

Role of Donkey in the Transportation System and Other Economic Activities in Sokoto State

Abubakar Tukur Muhammad

Abstract

The aim of this paper is to discuss the economic importance played by donkey and what is still playing in the economy of Sokoto State, particularly the rural areas. The paper traces the role played by donkey since pre-colonial period as well as the challenges posed by the modern forms of transportation which minimized role of donkey in the transportation system in Sokoto State. Despite the development of modern forms of transportation, using automobiles such as cars, motorcycles, etc. Donkey is still an important means of transportation in rural areas of Sokoto State, especially in remote areas where people have no access to motorable roads. Donkey in many places has been termed as an important animal that enhanced economy of the people and of their societies which is still engaging in many economic activities aimed at earning incomes for catering of the people needs to the extent that, any rural person that do not own a donkey such person could be seen as a very poor person.

Introduction

Historically, the main use of donkeys has been for transport. In the Sahara regions and parts of East Africa, there is a long tradition of their use as pack animals by pastoralists and by traders. For many years, donkey provided alternative to head loading.¹ From ancient times, donkey has been a valuable beast of burden employed by traders because it was cheap to run. The use of donkeys for transport in Africa dates back to historic times. This in contrast to the situation in many African farming systems, whereby farmers have recently started to use donkeys for cultivation because of the changes in land-use patterns, agro-ecological conditions and labour availability. Packing is one of the most ancient forms of transport that preceded even the invention of the wheel.² The use of donkeys as pack animals or for pulling a cart has enabled small scale farmers to participate in the market economy. Donkeys have reduced the domestic transport burden of rural women and have created employment and income generating opportunities for many people.³

Donkeys are used for transporting people and goods, for transporting building materials and for fetching water and firewood.⁴ Donkeys are used as draught animals and beasts of burden in many developing countries. Donkeys are used as pack animals by subsistence farmers in many countries ⁵Donkeys are used for transport purposes. With a cart, donkeys could transport goods from the local townships to the fields, a distance of up to 30 km.⁶ prior to the development of motorized vehicles such animals were the means of transportation that played an immense role in transportation sector. There are many sources which indicated that donkey had played a vital role for thousands of years in transportation and even in wars.⁷ Prophet Isah (Jesus) had used donkey in several times, especially during his journey to Palestine. Prophet Muhammad (S.A.W) had also rode donkey severally and used camel and horse in many wars that he fought. Certainly, in the history of Saharan trade whereby different regions/territories were crossed, the introduction of camel was one of the factors that aided and eased the growth of trans-Saharan trade.⁸ However, prior to such development, donkeys were the major means of transporting goods and services in different parts of the Sudan.

With the recent development from the 1st decade of the 20th century downward which resulted in the emergence and development of wheels transportation system as well as construction of motor roads have no doubt eased transportation burden, whereby people have found it easier to transport goods and persons to far places within short time. Even in the rural

areas where animals are their major means of transportation, they have now reduced the frequency of using them in transportation since there are available auto-motiles that could help them undertake their work and transport them to far place with relative ease and cheaper than such animals.⁹ Donkeys are known to have played a crucial role in the economies of many parts of Africa. Nicolaisen has remarked that ‘there can be no doubt that before the introduction of the camel, the donkey was more important for riding and transportation’.¹⁰ In the nineteenth century, donkeys continued to be employed by Hausa long distance traders. The Batagarawa tobacco producers living in northern parts of Katsina carried their well-preserved tobacco on donkeys as far as north as Agadez and beyond.¹¹ In the trans-Saharan trade that enriched the ancient empires of Ghana, Mali, Songhay and Kanem- Borno, the donkey played a significant role in the development of the trade. The Dyula merchants used donkeys to transport gold dust and later kolanuts from the southern areas of modern Ghana to Jenne; and from Timbuktu across the desert to north before the introduction of the camel. Hausa and Kanuri traders also employed donkeys to carry natron and leather works to Salaga, and bringing back kolanut.¹²

The aim of this paper is to discuss the economic importance of donkey and the role it played as an animal for transportation as well as the challenges posed by the modern forms of transportation which minimized the role of donkey in the transportation system. To achieve this aim, the paper is divided into five sections. Section one highlights the role of donkey in the economic activities. Section two discusses the contribution of donkey in the transportation system during the pre- colonial, colonial and post-colonial periods up to 1970s. Section three discusses the role of donkey in the transportation system from 1970s to the present time. Section four also analyses the role of modern forms of transportation system in minimizing the contribution of donkey in the transportation sector. The last section is the conclusion.

Role of Donkey in Economic Activities

The donkey has been used as a working animal for at least 5000 years or 3000BC. There are about more than 40 million donkeys in the world, about 96% are in underdeveloped countries, where they are used principally as pack animals for draught work in transport or agriculture.¹³ After human labour, donkey is the cheapest means of generating power and labour in agricultural sector. It may also be ridden, or used for threshing, raising water, milling and other works. Working donkeys are often associated with those living at or below

subsistence levels.¹⁴ In the thousands of years humans have used donkeys, different historical processes have influenced their spread to different countries and societies. These processes are continuing today. Historically, the main use of donkeys has been for transport.¹⁵ In some Saharan and Sahelian countries they have also been used to draw water from wells and or carry it in leather bags or containers held in traditional panniers (Taiki or Mangala). Maasai women in Kenya gave donkey's milk to their children to prevent diseases and cold.¹⁶

Donkey is an important means of transport among the rural populace in many areas of northern Nigeria. They are used for transporting of farm produce to and from local markets, villages and towns. Draught donkeys are becoming popular as a source of energy supply for agricultural exploitation.¹⁷ Donkeys provide work as saddle and pack animals, as drawers of carts, for land cultivation and as prime movers to lift water from wells or for minor industrial purposes.¹⁸ In India they are used, in addition to their use as domestic transporters, by builders, potters, tinkers and washermen.¹⁹ Most donkeys are used mainly in the immediate local area in their home, but some are used for long distance transport. In Africa, other than for purely domestic and agricultural transport, the donkey's main function is the movement of firewood. In Mali, where donkeys are harnessed in carts for most firewood transport the load averages 370kg, the gross income to a donkeys in this business in 1980 being US\$1,450.²⁰ Donkeys are assumed to increase importance as power sources in agriculture.

Donkeys can survive in new environments under poor management and help to facilitate marketing of goods in some African countries through the use of cart drawn implements.²¹ In Nigeria, donkeys help to transport people and carry water from deep wells and rivers, and serve Fulani herdsmen during seasonal migration throughout Nigeria. In urban areas, donkeys provide small-scale services, such as transportation of building materials and grains, particularly in northern parts of the country.²² Donkeys served as the major source of income to the farmers in cash and in kind from the sale of manure and offspring. The cash received from donkey services/sales was used to purchase farm products such as new donkeys, materials such as ropes, rakes, spade, saddle, sacks, vaccines, fertilizers and firewood.²³

In many countries, small farmers have access to donkeys because of their cheaper work than oxen. In countries that have rural populations and do not have access to the modern technology, they continue to benefit from using donkeys. Donkey owners usually use

donkeys in pursuit of their livelihoods through engaging the animals in various activities.²⁴ In some places, people who do not own donkeys have access to them through different local sharing or hiring relationships. In Limuru in Kenya, 43% of the households own donkeys and an additional 20% of households use them through hiring.²⁵ In most rural communities in Botswana, people without donkeys can hire them. In one community in Ethiopia where donkeys are used for hauling water from a distant source, members of the community who do not own donkeys can borrow the animals from neighbors to transport water and other things.²⁶

In the Sahel region of West Africa, donkeys have been used for riding and pack transport for centuries. Donkeys have carried a wide range of goods, facilitate trade within local economies.²⁷ Carts which were used by donkeys and horses were introduced many years ago. The popularity and use of such carts has increased greatly in the past forty years, and such carts have played an important role in rural economies.²⁸ The use of donkeys as pack animals or for pulling a cart has enabled small scale farmers to participate in the market economy. Donkeys have reduced the domestic transport burden of rural women and have created employment and income generating opportunities for many people.²⁹ The Maasai community in Kenya use donkeys for fetching water, for household shifting (during migration), for carrying the sick to hospital, for carrying sick calves, for transporting and for pulling fencing materials needed for constructing bomas.³⁰ Donkey are used for transporting people and goods, for transporting sand and for building houses and for fetching water and firewood.³¹

Donkey is also playing a role in agricultural production, mainly to transport manure/fertilizer to the field and the harvest things from the fields to the homestead and to the market. And people began to depend on income generates for marketing cash crops.³² The farmer, depending on his volume of wealth or even the peasant farmer, could carry compost and other available types of local manure, sacks or wraps of seeds and many farming implements on his donkey or donkeys to the farm right from the eve of the farming season. At the end of the day, he will heap bundles of firewood or many other odds and ends used in domestic life on the donkey as he retires home with whoever among the members of the family follows him to the farm.³³ The pauper could simply ride on his donkey to the bush, collect bundles of firewood or thatch, return to the village or town, or herd it to the surrounding villages or towns, combing the streets and hawk them to make ends meet. A

richer fellow in the community may also hire him his donkey to haul some wares for him to or from the farm or the market of any village or town.³⁴ Abject pauper may also be hired with his donkey to carry sand or mud or any other building materials in his Mangala from the village or town outskirts to certain places.³⁵

Donkeys are used for commercial purposes. According to one Maijakkai, his relationship with donkeys is similar to that of truck and its driver. For over 30 years, he has been doing business of excavating sand with his donkey, where he used to transport sand to the doorsteps of buyers, with this business the man has profited a lot.³⁶ In many remote rural communities, people who cannot afford to transport fares for modern means of transportation, find it convenient to convey their ailing relations to any healthcare delivery institutions in the towns, even if at the risk of the ailing dying on the way.³⁷ A merchant could heap the merchandise on his donkey, or donkeys, during his network of trading forays among intra and inter community markets on all or most market days within the communities conveniently coverable for him.³⁸ Donkey has been significant in sphere of trade in its societies of domestication over the ages by transporting massive volumes of commodities among commercial and farming locations overtime that it could conveniently take the credit that facilitates massive economic achievements in those societies over the ages.³⁹

According to an informant, donkey is an important animal to the people since it can be used in doing many things with ease particularly to rural people. People use it to carry goods, sand, fetching of water, some people could use it to pull cart (Tarko) or for ploughing.⁴⁰ Maidoki also has the believe that, donkey is an important vehicle which can help its owner in earning means of survival because it can be engaged in many activities. The importance of donkey to rural person is uncountable to the extent that any person in rural community who do not own donkey could be termed as abject pauper and he could hardly feed himself and family.⁴¹ According to Gada, the economic importance of donkey is among other things to be used in embarking long distance trade (Fatauci), engagement of the animal into many activities and is being sold to those people that consume it.⁴² Another economic importance of donkey include; its bones was in the past used in making utensils (Akussa) or to make key holders but in recent developments; people used its bones to make tiles which are being used in decorating people's houses.⁴³

Lagau also revealed that, he and his colleagues used donkey in carrying goods, riding the animals to weeding Fatiha occasions or naming ceremonies from one village to another.

In case of any misfortune befallen to the animal like crippling or serious sickness, they can sell it to consumers. This saved them from entirely losing the animal.⁴⁴ Another informant also affirmed that, donkey's urine and dung are used in the southern region, in making various things and as medicine to cure some diseases.⁴⁵ Turke also added that donkey dung is being used to improve plants and crop yields in the farm, black donkey dung (bakin jaki) is being used to be inhaled in the person's nose who was actually disturbed by nose bleeding (Habo) to stop the bleeding, it can be applied to wounded places of human body so as to cure and prevent the blood from gushing out and to trim the size of the wound.⁴⁶

Role of Donkey in Transportation in Pre-Colonial and Colonial Periods Up To 1970s

Apart from camel, donkey was the most popular and engaged pack animals in pre-colonial era. Donkeys were chief pack animals in the Western Sudan. They carried about 150 lbs, which was substantially less the amount carried by oxen. And they were more effective under rough terrain. Donkeys, like camels were bred specially for transport purposes. Those raised by the Mossi people had a particularly high reputation for long distance trade, and were bought in Salaga Hausa traders, who used them to carry kolonuts on their journey home.⁴⁷

Ludde one of my informants has confirmed that before the development of motor vehicles in Nigeria, he and his colleagues were opportuned to use donkey in long journey, especially in long distance trade where he was personally opportuned to participate in long distance trade (Fatauci) where he used to cross several areas and towns for trading. He had one time used donkey in such trade from Sokoto to places like Kamba, Dolekaina, Ilo, Banizumbu, etc selling of Kayan Koli (such as mirror, jewelries, bracelets, necklets, others are slippers, shirts, skirts, scalp, perfume, Vaseline, etc.) in a bag called „Waga’. And had spent over 25 years doing the trade⁴⁸ Another informant also stated that donkey has played a vital role in transportation in the past and is still playing the same role. He added that his parents had utilised donkey in transportation. They used it to convey items of trade to many towns of Niger Republic from Bodinga with donkeys.

According to him, he also used donkey to travel to many places from Bodinga town for long distance trade. They used donkey to take goods for sales and traveled to places such as Gande, Birnin Tudu, Bukkuyum, Zurmi where they sold the items. They equally used to travel to Gummi to buy calabash for onward conveyance to Bachaka and another for sale.⁴⁹

Ibrahim, another long distance caravan trader, also testified the utilisation of donkey in long distance trade where they used to convey goods with 'Tayukka' (old bags used in packing of goods by donkey) from Gwadabawa town to Sokoto. He further emphasised that his parents have used donkeys to travel to southern parts of Nigeria for the sales of various items in the past 95 to 100 years.⁵⁰ Another informant has also revealed that, they used donkey to convey goods from his town Jabo to Gummi, Maga and up to Zuru for sale. They rode on donkey to buy things that were needed by their people from such places and brought to their town for sale.⁵¹ Mode in his opinion stated that, he had one time participated in long distance trade with donkey and travelled up to Bauchi, Sahorame, Babban Rame, etc.⁵² Makama has also spent many years in embarking long distance trade with donkey from Wuruno town to many places like Birnin Gwari, Tsafe, Mada, 'Yan Kara, etc. He added that, donkey could carry two sacks of onions, beans, millet or more than that. Donkeys spend 10-20 kilometers carrying goods without being tired and certainly it could walk with load from 6:00am-8:00pm.⁵³

In rural Hausaland generally, donkeys are used for transporting loads of many types, notably farm produce from farm to house, manure from house to farm and many goods, fodder, firewood, etc. Although donkeys are the local camels of Hausaland. In areas where there is inadequacy of good roads the use of donkey for carrying farm products and other economic activities will remain indispensable.⁵⁴

Role of Donkey in Transportation from 1970s Downwards

The introduction of motorised transportation systems such as cars, buses, Lorries, coaches, etc. did not reduce the role of pack animals such as donkeys, camels, etc in rural parts of Sokoto State. Donkeys and camels remain an important means of transportation in arid and semi-arid regions. Apart from their use by nomads who are continuously seeking grazing and water, these animals are employed in transporting farm produce to local markets. Thus, camels and donkeys provide cheap and reliable alternatives for short distance transport to many rural areas in Sokoto State.⁵⁵ It is on record that many kinds of goods are regularly transported by donkeys and camels over places with poor road condition or short and medium distances wherever the volume or value of trade is too low to attract motorized transport. The rising costs of motor vehicles and spare parts in Nigeria necessitate the increased use of animals for rural and urban transportation; especially some communities operate from remote areas where good roads are invisible.⁵⁶

Prehistoric man invented the wheel, which became the basis of modern transportation in order to replace the role of beasts of burden but despite different efforts to achieve that, the work of donkey remain indispensable in many rural areas of Sokoto State where especially with inadequacy of good motor roads.⁵⁷ The transportation for which the donkey is suited has been in use since before the wheel was invented. Donkey has continued to play a role despite the development of modern machines and automobiles, especially from 1970s upwards in many areas and many times for example in mountainous areas where there are no roads and tracks are steep, in places where access is restricted for other reasons, e.g dense forest or intensively cropped land. Donkeys can be used to deliver irrigation water and or liquid manure down narrow rows in between growing crops. Also, it played a role in place where the ground is too soft or wet to allow the use of vehicles.⁵⁸ In some years back, when things were comparatively normal in Nigeria, people had abandoned donkeys and substituted them with motorcycles and even pick-up vans for the movement of farm produce. But now things have turned bad with motor roads not in good condition, even if one has a motorcycle or a van, the roads to move them around are not there. Many villagers even the ones that owned modern vehicles, are now rushing to buy donkey because it is the only option to overcome predicament of unmotorable roads.⁵⁹

The primary function of donkey has traditionally been as a beast of burden, but its role went into a temporary decline during the oil boom of the 1970s. For a long period, an artificial exchange rate for the naira meant that vehicles, fuel and spare parts became cheap.⁶⁰ But with the prevailing poverty bedeviling most of the rural areas in Sokoto State and with the problem of bad access roads, rural dwellers are left with no other option than to continue embracing the use of donkeys.⁶¹ Many people have continued to utilise their donkeys as a means of transportation especially without the availability of good access roads in villages. They use donkey to take their wards and wives

produce to the markets. The development of both roads infrastructure for trucks and pick-ups and the wide spread use of low capacity motorcycles in rural area have provided effective competition for donkeys from the late 1970s.⁶² By the mid-1980s, donkey had begun to disappear in use. Donkeys turned out to be seen as symbol of old-fashioned and backward rural means of transportation that is on the cusp of disappearance because of the widespread development of modern forms of transportation.⁶³

However, economic circumstances change rapidly in 1986, under the Structural Adjustment Programme (SAP), the naira currency was effectively devalued, making everything with an imported component more expensive. That was when Nigerians started having a rethink on the over indulgence in modern patterns.⁶⁴ The massive road and vehicles infrastructure established in the 1980s was able to carry this recession for a while, but many transporters found it increasingly difficult to maintain vehicles. In many places where vehicles were valuable and unavailable, it was more strategic to use them on tarred roads.⁶⁵

The British government started with the railway construction rather than motor road development. In 1885 an ordinance was passed which necessitated the construction of roads by British. The British government decided to embark on the construction of feeder roads, which heralded in the transformation of roads transport in many parts of Nigeria. Motor vehicles were ushered in Nigeria between 1907 - 1909.⁶⁶ The service of motor transport was started to be enjoyed in the major urban areas of the south region particularly Lagos where some businessmen provided a few motor transport services. Up to the 1930s upward, the most important system employed in distributing goods and services throughout the Sahel region was animal transportation. Donkey and the camel were and still the most important, hence, they were in greater demand than Lorries. Therefore, in places like Kano, Katsina, Zaria and Sokoto the donkeys were effectively used more than modern vehicles.⁶⁷

According to Dandin Mahe, certainly donkey could be classified as wise animal since it can be used anywhere no matter the condition of the road. Despite the availability of modern vehicles, there are many condition of the road such as existing of holes or road damaging which could be difficult for a person to use a modern vehicle and the donkey could easily cross them and convey goods. That was why the animal remained an important beast up till to today.⁶⁸ Mode attested that his parents and his forefathers had widely used donkey in long distance trade (Fatauci), they used it to travel to as far as Gwanja in the present day Ghana and bought kolanut prior to the development of motor vehicles but up to the recent development when such vehicle became available many people have continue to employ donkey in transportation more especially on remote areas where the people found it difficult to reach feeder roads.⁶⁹

Donkey has over the years played an immense role in transportation despite the existence of modern forms of transportation. Villagers in many places in Sokoto State could not afford to use or own modern vehicles because of their expensive nature and inadequacy

of motor roads in many rural areas. Therefore, the only alternative for them to engage in their movements is donkey which they termed as the special property and vehicle that continued to play a vital role in transportation sector despite the development of automobiles in the 1970s upward.

Modern Forms of Transportation and Their Role in Minimizing Donkey Role

In Pre-Colonial northern Nigeria, the major factor that aided the emergence of towns as the commercial centers was the availability of various access routes and modes of transport like human portage and pack animals. The access routes and modes of transportation have contributed to the growth of local trade, trans-Saharan trade as well as trade to the southern region of the country. But the development that took place with the coming of European colonizers and their efforts in introducing mechanized transportation system which ushered the development of railway, cars, bicycles, etc. have further reduced the role of pack animals in the transportation whereby people began to possess and utilize modern vehicles which were or are termed as cheaper, faster and less problematic than donkey and other pack animals.⁷⁰ The coming of railway and other modern means of transportation to the northern parts of Nigeria provided to some extent alternative to head portage and animal transport in many places in the region, thereby minimizing the time of travelling and cost implications known to donkey and other beasts and also facilitated the movement freely and export of agricultural produce and trade goods to the designated areas.⁷¹

Sequel to the development of motorized system of transportation whereby donkey and other animals have continued to face decline in use and became less important in many places in Sokoto State especially in cities where there are existence of good roads and motor cars, pick-ups, despite this people continue to raise donkey for domestic activities and began to copy motor cars more especially pick-ups and lorries thereby attaching donkey with pulling or driven cart (shara/tarko) which was or is used to carry heavy goods and drive by donkey that even the pick-up van could not take.⁷² It has been observed that several donkeys were attached with carts loaded with such heavy goods such items like sugarcane, cosmetics, henna, millet, guinea corn, potato, etc. And, each donkey has the leader or controller who beats the animal with stick and leads it to the appropriate way. Most of the donkeys were said to take loaded with goods to a very remote areas like many towns in Niger Republic and some towns near or neighbouring to Illela town.⁷³

Many people especially in villages and in the cities have begun to copy the use of traditional pannier (Mangala) and placed it on their motorcycles thereby carrying of building materials like stone, sand, clay, etc. or some people use it to copy donkey in fetching of water by placing Jerry car on each side of their motorcycles fetch water and convey them to their houses. This further continue to indicate the importance of donkey as a means of transport of goods even with the development of modern vehicles which ushered into the period of minimization of its role in transporting items, people have begun to experiment its pattern of load carrying on their motorcycles.⁷⁴ Runjin Sarki revealed that, he was told that his parents used donkey in long distance trade to many places but according to him with the recent development motorcycles and cars have hijacked the work and role of donkey in transportation since a person could travel freely to far places and attend to his needs easily by using such vehicles.⁷⁵

Na Isa has emphasised that donkey role in transportation and other packing activities was reduced by modern vehicles. That is why in many villages people reduced the use of donkey for transport purposes, since modern vehicles are faster and more reliable than donkey.⁷⁶ Some people only hold or raise donkey purposely to sale to consumers. According to one of my informants Alh. Bala Maidoki, in the past, donkey has widely engaged in transportation as far as to southern region of the country but as times went on when the modern forms of transport were innovated in Nigeria and spread widely, people have begun to abstain from using a donkey in much of their transport and began to rely on them for easier meeting to their targeted places.⁷⁷ Rabiun spoke on the recent development of motorised system of transportation where he emphasised that certainly such modern vehicles have dominated the transportation sector where he confirmed that he knew when he was a small boy his people had no any means of transportation rather than donkey but now things have changed to the extent that in his village there is no nobody who use donkey in long distance trade or long distance journey today.⁷⁸

According to my informant Dandin Mahe expressed that cars and motorcycles have dominated the transportation nowadays. People have started to abandon their donkeys and instead employ the use of cars and motorcycles which they use for transport purposes even in remote areas as soon as people have access to motor roads, they are now relying on modern vehicles in most of their activities like attending of naming ceremony, wedding Fatiha, funeral prayers, condolence visits, Jumu'at and Eid prayers, markets. Also they use them in

farming activities like conveyance of manure to farm, carrying of harvested crops from farms to house or market centers⁷⁹ According to veterinarian donkey will become and continue to be useless in any area where there are existing motor roads and spread of modern vehicles. That is why its specie has continued to be endangered because in the city or in urban areas people do not need donkey and even in rural areas where such modernisation is yet to take place in large scale, the use of donkey in transportation will reduce drastically and hence the raising it for transport and other economic activities will be of little use and thus, the specie would continue to deplete to the level of near extinction.⁸⁰

Conclusion

Donkey has economic value and its role in performing and development of economic activities has been attested to the people and observed for many centuries. Donkey has for many generations played an immense role in the operation of economic activities of different areas especially in rural areas where there is absent of modern means of transportation and lack of good roads, that is why many people especially in rural areas have regarded donkey as an important beast which eased their burden in performing economic and agricultural activities which include ploughing or tilling of farms, fetching of water, carrying of harvested products from farm to house or market centres, conveyance of manure to farms, conveyance of firewood, etc.

Transportation is very important to every human society. For many centuries man had imbibed the habit of transporting or migrating from one place to another in search of greener pasture or scavenging for conducive environment for him to stay together with his family and belongings or alone to live and earn his living. So for a man to travel or transport, there is a need for him to acquire certain vehicle that will at least transport him with relative ease and to reduce the burden of movement. Such system of transportation in the past, for many hundreds of years back were traditional means of transportation which were called beast of burden or pack animals and were introduced from North Africa as had been stated by many scholars. They include; camel, donkey, oxen, horse, and in some places; elephant, buffalo, etc. Despite the development of modern forms of transportation in the country many people are still using donkey as their transporter of items and helped people in performing economic activities.

Endnotes and References

1. Priyanthi Fernando and Paul Starkey, "Donkeys and Development; Socio- Economic Aspects of Donkey Use in Africa" in Denis Fielding and Paul Starkey (eds.), *Donkeys people and Development*, Netherlands: Technical Centre for Agricultural and Rural Cooperation, 2004, p.11.
2. .Ibid, p.16.
3. Ibid.
4. Ibid, p.17.
5. May Mrema, "Economic and Gender Issues of Donkey Use in Kweneng and Kgatleng Districts, Botswana", in Denis Fielding and Paul Starkey (eds.), *Donkeys People and Development*, Netherlands: Technical Centre for Agricultural and Rural Cooperation, 2004, p.166.
6. Ibid, p. 168.
7. Priyanthi Fernando and Paul Starkey, "Donkeys and Development; Socio-Economic", *Opcit*, p.20.
8. <http://www1.agric.gov.ab.ca>. Accessed 3/9/2015.
9. Ibid.
- 10 J.A. Atanda, *Tarikh on An Introduction to the Economic History of Pre-Colonial Africa*, London: Longman PLC. 1981, p.24.
11. Ibid.
12. Ibid,p.25.
13. <http://en.wikipedia.org> retrieved 14/2/2015.
14. Ibid.
15. Pryanthi Fenado and Paul Starkey, "Donkeys and Development: Socio-Economic", *Opcit*, p. 32.
16. Ibid.
17. O.O.J. Bale et al, "An Appraisal Study in Three Northern States of Nigeria", in *Nigerian Society for Animal Production*, Vol. 2, 2003, p.203.
18. W.J.A. Payne, *An Introduction to Animal Husbandry in the Tropics* (Four Edition), England: Longman Group Limited, 1960, p. 600.
19. Ibid.
20. Ibid.

21. Ibid, p. 601
22. Hassan M.R, “Benefits of Donkeys in Rural and Urban Areas in North West of Nigeria, in African Journal of Agricultural Research, Vol. 8, 2013,p. 204.
23. Pryanthi Fernando and Paul Starkey, “Donkeys and Development: Socio-Economic”Op cit, p. 34.
24. Ibid.
25. Ibid.
26. Ibid, p. 35
27. Ibid.
28. Ibid.
29. Ibid.
30. Ibid. p. 38
31. <http://www.neddi.org>. Accessed 9/3/2015.
32. Ibid.
33. Ibid.
34. .Ibid.
35. Ibid.
36. Isah Sa’idu Kaduna, “Why Donkeys are Beyond the Reach of Northern Farmers”, Daily Trust, Friday June, 15, 2012.
37. <http://www.neddi.org>. Retrieved 9/3/2015
38. Ibid.
39. Ibid.
40. Garba Yaro, 80 years, Oral Interview, Gande Kara Market, on 2nd May, 2015.
41. Alh. Bala Maidoki,68 years, Oral Interview, Kwanni Area, Sokoto, on 19th April, 2015.
42. Musa Usman Gada, 55 years, Oral Interview,Dandutsi Gada, 3rd May, 2015.
43. Mubarak Bello,33 Years, Oral Interview, Sokoto Veterinary Clinic, on 6th July, 2016.
44. Muhammadu Lagau, 50 years, Oral Interview, Maikulki Kara Market, on 15th August, 2015.

45. Gado Danmaliki, 45 years, Oral Interview, Bodinga Kara Market, on 8th July, 2016.
46. Mamman Turke, 75 years, Oral Interview, Gada kara market, on 20th August, 2016.
47. A.G. Hopkins, *An Economic History of West Africa*, England: Longman Group UK Limited, 1973, p. 72.
48. Musa Ludde, 85 years, Oral Interview, Kwannin „Yan Jakkai, Sokoto, on 9th January, 2015.
49. Usmanu Shehu, 80 years, Oral Interview, Bodinga Kara Market, on 18th December, 2015.
50. Isma’ila Ibrahim, 75 years, Oral Interview, Gwadabawa Kara Market, on 9th December, 2015.
51. Muhammadu Dan Amina, 62 years, Oral Interview, Jabo Kara Market, on 16th May, 2015.
52. Modi Mode, 75 years, Oral Interview, Bodinga Kara Market, on 18th December, 2015.
53. Bello Makama, 55 years, Oral Interview, Achida Kara Market, on 26th November, 2014.
54. Polly Hill, *Rural Hausa; a Village and a Setting*, London: Cambridge University Press, 1972, p. 227.
55. <http://nigerianpilot.com>. Accessed 3/9/2015.
56. Ibid.
57. A. D. Ali, *Trade and Transport in the Lower Niger 1830-2011*, Lagos: Adenuga Concepts, 2012, p.16.
58. Denis Fielding and Patrick Krause, *The Tropical Agriculturalist; Donkeys*, London: Macmillan Education Limited, 1998, p. 7.
59. <http://www.neddi.org>. Accessed 3/9/2015.
60. Isa Sa’idu Kaduna, “Why Donkeys are Beyond the Reach of Northern Farmers”, Daily Trust, Friday, June 15, 2012.
61. I. M. Giginyu, “Old Fashion, Rural Donkeys Play Modern Roles”, Sunday Trust, May 9, 2010.
62. Ibid.
63. Ibid.
64. Ibid.

65. Ibid.
66. Ibid.
67. Y. U. Madugu, "Transportation and the Economy of Kano Metropolis: A Historical Study of Intra-City Commercial Transport Services 1967-2015", Ph.D Thesis, Department of History, A.B.U Zaria, 2015. p. 84.
68. Ibid, p. 94.
69. Aliyu Dandin Mahe, Oral Interview, 52 years, Leader of Dandin Mahe Donkey Brokers, Dandin Mahe Kara Market, 1/8/2015.
70. Muhammadu Mode, Oral Interview, 55 years, Donkey Trader, Sokoto Kara Market, 31/7/2015.
71. Y, U. Madugu, "Transportation and the Economy of Kano Metropolis " Op cit, p. 164.
72. Ibid, p. 89.
73. M.A. Sadiq et al, "Prevalence of Brucella Antibodies in Donkey (*Equus asinus*) in Borno and Yobe States, Nigeria", in Sokoto Journal of Veterinary Services, Vol. 11, No. 1, June, 2013, p. 7.
74. Ibid, p.
75. Alh. Umaru Dankanti, 48 years, Oral Interview, Bodinga Kara Market, on 2nd August, 2015.
- I have observed such system that was and is adopting by the people during my research tours to many towns in Sokoto State and I have also observed it from many people in Sokoto City.
76. Alh. Aminu Runjin sarki, 35 years, Oral Interview, Sokoto Kara market, on 8th January, 2016.
77. Alh. Sani Na Isa, 42 years, Oral Interview , Unguwar Rogo Area, Sokoto, on 6th January, 2016.
78. Alh. Bala Maidoki, 68 years, Oral Interview, Kwanni Area, Sokoto, on 19th April, 2015.
79. Muhamamdu Rabi, 60 years, Oral Interview , Goronyo Kara Market, on 23rd August, 2015.
80. Aliyu Dandin Mahe, Oral Interview, Idem.
81. Idem.