrigation method. Settlements were generally small and isolated, forming communities near water sources. The uplands, known as bars, were especially sparsely populated with rural settlements. This region was predominantly inhabited by native rural communities, called Janglis by the British people, who used the land for grazing. The government did not acknowledge the rights of these indigenous groups, providing some compensation through restricted land allocations in the later canal settlements. Nevertheless, when creating new canal settlements, the British preferred the residents of the eastern and central regions of Punjab, because they believed that the residents of those districts were the most skilled farmers, and they also had a strategy of alleviating the overcrowded districts. Therefore, property allocations in nearly all canal colonies caused people to migrate from the central and

eastern districts to the western districts. The main effect was an enormous rise in the residents of the canal colony regions.

For instance, the population of Lyallpur increased dramatically, probably as a result of the district's extremely low population before canal settlement. This is where the Lower Chenab Colony was founded between 1892 and 1905, and it was expanded further in the late 1900s and mid-1930s (Zafar, 1981). This canal system, which had three branches—Jhang, Rakh, and Gugera—was situated in the southern part of Rechna Doab, or Sandal Bar. The Lyallpur District recorded a population of 1,396 thousand in 1941, which was the year of the final British census (Krishan, 2004), while in 1911, Lyallpur had an approximate population of 19,008 (Alimuddin, Hasan, and Sadiq, 1999). At the time of independence in 1947, the census of 1941 indicated that the town's population had risen to 69,930. According to the 2017 census, Faisalabad metropolis Tehsil had a population of 3,238,841, while Faisalabad Sadar Tehsil recorded 1,465,411, making it the 3rd most populous metropolis in Pakistan (District and Tehsil Level Population Summary with Region Breakdown, 2017). While the town established during British rule continues to be the focal point, Faisalabad's urban development has expanded significantly beyond its original colonial layout (see Fig 6).

Fig 6 Faisalabad map illustrating the town limits during colonial times and how they have expanded since then. The author Illustration. (Source of base map: Google Map of Lyallpur.)



The Agricultural Sector Colonialism Transforming the Neighborhood:

The Punjab region acted as a testing ground where rulers continuously reconfigured it to align with imperial interests. By dividing the region into 5 foremost divisions—Ambala, Jullundur, Lahore, Multan, and Rawalpindi—the administration was enhanced (see Figures 7 and 8). Smaller and easier-to-manage entities were required to better wield imperial authority and governance. Each of these divisional units had a specified headquarters town, and they were further divided into districts. After then, the districts were separated into village circles and tahsils (sub-divisions) (see Fig 9)

Fig 7 British Punjab map from the 1920s, depicting the main divisions and districts, as well as the princely kingdoms.
(Source: Gandhi, 2013).



The Lieutenant Governor of Punjab implemented a new administrative framework, with judicial, executive, and revenue officials functioning at both the provincial and tahsil levels. Each administrative division used an urban core, which was a town of a reasonable size with enough infrastructure, to exert imperial power and command over Punjab's population and economic activities. Main metropolises were interconnected through rail lines, roads, and postal and telegraph services. Following the shift caused by agricultural colonialism in the western doabs, these administrative and infrastructural networks significantly influenced the area's governance and economy.

Fig 8 Punjab's major districts and divisions are depicted on this 1947 map. Ali (2003)

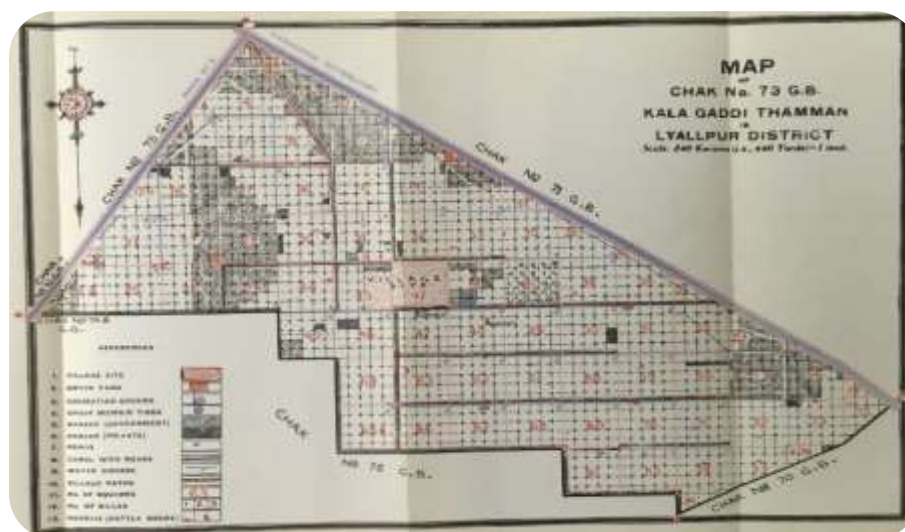


Fig 9 Punjab Province is divided into districts, tahsils, divisions, and village circles, correspondingly.
Author's own illustration



The terrain was surveyed, measured, and separated into quantifiable pieces during the canal colonisation process in order to extract land production and money. The Square System was the first to achieve this, dividing the area into mauzas (colonial estates or villages) based on the alignment of water supplies. However, in actual use, the Square System was found to be imprecise and unclear. In the new Killabandi System, these inaccuracies were eliminated by first surveying and mapping the land, and then allocating land based on the maps. This significantly decreased the error that the previous system caused. In 1894, colonial commander Captain Popham Young implemented this new and more precise technique for the first time in the districts of Jhang and Lyallpur. In Mauza, every square was separated into 25 killas, or equal-sized plots. Every killa was numbered and had a square area of 8 kanals and 18 marlas, with each side measuring 220 feet. A permanent survey method called Killabandi made it easier to distribute canal water throughout the holdings and inspect and evaluate crops. Additionally, it decreased boundary conflicts because each landowner, or zamindar, can now readily identify and acknowledge the number of killas he owns (see Fig. 10). (Dawson, 1915).

Fig 10 Map of Lyallpur District's Chak No. 73 G.B. (Source: 1932 Thomas)



Furthermore, in order to improve political and economic control, district-level area was constantly reorganized during British rule to create manageable administrative entities. The assessment areas of the districts were regularly adjusted to enhance revenue and productivity as additional land was developed, adapted for the perennial canal system, and populated with land grants. This was accomplished by the British rulers reclaiming the Punjabi landscape on a large scale through a variety of methods, such as redrawing district borders, reallocating tahsils and estates across districts and establishing additional tahsil and district administrative units. Three to five tahsils typically made up the district headquarters for each district. In addition to a number of small towns and villages, each tahsil featured a tahsil headquarters. One such district was established from Chenab Colony, with Lyallpur serving as the new headquarters. Throughout the process of establishing Chenab Colony, the area in the two former

districts of Lahore and Gujranwala in Lahore Division, as well as the two former districts of Jhang and Montgomery in Multan Division, experienced extensive reorganisation due to the ongoing transfer and retransfer of estates within the tahsils of these districts. (1905) Chenab Colony Gazetteer.

In 1896, Lyallpur was first established as a separate tahsil inside Jhang District. In 1900, additional Samundari and Toba Tek Singh tahsils were created. Ultimately, nevertheless, this led to the creation of the new district of Lyallpur, which was named for Sir James Lyall, a previous Punjab Lieutenant-Governor, and was established on December 1, 1904 (Penny 1925). Three tahsils—Lyallpur, Toba Tek Singh, and Samundri—were initially part of the new district; however, Jaranwala was added subsequently (see Figs. 11 and 12). (Dobson, 1915).

Fig 11 Lyallpur map illustrating the tahsils of Lyallpur, Toba Tek Singh, and Samundari. (Source: The Gazetteer of Chenab Colony, 1905)

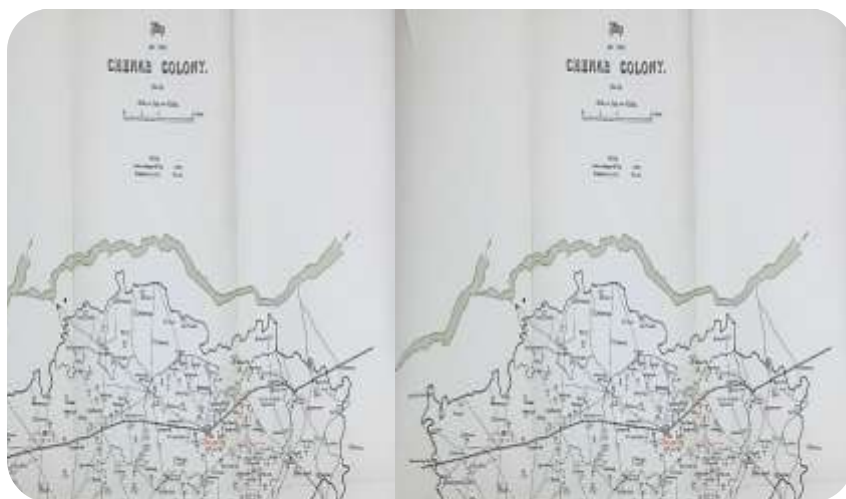
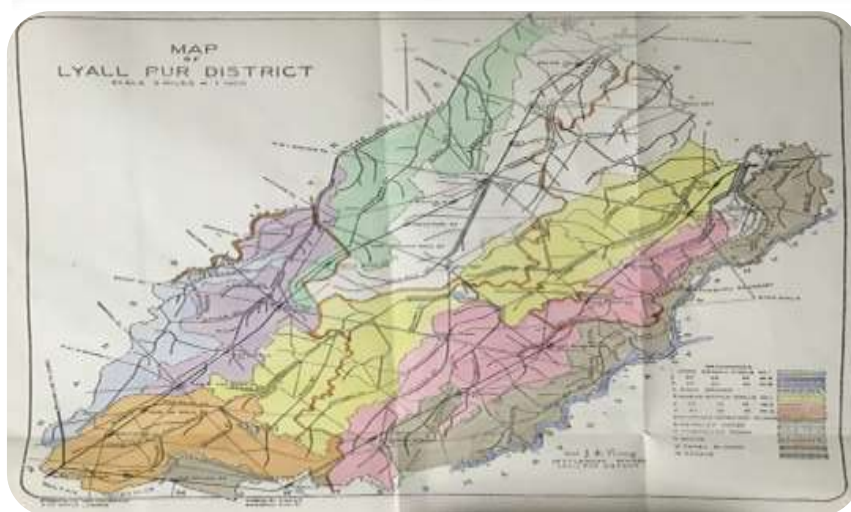


Fig 12 Lyallpur District Map, illustrating four tahsils: Lyallpur, Toba Tek Singh, Samundri, and Jaranwala. (Source: Penny, 1925).



Lyallpur's Urban Development and Layout As The District's Headquarters:

In British India, colonial officers in administrative roles, as well as military and civil engineers, were primarily responsible for the development of colonial towns, whether they were built on virgin or old land or by extending existing towns with new cantonments and civil stations. This also applied to the new settlement of Lyallpur, which was established in Lower Rechna Doab's Sandal Bar. Assisted by military and civil engineers, along with colonial administrators in British India, colonial towns were created either by expanding existing towns with new military and civil areas or by forming entirely new towns or settlements on undeveloped or previously used land. This was also the case for the newly created settlement of Lyallpur, which was established in Sandal Bar, Lower Rechna Doab. Captain Popham Young founded Lyallpur in 1896, and it was named after Sir James Broadwood Lyall, Punjab's Lieutenant Governor. It represented the efforts of serving officials and engineers from the Punjab Works Department regarding administration, military, and engineering, rather than being the result of intentional planning. When Chenab Colony was settled, Captain Popham Young served as a colonial officer in the bar area. He ultimately rose to the position of Deputy Commissioner of Jhang District. While travelling from Jhang to Lahore, he reportedly had a dream about a new settlement near Paccamari. The oldest centre of civilisation in Sandal Bar was Paccamari. Jhang District was formerly ruled by the Sial tribe, and Raju-a-Sayedon ruled from Chiniot to Paccamari. (Bokhari, 2003). About 20 to 21 miles northeast of where the town of Lyallpur is now, Paccamari is situated (see no. 19 in Fig 13).

Fig 13 The new town of Lyallpur is depicted on the Lyallpur District map. Author's own illustration. (Source of Base Map: Map of Lyallpur District 1910-11)



1. Rail Market
2. Karkhana Market
3. Montgomery Market
4. Jhang Market
5. Bhawana Market
6. Aminpur Market
7. Chiniot Market
8. Katchery Market
9. Clock Tower/Ghanta Ghar
10. Ghumbdi and Qaiseri Gate
11. Zilla Kutchery / Civil Station
12. Police Headquarters
13. Train Station
14. Dak Bungalow (Canal Irrigation Department)
15. Dak Bungalow (Agricultural Department)
16. Chenab Club and Company Garden
17. District Prison
18. Punjab / Lyallpur Agricultural University
19. Paccamari, Chak No. 207
20. Rajbah Canal (Major), Rakh Branch
21. Rajbah Canal (Minor), Rakh Branch
22. St. Paul's Church
23. Saints Peter and Paul Cathedral
24. Saitla Temple
25. Railway Workshop

Fig 14 The town's territory is divided into numbered squares on this map of Lyallpur. (Source: Khan, 1902)



Lyallpur was located next to an ancient Paccamari mound on the southwestern side of the North Western railway line, the Wazirabad–Khanewal Section, and the Rajbah Canal of the Rakh Branch of Chenab Colony (see nos. 19, 20, and 21 in Fig 13). The dividing of the area into measured squares served as the foundation for Lyallpur's planning. (Asan, Sadiq, and Alimuddin, 1999) The Killabandi System was used to number and divide all of the agricultural land surrounding Lyallpur into quantifiable squares (see Fig 13). The town's primary layout, road and street patterns, land plot sizes, and urban fabric were all established by the primary division of the land into squares. These factors also continued to shape the town's growth throughout its history (see Fig 14). With the exception of Rajbah Road, which ran beside the canal beyond Bazaar Square with its clock tower, most streets and roads followed the principal lines of these squares.

Lyallpur was a tiny village that was surrounded by the well-known Ghanta Ghar (Clock Tower) and was spread out over an area of roughly 975 acres that could be reached on foot. Situated west of the major Rajbah Canal and the Wazirabad-Khanewal line of North Western Railways, the new town has a railway station at one end and Lyallpur Agricultural College at the other. The Mall Road, a broad avenue lined with trees, served as the primary route that connected these two extreme ends. Beginning in front of the Railway Station, the Mall Road splits into two sections as it approaches the Chenab Club (see Fig 15). The primary route of the town is the broad Circular Road, which is bordered with trees and begins on Jail Road and ends on Railway Road. This route led to the town's civil station, which was located in the middle of Lyallpur (see Figs. 16 and 17). It served as the main link connecting the town's farthest reaches, from the railway station to Lyallpur Agricultural College. Moreover, provided three straight routes and viewpoints from Rail Bazaar, Chiniot Bazaar, and Katchery Bazaar providing important connections with the Bazaar Square.

Fig 15 Circular Road view of the District Courts in Lyallpur. Author's photograph.



Fig 16 Circular Road view of the District Courts in Lyallpur. Author's photograph.



Fig 17 Lyallpur's Zilla District Council. Author's photograph.



Eight bazaars with clock towers in the town's centre, next to the civil station, further illustrated the importance of the British rulers' growing economic demands. As an illustration of the British influence in a Punjabi setting, the layout of the town highlights the significance of commerce and trade. This is evident in the town's map, where the bazaar square is designed to resemble the Union Jack flag of Britain, contributing to the town's unique identity in the region.

England, Scotland, and Ireland were represented by the three crosses of Saints George, Andrew, and Patrick that made up this Great Britain banner. Illustrated in Figures 18 and 19 are the eight bazaars of Lyallpur, which surround the central clock tower. At the upper end of Rail Bazar, Ghumbdi symbolizes the pinnacle of the flag stand, with Circular Road extending from it like a flagpole.

Fig 6 Ghumbdti indicates the top of the flag's stand, while the map of Lyallpur's Bazaar Square shows the bazaars resembling the union jack flag in plan with a circular road as its stand. Drawing by the author (Base Map Source: Google Map of Lyallpur).

Fig 18 Ghumbdti indicates the top of the flag's stand, while the map of Lyallpur's Bazaar Square shows the bazaars resembling the union jack flag in plan with a circular road as its stand. Drawing by the author (Base Map Source: Google Map of Lyallpur).



Fig 19 Lyallpur, Ghumbdti. Author's photograph.



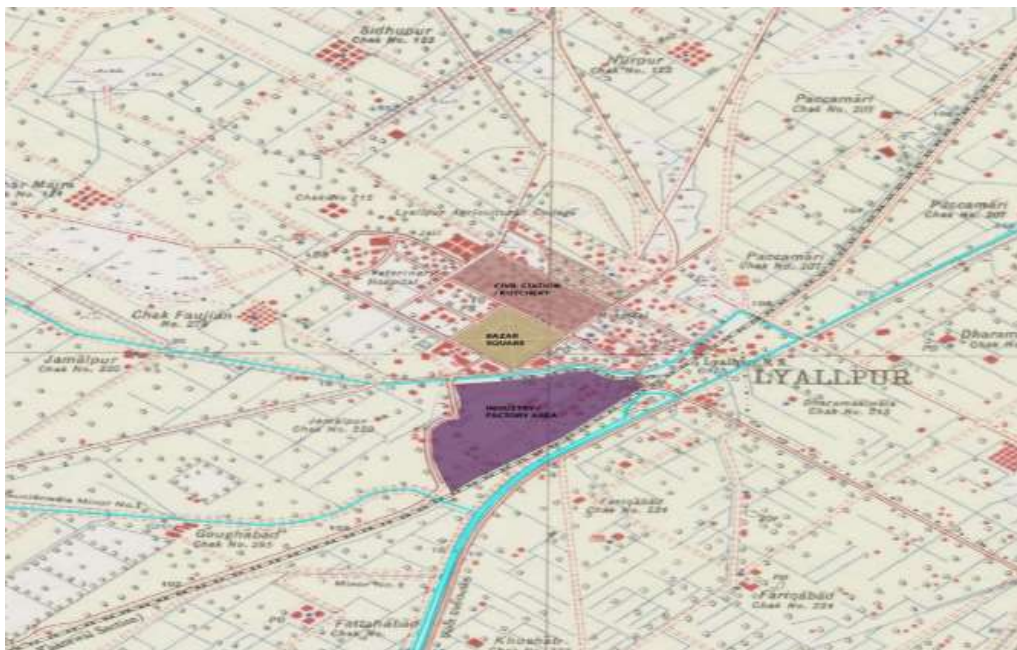
The bazaar square encircling a central clock tower gives Lyallpur, a significant market town in this area, a distinctive character. The Clock Tower's construction was started on November 14, 1903, by Sir Charles Montgomery Rivaz, the Punjab's Lieutenant Governor, and was finished by 1905 (see Fig 20). Located in the midst of Bazar Square, this clock tower quickly became the hub of town life. The clock tower's chimes served as a daily reminder to the locals of British cultural values and time, serving as a symbol of British strength and disciplined living in contrast to the traditional Punjabi way of life. These bazaars' prominent and central placement next to Civil Station further increased their significance in supporting the town's identity and operation as a significant market town in the area. The district's output was gathered and distributed in the new town of Lyallpur, which also had the district's largest market with its famous bazaar square. From there, it was shipped for export via roads and railroads both inside and outside of British India. In this district, wheat and cotton were the main cash crops. The production of crops in the Bar and the demand for them outside the Bar have expanded with the construction of new canals and railroads. There were warehouses for storing wheat in the fields on the southeast side of the Lyallpur Railway Station. From here, Sandal Bar wheat was shipped in cargo trains on the Wazirabad-Khanewal Rail line to Karachi, a coastal city. After that, the wheat was shipped by sea to Great Britain. In a similar vein, cotton was shipped via the Port of Bombay to Japan and other countries (Kokhari .2003),

Fig 20 The Bazars' perspective of Lyallpur's Clock Tower. Author's photograph.



In the 1930s, this district's flourishing agricultural output began to give rise to industry. The trade in cotton oil and cotton fabric was the primary industry in this town and district. In 1934, Lyallpur Cotton Mills finished building its first enlarged industrial facility. Additionally, in the same decade, three other units were created. Lyallpur had twenty large and small industrial units by 1947, when imperial rule ended. (Alimuddin, Hasan, and Sadiq, 1999). After independence, this sector was further expanded, pushed, and improved, making this town a significant industrial hub in Pakistan. Earlier industrial buildings were situated on Bazaar Square's southern side. Along with the railway workshops, this factory area was located on the outskirts of Jhang Bazar, Karkhana Bazar, and Montgomery Bazar. As the downtown of Lyallpur, this area evolved into an industrial core or factory area (see Fig 21).

Fig 21 Lyallpur map displaying the key locations of the factory sector, Bazaar Square, and Civil Station. Author's own illustration. (Source of Base Map: Map of Lyallpur District, 1910-11)



The town was directly and quickly connected to the divisional and district offices of the region by the new rail lines. The project to link Lyallpur with Multan's divisional headquarters through Shorkot and Jhang started in 1896. Eventually, Lyallpur had good access to the regional capitals of Lahore, Multan, Rawalpindi, Jhang, Montgomery, Sargodha, and other significant market towns including Toba Tek Singh, Waziarabad, Shorkot, and Chiniot. By 1910, a system of rail tracks also connected it to the Port of Karachi. By providing control and order over the distribution of the district's production and population, the Railway Station served as the effective machinery of the British Raj and served as a real and physical symbol of imperial authority and economy (see Fig. 22 and Fig. 23).

Fig 22 An overview of the railway tracks, platforms, and surroundings of the Lyallpur railway station. Photograph by Author.



Fig 23 An image of the railway station building's main entrance in Lyallpur. Photograph by Author.



In addition, Punjab Agricultural College, also known as Lyallpur Agricultural College, was one of the most well-known and prestigious educational establishments founded in this new town. In all of Asia, it was the biggest agricultural college established during the British era. The institution offered instruction, research, and development in agricultural sciences with its own experimental farms. Along with engineering projects for canal systems, financial management, and railways, this college increased the district's and the region's overall agricultural output. The college was founded on land located along Jail Road, at the intersection of Circular Road and Jail Road, directly opposite the Police Lines and adjacent to the Central Jail (refer to no. 18 in Fig 13). Initially, it started as a 50-acre agricultural experimental farm from 1901 to 1903, and it has since expanded to encompass a much larger area (see plots 26 and 27 in Fig 14). With a total size of over 2,500 acres, the college campus now holds the title of University of Agriculture, Faisalabad. The college and research institution's main building and main hostel were under construction in 1906 (see Fig 24).

Fig 24 Punjab Agricultural College's main building at Lyallpur. Photograph by Author.



Conclusion:

In Punjab's western districts, the agricultural colonisation set off a broad process of landscape reorganisation. Using land concessions from canal colonies, the imperial rulers divided the land into squares that could be lent, sold, or given to whomever they deem appropriate. They claimed the territory as Crown Wastelands. The Punjabi landscape was reorganised to meet colonial objectives of improved governmental control and economic efficiency in order to manage rising income, agricultural output, and population. Along with the establishment of new towns in canal colony districts, agricultural colonisation was crucial in the Punjab's land taming, restructuring, and reorganisation. This contributed to the British rulers' effect on the urbanisation of this area. A new town with a comprehensive plan for economic activity was planned for Lyallpur, which would serve as the district's headquarters. Although it was primarily an administrative project, the officials aimed to develop a model market town that would act as the district headquarters. The urban layout was characterised by a rectangular pattern with wide streets, bungalow-style residences arranged in rectangular plots, a civil centre that included executive, revenue, and judicial administration, as well as transportation and communication infrastructures, and the Chenab Club for its officers. Its unique design included a bazaar square and a clock tower. Lyallpur demonstrated effectiveness, discipline, order, and a new way of life, reflecting the political and economic power of the British overlords. Additionally, the town was home to the Agricultural College, which set up its own experimental farms for area agricultural research and education. With its famous bazaars encircling the Clock Tower, Lyallpur developed into a prominent mandi or market town, which eventually became an important industrial hub and market town that was instrumental in the urbanisation of Lower Rachna Doab in Punjab.

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