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**ROUTES
IN
RUSSIAN CENTRAL ASIA,
PART III.**

FERGHANA, SEMIRECHIA, SAMARKAND.

GENERAL STAFF, INDIA.

1923.



Catalogue No. C. R.-35.

Case No. 16283 R. S.

**DELHI
GOVERNMENT CENTRAL PRESS
1924**

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FIRST EDITION (1923).

Officers are particularly requested to bring to notice any errors or omissions in this publication, or any further authentic information on the subjects dealt with. Such communications should be addressed, through the usual channels to:—

The Senior General Staff Officer,

M. O.-3,

Army Headquarters,

Simla.

SECTION NO. 1.
MAIN ROUTES.

TABLE OF CONTENTS.

III.—LIST OF ROUTES.

Number of Route.	From	To	Miles.	Stages.
<i>MAIN ROUTES (Shown in blue on Skeleton Map).</i>				
I	Uch Ushak . . .	Nukus . . .	179·8	12
II	Fort Kazalinsk . . .	Khokand . . .	845·7	59
III	Kuldja . . .	Kabul Sai . . .	800·0	51
IV	Aulie Ata . . .	Khokand . . .	301·75	15
IV(i)	Aulie Ata . . .	Khokand . . .	244·25	17
V	Khokand . . .	Garm . . .	?	8
VI	Marghilan . . .	Yasin . . .	?	29
VII	Andijan . . .	Gilgit . . .	578·7	33
VII(i)	Sari Tash . . .	Pamirski Post . . .	150·5	9
VII(ii)	Bordoba . . .	Pamirski Post . . .	109·8	7
VII(iii)	Lupsuk . . .	Imit . . .	105	7
VII(iv)	Bordoba . . .	Pamirski Post . . .	118·2	7
VIII	Marghilan . . .	Chitral . . .	567·5	42
IX	Kashgar . . .	Andijan . . .	266·75	11
X	Pamirski Post . . .	Koi Tezek . . .	86·8	7
XI	Bulun Kul . . .	Rond . . .	?	17
XII	Tokmak . . .	Muzart . . .	341·5	20
XIII	Osh . . .	Tashkurghan . . .	352·5	16
XIV	Kashgar . . .	Chimkent . . .	773·5	26
XV	Tokmak . . .	Kashgar . . .	300·25	21

Number of Route.	From	To	Miles.	Stages.
<i>MINOR ROUTES. (Shown in green on Skeleton Map).</i>				
1	Fort Kazalinsk	Petro-Alexandrovska.	330·8	16
1(i)	Fort Kazalinsk	Petro-Alexandrovska.	400·8	24
2	Fort Kazalinsk	Nukus	378·7	23
3	Petro-Alexandrovska.	Jizak	450·3	30
4	Tashkent	Marghilan	182	12
4(i)	Taliau	Chalil Makhram	47·75	4
4(ii)	Shaidan	Marghilan	121·5	10
5	Khokand.	Osh	128	9
5(i)	Khokand.	Osh	189	13
6	Andijan	Uzkend	56·25	4
6(i)	Andijan	Uzkend	57·5	5
7	Marghilan	Garm	185	12
8	Andijan	Narin	154	10
9	Vyerni	Karakol	210·75	12
10	Tashkent	Brich Mulla	53·9	3
10(i)	Tashkent	Brich Mulla	53·2	2
<i>LATERAL ROUTES. (Shown in red on Skeleton Map).</i>				
II(A)	Khojent	Chust	106·75	8
II(B)	Khokand	Andijan	109·5	9
III(A)	Pishpek	Tokmak	38	2
IV(A)	Namagan	Marghilan	45	4
VII(α)	Gt. Kara Kul Lake	Kila Wamar	163	14
X(A)	Neza Tash Pass	Sarhad	143	9
XIII(A)	Bulun Kul	Kok Sai	105·5	8

ROUTES IN RUSSIAN CENTRAL ASIA.

MAIN ROUTE NO. I.

UCH USHAK TO NUKUS.

179·8 miles.

12 stages.

Authorities.—Kostenko, 1880 ; Russian Route Map 1893.

Epitome.

A road fit for wheeled traffic as far as Petro-Alexandrovska and possibly beyond. It follows the Right bank of the Amu Darya. Water, forage and fuel everywhere.

No. of stage and total distance.	Details.
----------------------------------	----------

1 13·3 m.	ICHKE-YAR ... 13·3 m.
--------------	-----------------------

Camping ground—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. I.—contd.

2 MESHEKLI ... 10 m.

23·3 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 BAZIRIAN-TUGAI ... 14 m.

37·3 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 AK-KAMISH ... 12·6 m.

49·9 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 PETRO-ALEXANDROVSK ... 15·3 m.

64·1 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 SHEIKH-ABAS-WALI ... 20·6 m.

84·7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 BEE-BAZAAR ... 14 m.

98·7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. I.—*concl'd.*

8 KHAYAK-TAU ... 16·6 m.
115·3 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

9 KHOJA-KUL ... 18 m.
133·3 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

10 LAKE MAILI KUL ... 14·6 m.
147·9 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 LAKE CHARSHALI KUL ... 15·3 m.
163·2 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 NUKUS ... 16·6 m. A fortified post. A
179·8 m. considerable trade is
 carried on here with

the nomads.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE NO. II

FORT KAZALINSKI to KHOKAND *via* CHIMKENT, TASHKENT, KHOJENT.

845·7 miles.

59 stages.

Authorities. —Kostenko, 1880; Russian Route Map, 1893; Turkistan Guide, 1903.

Epitome.

This is part of the post road from Orenburg to Tashkent. Telegraph line from Orenburg follows the road throughout. Across the Kizil Kum Desert the road is for the most part only a track marked by mounds of earth. It is, however, fit for the passage of troops, wheeled transport and guns throughout.

No. of stage and total distance.	Details.	
1 12.2 m.	BASKARA	12·2 m. A Russian town of about 3,939 inhabitants. Has a post and tele-

graph station.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

2 26.8 m.	MAILI BASH	... 14·6 m.
--------------	------------	-------------

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. II.—*contd.*

3 AK SWAT ... 16 m.

42.8 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 AK JAR ... 14 m.

56.8 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 ILCHIBAI ... 18.6 m.

75.4 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 KARA TUGAI ... 18 m.

93.4 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 KHOR-KHUT ... 12 m.

105.4 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

8 KARMAKCHI FORT ... 13.2 m.

118.6 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. II.—*contd.*

9 VICTOROF ... 14 m. At Karmakchi For.
 132.6 m. the road leaves the
 river and makes a
 detour to the N. to avoid the swamps.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

10 FEODOROFF ... 12 m.
 144.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

11 VLADIMIROFF ... 17 m.
 161.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

12 ALEXANDROFF ... 17 m.
 178.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

13 SEMENOF ... 12 m.
 190.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—contd.

- 14 PETROVSK ... 14.6 m.
 215.2 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 15 AMAN TASH ... 10.6 m.
 225.8 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 16 DMITROF ... 8 m.
 233.8 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 17 FORT PEROVSK ... 14.6 m. A Ferry at
 248.4 m. Perovsk 1
 mile wide.
- The river here freezes for an average of 87 days in the year.
 Mud walls have been raised to protect the town from floods.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 18 BURUBAI ... 12 m.
 260.4 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—*contd.*

19	BER-KAZAN	... 8.6 m.
<hr/>		
269 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		
20	JARTI KUM	... 12 m.
<hr/>		
281 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		
21	SARI-CHAGANAK	... 13.2 m.
<hr/>		
294.2 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		
22	TAR-TUGAI	... 12 m.
<hr/>		
306.2 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		
23	JULEK FORT	... 14 m.
<hr/>		
320.2 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		
24	MESHEULI	... 15.2 m.
<hr/>		
335.4 m.		
<i>Camping ground.—</i>		
<i>Water.—</i>		
<i>Fuel.—</i>		
<i>Fodder.—</i>		
<i>Supplies.—</i>		

MAIN ROUTE No. II.—*contd.*

25 JALPAK-TAL ... 14 m.
349.4 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

26 TUMEN ARIK ... 18 m.
367.4 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

27 YANI-KURGAN ... 14 m.
381.4 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

28 AK KUM ... 16.6 m. During this stage the
398 m. road leaves the river
and passes through
open country with scattered undergrowth.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

29 TASH-SWAT ... 10.6 m.
408.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—*contd.*

30 SAURAN ... 15·2 m.
 423·8 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

31 KOSH MIZGIL ... 15·2 m.
 439 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

32 TURKISTAN ... 12·6 m. A small town partly
 451·6 m. in ruins; sur-
 rounded by
 gardens. Caravan routes from here lead to Turgai, Akmolinsk,
 Karakaratinsk.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

33 IKAN ... 16 m.
 467·6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

34 NAGAI-KURA ... 14 m.
 481·6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—*contd.*

35 AK MOLLI ... 14 m.
495.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

36 BUGUN ... 16 m.
511.6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

37 ARIS ... 16.6 m.
528.2 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

38 BURU-JAR ... 14 m. Cross the Aris River
542.2 m which is liable to flood.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

39 CHIMKEND ... 11.2 m. A flourishing town
553.4 m. on the Badam a
tributary of the
Aris. It is commanded by a citadel on an almost inaccessible
height. Main post road from Central Siberia joins in here.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—*contd.*

40 AK TASH ... 10 m.

563·4 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

41 BEKLAR-BEK 8·6 m.

572 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

42 SHARAPKHANA ... 14·6 m.

586·6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

43 JERI ... 8 m.

594·6 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

44 AK JAR ... 10·6 m.

605·2 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. II.—*contd.*

45 KHISH-KUPRUK 10 m. At Ak Jar cross the
615.2 m. (KAPLAN-BEG). Keles R. by ferry.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

46 TASHKENT ... 12 m. The capital of Turkis-
627.2 m. tan and the chief town of Syr Darya.

Situated in the valley of the river Chirchik on the canals Boss-Su, Chauhi, Salar. The town is divided into Russian and native quarters. The latter is surrounded by a high mud wall in which there were formerly 12 gates and is divided into 4 sections in each of which different trades are carried on. The Russian quarter is laid out in villas and straight streets very much on the pattern of towns in European Russia.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

47 CHIRCHIK ... 8.7 m. From Tashkent on-
635.9 m. wards a good road fit for wheeled traffic. The Chirchik River is bridged.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

48 KARA-SU ... 9.3 m.
645.2 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. II.—*contd.*

49 PISKENT ... 13·5 m.

658·7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

50 URALSKAYA 12 m.

670·7 m. (UBAL).

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

51 JAN BULAK ... 17·5 m.

688·2 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

52 MURZA RABAT ... 18 m.

706·2 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

53 KHOJENT ... 16·5 m.

722·7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. II.—*concl'd.*

54	KOSTAKOZ	13·2 m.
<hr/> 735·7 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
55	KARACHI-KUM	... 14·5 m.
<hr/> 790·2 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
56	PATAR	... 18·5 m.
<hr/> 808·7 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
57	BISH-ARIK	... 16 m.
<hr/> 824·7 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
58	CHIKI	... 13·7 m.
<hr/> 838·4 m. (CHUCHAI).		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
59	KHOKAND	... 7·3 m.
<hr/> 845·7 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		

MAIN ROUTE NO. III.

KULDJA to KABULSAI.

800 miles.

51 stages.

Authority—Major Jardyne 1911.

Epitome.

There is practically no metalling and in spring and early autumn the road is covered with at least two feet of mud which in summer becomes dust. Water generally is scarce and the difficulty of procuring it increases the further one gets from the hills. The winter is the best time for travelling when the temperature goes down to 30 or 40 degrees F. below zero. Travelling is done by tarantass with ponies harnessed three abreast. The post houses are 10 to 20 miles apart and are often the only accommodation available. The road is suitable for all arms. Horse and bullock carts are in great abundance. Camels are also used for draught. In case of mobilisation the Russians would probably be able to lay their hands on 6,000 to 8,000 wagons between Aulie Ata and Tokmak. From Kuldja a telegraph line (single wire) goes to Vyerni. From Vyerni a single wire runs to Tashkent and Semipalatinsk. From New Suidan a Chinese telegraph line goes to Urumchi.

No. of stage
and total
distance.

Details.

No. of stage and total distance.	Details.
1 30 m.	SUI TING ... 30 m. Kuldja is a straggling unfortified town similar to those of Kashgaria, divided more or less racially into several quarters. Russian quarter N.-W. edge of town about 2 m. N. of the river with several Russian shops and a very good but small bazar. Highest point of the town is occupied by Roman Catholic Mission (Belgian). Country to the North is bare and slightly rising. There is a Russian Post and Telegraph Office. To Sui Ting the road is very bad through fields and hamlets crossing many irrigation channels by very rotten log culverts and the larger ones by muddy fords. Mud or dust according to the weather is phenomenal. At 7 m. pass the end of the

MAIN ROUTE No. III.—*contd.*

Kuldja Oasis, bare steppe, patches of long reeds and grass and scrub. At 10 m. a range of low barren hills is seen 1 m. to the N. The Ili River and occasional ruined villages and patches of cultivation are seen some 5 m. to the S. The road is rough and runs over small spurs, dongas, etc. At 19 m. mountains are seen 10—15 m. N. At 20 m. pass a large fortified village and oasis. At 24 m. Kura, a Chinese military station is seen 3 m. to the S. At 30 m. reach Sui Ting a considerable town with a bazaar and surrounded by cultivation.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

2	KHARGOS ...	33 m.	Road is very rough;
63 m.			general direction N. of W. Country flat and bare. The Ili River becomes invisible; patches of cultivation, several fortified villages and a number of ruined sites are passed. At 13 m. an uninhabited mud fort is passed. At 27 m. reach Chimpanza (village and bazaar). The Chinese garrison lives in a weak mud fort. At 29 m. is a Chinese Customs House and a small village surrounded by grass and scrub. From the Customs House descend into the very rough stony bed of a river flowing S. The water is 20 feet wide and 6 inches deep. At 33 m. Khargos on the Russian frontier. Here there is a customs house on the high river bank. There is a little cultivation, poplar groves and a church.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3	AKENTA ...	15 m.	General direction W.; road better than in Chinese territory but dust or mud very bad. Country, flat steppe. At Akenta there is a post station in the village where a few Russian colonists live.
78 m.			

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. III.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Nil.

8 AINA BULAK ... 14 m. Road and country as
144 m. in previous stage
 A number of Kirgiz
 tombs and auls (tents) are passed. The herds of cattle are
 smaller than E. of Kuldja and there are fewer horses. Aina
 Bulak is a solitary post on the steppe.

Camping ground.—*Water.*—Scarce.*Fuel.*—*Fodder.*—*Supplies.*—Nil.

9 BASHENSKAIA ... 17 m. Road hard, country
161 m. very deserted.
 Bashenskaia is a
 lonely station. There are only 2 or 3 native homesteads.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

10 ALTYN-EMELSKI ... 18 m. General direction
179 m. N.-W. Road
 leads towards
 the rough northern range which is here much lower and curves
 S.-W. Large herds of sheep and goats and numerous nomads
 are passed. At 5 m. the road leads into the range by a small
 ravine which, twisting round corners leads to an easy kotal
 800 feet above the southern plain. The peaks are 500 feet
 above. Here there is goodish grass and a little water. The
 slopes are not difficult and the whole range is not a serious
 military obstacle as it appears to be accessible everywhere.
 Road is roughly made through the range; 18' wide easy gra-
 dient; surface hard gravel. At 8 m. an easy descent to the
 northern plain which drains N.-W. The general direction
 becomes more westerly and the road is good over the plain to
 Altyn-Emelski which is a tiny hamlet with a blacksmith and
 Post and Telegraph Office. It is situated on a small stream
 and one or two Russian settlers cultivate a little steppe.

MAIN ROUTE No. III.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Nil.

11 — KUZAI-KUZSKAIA ... 19 m. General direction
 198 m. of road a little south of west; rolling steppe falling from the southern range into the Balkash Desert. In mid October little grass was visible but stubble and small irrigation channel show that some corn is grown. Along this stage there are many camels, large herds of stock and a few native dwellings, Kuzai-Kuzskãia is a small bleak hamlet in a hollow, on a small stream coming from the low range S.-E.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—Fodder for a few horses always obtainable.*Supplies.*—Nil.

12 — KARASHEKA ... 20 m. Road passes over hard
 218 m. rolling steppe slightly fall-
 ing to the N. Road mostly hard.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

13 — SHINGILDINSKAIA... 23 m. Country smooth-
 241 m. er at first, slightly falling to the N. sandy and rather heavy going in latter half. At Shingildinskaia there are only 2 or 3 Nogai farms.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Nil.

14 — ILINSK ... 16 m. General direction S. of W.;
 257 m. country sandy, road heavy going—desert to the N. At 6 m. the wide depression of the Ili River becomes visible

MAIN ROUTE No. III.—*contd.*

and the track gradually descends from the stony upland to the heavy sand of its flood plain where there is tamarisk and other scrub, reeds and good pasture. Kazak nomad camps are passed. At 10½ m. the going becomes heavy through sand along the river bank. The water in the river is here from 200 to 400 yards wide. The depth of the water which flows at 4 m. p. h. is apparently considerable. The banks are low and in the stream are a number of long sand banks. The breadth of the bed is 400 to 600 yards and the breadth of the flood plain appears to be 2 m. At 13 m. the scrub increases to Poplar woods. Track now descends a sandy bluff 50 to 100 feet high against the base of which the river washes, the road runs through very deep sand and pace cannot exceed a slow walk. At 14 m. Ilinsk is seen on the opposite bank. At 15 m. cross the river by a wooden lattice girder bridge resting on large crib piers of heavy timbers. The bridge is 400' long, 30' broad, 40' above the stream and consists of 11 spans. It is a very solid structure fit for heavy traffic. Up stream some rocks break the current which flows against the rocky hard bluffs of the N. bank. Ilinsk is a hamlet of some 40 homesteads. Its cultivation is on the N. bank upstream. Stubbles were also seen about 2 m. S. on the steppe.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

15	NIKOLAEIVSKAIA ...	16 m.	General direc-
273 m.			tion S.-S.-W.
			Road heavy

sandy desert sloping slightly up from the river whose course lies S.-W. At 5¾ m. it is only 1½ m. from the road. It is confined in a narrow channel with small irrigable areas and then curves N.-W. into low desert uplands. At 5½ m. cross a small swampy stream. Thence rise slightly to level steppe which now begins to improve. At 8 m. grass appears and to the east distant clumps betoken settlements but the road is still heavy and sandy. At 10 m. irrigation channels begin and gradually increase until at 13 m. small salt farms appear merging at last into a new section of the large colony of Nikolaeivskaia. The colonists appear to have very little stock, wagons or implements. After this there is a better section where young poplars and willows are planted. The last ¾ m. is through an old and thriving settlement with good homesteads barns and large stacks of fodder. The Post Station is at the S. end of the settlement.

MAIN ROUTE No. III.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—Plentiful.*Supplies.*—Obtainable.

16 KARA SU ... 15 m. General direction S. Road
288 m. good over flat steppe
cultivation. Post sta-

tion good at old village.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

17 VYERNI ... 16 m. Road at first S. and then a
304 m. little W. towards the
steep range of the Ala Tau which is snow covered to about
10,000 feet. Pine belts appear scanty and the range appears
narrow. At 7 m. the country improves and groves and ham-
lets increase to the S. on the rich foot slopes. At 10 m.
Native and Russian traffic increases. The traffic of peasants
bringing in supplies has caused the road to become very
rough and cut up. The road is now confined between groves,
fields, farmsteads and poplar groves. It is 40 to 60 yards
wide soft and unmade. Streams crossed are now very well
bridged. Passing well to do farms, orchards and gardens the
road enters the broad laid out avenues of the town at 15 m.
The Post station is in the N. and newest part of the town.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

18 KISHKILIU-LIOVOBIJSKI ... 19 m. Direction
323 m. of the road W.
parallel to the Ala Tau whose steep spurs rise some
4 m. to the S. One or two valley mouths are passed
but the streams issuing are not large. The pine belt
is scanty. On the lowest slopes Cornlands, vineyards,
numerous villages and groves are seen. Near the road
are larger vilages and evidence of increasing population.
Native farms and nomad tents on the dryer and lower zone

MAIN ROUTE No. III.—*contd.*

northward; very rich pasture with large second growth hay-stacks on large lowlying areas. There is much local traffic and also a considerable through traffic of camels, telegas and strong two wheeled European carts drawn by one horse. Convoys of 50 to 100 such carts are to be seen. At 3 m. the road is very bad. Up to 2½ m. it follows an embankment above swampy pastures. Up to 5 m. the road is full of deep ruts and crosses numerous irrigation channels and badly bridged mountain streams. At 11 m. the road switchbacks over small ridges. The road is deep in dust and very rough. At 17 m. the ridges end and the road is good over a plain. At 18 m. enter good pasture land and enter the village of Liobovinsk which is about 1 m. long. The Posting Station is at the W. end of the village.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

<u>19</u> 341 m.	KAZANSKI-BOGORODSKI ...	18 m. Road very bad, switchbacks over ridges and furrow foothills of the Ala Tau with descends and ascents of 50 to 80 feet. At 15 m. the cultivation and traffic becomes much less and the road reaches the summit of this foothill system from whence it presently emerges on to the smooth grass veldt sloping very slightly to a stream at 18 m. beyond which is the prosperous village of Bogorodski. It lies under the edge of two long low foothills on one of which is a monument to a Russian General. A road from Bogorodski runs to Kastek which is considered the hill station of Vyerni.
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Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

<u>20</u> 356 m.	SAMSINSKAIA ...	15 m. Road turns N.-W. to avoid ridges thrown out from Southern range which now decidedly increases in height and the pine belt diminishes. Road on the whole is better. There is less cultivation and fewer hamlets.
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MAIN ROUTE No. III.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

21 TARGAPSKAIA ... 13 m. Road is more Wester-
 369 m. ly and on the
 whole is harder

and better, but still rather up and down.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

22 OTARSKAIA ... 23 m. Road similar but sandy
 392 m. in places. Country
 wide, barren sandy
 ridges slowly rising to a small divide from which descend
 at 17 m. to Otarskaia a lonely station consisting of one
 Russian farm and 3 or 4 Sart dwellings in a bare plain 3
 miles N. of the last Ala Tau ridge 3,000 feet above. The
 higher main range is 10 m. further S.-E.

Camping ground.—*Water.*—From wells.*Fuel.*—*Fodder.*—*Supplies.*—Nil.

23 KURDAI ... 25 m. Road N.-W. very good over
 417 m. smooth hard plain gradu-
 ally approaching the foot
 of the above mentioned 3,000 ft. range which gradually dies
 westwards into long low barren ridges. At 20 m. a little
 cultivation is met and a native farm. At 23 m. the road
 gradually ascends to rougher ground at the end of the plain
 and drops to a narrow valley with a small stream flowing
 northwards. Here there is a very small and poverty stricken
 hamlet where there are one or two Russian colonists.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Nil.

MAIN ROUTE No. III.—*contd.*

24 SIULAMINSKI ... 20 m. Road turns S. and ascends a narrow ravine; hills on either side; some grass. At 3 m. is a kotal. Here the road is roughly made above the little stream and is 4 to 8 yds. wide. In some places two carts cannot pass. Across the kotal is a long bleak steppe slightly falling westwards at 15 m. from the ends of the 3,000 ft. range of stage 22 to a hollow ravine. The descent is steep for .6 m. Road very rough but not dangerous. At 18 m. is Siulaminski which is a settlement with several farms and a stream flowing west.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

25 KONSTANTINOVKA ... 16 m. Direction S. S. W. Road good over hard level steppe gradually sinking to marshy levels, reed beds and water with farms and groves to the E. at 12 m. under the higher lands. At 14 m. is a large new settlement built on the nucleus of an older settlement, groves and an irrigation canal. Cross the Chu-Su built of strong timber to the station and native hamlet.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

26 PISHPEK ... 12 m. Road good over hard flood plain until it gradually ascends over improving steppe. Country similar to that near Vyerni but less rich and the hamlets and traffic are less. Pishpek is at the N. foot of the Alexander range. The range is alpine and snowy to the E. but less alpine as it stretches W. At 8 m. the town of Pishpek begins. As far as the town the road is indifferent. The town is comparatively large and is increasing in size. The bazaars are large and in 1911 were well stocked.

MAIN ROUTE No. III.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

27 NOVO-TROPSKAIA ... 15 m. Direction W.
480 m. The exit from Pishpek is

very bad over stony ground; several small hill streams are crossed by very rough crossings. Road very bad throughout being much cut up by local traffic.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

28 VIELO-BODSKAIA ... 11 m. Road very rough
491 m. through many villages; many

irrigation cuts, dongas, small hill streams badly bridged with stony approaches.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

29 KARA-BALTOV ... 13 m. Similar to stage 28.
504 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

30 SHALDOVARA ... 20 m. Same as stage 28.
524 m. Many villages are passed; road

very rough.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MAIN ROUTE No. III.—*contd.*

31 MERKE ... 17 m. Same as stage 28. Road very
541 m. bad; much traffic. Merke is
a large Sart township with a
bazaar and Russian township.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

32 MOONKE ... 11 m. Road still very bad. Vil-
552 m. lages passed are
chiefly Sart.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

33 LOGOBOI ... 12 m. Country gradually gets
564 m. barrener though there
are still Sart farms at
intervals. By the end of the stage the country is ordinary
rolling steppe, falling slightly from the southern mountains
which are merely a long bare ridge. Station at a small
Russian colony.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

34 PODGORNOI ... 16 m. Country still rolling
580 m. steppe slightly bar-
rener. A few Sart
dwellings and a few nomads are passed; local traffic becomes
less.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. III.—*contd.*

- 35 MALDABAI ... 12 m
 592 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 36 AKIRTUI ... 9 m. Road gets better and
 601 m. harder.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 37 AKSULAK ... 11 m. Road good over hard
 612 m. undulating steppe
 falling slightly from
 the last long ridge of the Alexander Mountains to the south.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 38 UCH BULAK ... 11 m. Country as in previous
 623 m. stage; southern range
 now merely a smooth
 grassy ridge; a large number of dongas are passed. Country
 to the N. is flat red desert steppe. Uch Bulak is a large
 station of pucca brick in a bleak situation. From here west-
 wards most of the post houses are well built of solid brick
 with high brick walls round large courtyards capable of
 defence against irregulars.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—Nil.
- 39 AULIE-ATA ... 16 m. Road fair (some dongas)
 639 m. across stony mono-
 tonous steppe which
 presently begins to sink towards wide shallow north and south.

MAIN ROUTE No. III.—*contd.*

valley with Sart hamlets and cultivation and groves to the N.-W. At 13 m. reach the edge of cultivation where there is an irrigation canal 10 feet \times 2 feet. A number of well to do Sart farms are passed. At 15 m. a rocky ridge crosses the road the descent from the rock to a bridge over the Talas River at 16 m. is rough. The bridge is strongly built of iron and wood and is partly suspension. The river constitutes a considerable obstacle, its bed is rocky and the current swift. At 16 m. the town is reached which is watered by a branch of the river. The town is well to do and has a good bazaar.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

40 MAIMAK ... 16 m. Passing through a good
655 m. bazaar the road turns
left; general direction

S.-W. It soon leaves the oasis and goes over rolling grassy country, uncultivated, to a low irregular ridge; hence slightly downwards to Maimak—a solitary station. Country to the west is broken and barren but with one or two hamlets in a valley.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

41 GROJHAKOI ... 13 m. General direction the
668 m. same gradually ap-
proaching a range to

the S. 3,000 feet high. Road good slowly rising to a minor watershed whence descent to a large and very prosperous Russian village at 10 m. which is 1,000 yards long. A good post house at 13 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. III.—*contd.*

- 42 KUL-CHASTAU ... 17 m. Direction more
685 m. westerly; road good,
first over grass
- veldt well watered by several springs, then slowly ascends over smooth rolling swells towards the mountains till station is reached on black minor watershed of the range.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 43 VUSKAIA ... 16 m. Road West over a high
701 m. plateau, many small
dongas, then turns more
- S. and gradually descends towards a long valley beyond which low broken ridges trend N. and N.-W. At 12 m. reach a bare glen containing the headwaters of the Aris River flowing W. At 1² m. are some bleak native farms and some cultivation. The Post House is situated at the end of a long prosperous village.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 44 IVANORSKI ... 11 m. Road west through vil-
712 m. lage and along a
stream, then turns S.
- across steppe to a gap between two rounded ranges 1,500 feet elevation. At 10 m. enter a large well to do Sart village very much of the Kashgar type. At 11 m. enter Ivanorski a prosperous Russian village.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 45 KORNILOVKA ... 10 m. Road similar to pre-
722 m. vious stage.
- Camping ground.*—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. III.—*contd.*

46 ANTONOVSKI ... 13 m. At 4 m. the road
735 m. ascends a cobbled
roadway and at 9
m. descends from a plateau into the open Vielo Boda a large
well to do Sart oasis of old standing.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

47 CAMP ... 10 m.
745 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

48 CHIMKENT ... 13 m. Road easy and flat, some
758 m. cultivation and vil-
lages.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

49 SASON-SAI ... 7 m. Road through well kept
768 m. streets for 6 m. pass-
ing crumbling mud
citadel of which one bastion is used as a saluting battery;
pass through: part of the bazaar crosses a 30 yard tributary
of the Aris flowing in a small shallow glen, good meadows,
large poplar groves, good wooden bridge. At 3 m. a well
graded cobbled road commences. The road then emerges on
barren rolling steppe with undulating ridges falling W. Sta-
tion is at a small native hamlet.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Nil.

50 UZON BULAK ... 15 m. Same rolling barren
780 m. steppe almost desert.
A few Kirgiz tents
are seen.

MAIN ROUTE No. III.—concl'd.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

51 KABUL-SAI ... 20 m. Flatter longer rolls over
800 m. which road is good
except in sandy hol-
lows. At 9 m. is a broad depression in which is the only
water on the stage. At 13 m. the railway is seen stretching
across the veldt ahead. Country becomes more sandy and
desert. Kabul-sai is a small station; one goods shed, one
400 yards siding; one loading platform.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE NO. IV.

AULIE ATA TO KHOKAND.

301·75 miles.

15 stages.

Authorities.—Kostenko, 1880; Elliot, 1891; Turkis-
tan Guide, 1903.

Epitome.

Good road fit for wheeled traffic as far as Bish Tash.
Thence onwards fit for pack transport. Supplies and water
obtainable *en route*. Good camping grounds.

No. of stage and total distance.	Details.
1 76·25 m.	BISH TASH ... 76·25 m. (Details of the stages to Bish Tash not known).

The affluents of the Talas River at Aulie Ata are :—

- (a) Kalba Su along which there is a road across the
Chichkan-Bel and to Bei Bel Passes to Katman-
tapa and Uzan Ahmed respectively.

MAIN ROUTE No. IV.—*contd.*

- (b) Bish Tash along which there is a road to Uzun Ahmed.
- (c) Uyu! Moral along which there is a road to Tabulguta Pass and thence to the Chaktal defile and Uzun Ahmed.
- (d) Kara Su along which there is a road to Namangan through the Kara Tapa Gorge.

In the valley of the Tapas itself is a cart road from Aube Ata.

The road to Bish Tash is good and fit for wheeled traffic.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

2 Mouth of the TIRAK River ... 16 m. The road
92·25 m. crosses the Bish
Tash by a

deep ford and enters a rocky and narrow defile. On leaving the defile it follows a broad valley intersected by some ravines and finally again crossing the river by a ford follows it on the left bank to the camping ground.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 Mouth of the TIRAK ... 8 m. The road bifur-
100·25 m. Bel Pass. cates. One branch runs up the Bish Tash to the pass of the same name on Katman Tapa; the other follows the Tirak Su to the pass of that name. The ascent is steep near the summit of the pass. The descent is very steep.

Camping ground.—Good.

Water.—

Fuel.—

Fodder.—

Supplies.—

4 Junction of KURGHAN SU ... 10·5 m. The road
110·75 m. and UZUN AHMED River. runs through woods, at first in

MAIN ROUTE No. IV.—*contd.*

narrow defile of the river south of the Tirak Su and then down the course of the Uzun Ahmed, after which it rises on the high bank of the river and runs along a sinous narrow cornice to the camping ground.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 Mouth of the AYAK TIK... 14 m. The road runs
124·75 m. River. along the left bank
of the Uzun Ahmed
by dangerous cornices. From the point where the Kara
Kungez falls into the Uzun Ahmed the road soon enters a
broad valley grown over with reeds and bushes.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 KATMAN TAPA ... 18·5 m. The road runs
143·25 m. down the broad valley of
the Uzun Ahmed and
after 8 miles comes out in the valley of the Katman Tapa,
where it crosses the Chitchkan Su by a stony shallow ford.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 NARIN River ... 10 m. Near the camping
153·25 m. ground is a ford
over the Narin
River which is dangerous. The road runs in the valley of the
Kara Su.

Camping ground.—

Water.—

Fuel.—Bushes and wood.

Fodder.—

Supplies.—

MAIN ROUTE No. IV.—*contd.*

8 Junction of the KARAKOL ... 11.25 m. For
164.5 m. and KARA SU Rivers. 5.25 m. the road
runs in a broad

valley but afterwards the valley is suddenly so closed in that the road runs round the almost impassable defile of the river rising to the pass of Euker Bel. The Western descent from the pass is steep and leads to a broad valley. The road is quite level but the soil is marshy.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

9 UCH KURGHAN ... 60 m. No details known.
224.5 m.

10 CHARTAK ... 15.25 m. At 14 m. from Naman-
239.75 m. gan the Syr Darya is
crossed by a ford.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 NAMANGAN ... 8 m.
247.75 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 SHAGAND ... 13.25 m. Two ferry boats at
261 m. Shagand. From
Namangan to
Shagand the road is fit for wheeled traffic.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. IV.—*concl'd.*

13 MAZGIL ... 9·25 m.
 270·25 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

14 BUYAIDI ... 19·5 m.
 289·75 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

15 KHOKAND ... 12 m.
 301·75 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

Alternative Main Route No. IV (i).

AULIE ATA TO KHOKAND.

244·5 m.

17 stages.

Authority — Kostenko, 1880.

Epitome.

Caravan road as far as Namangan thence a wheel road to Khokand.

(NOTE.—All the stages are not identifiable on the map.)

No. of stage
and total
distance.

Details.

1 Boundary of the KAPKA River ... 13·25 m.
 13·25 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

ALTERNATIVE MAIN ROUTE No. IV (i).—*contd.*

2 Commencement of the ... 13.25 m.
26.5 m. KARA BURA Defile.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 TAS MUINAK Boundary ... 12 m. Halt in the
38.5 m. Kara Bura Defile.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 MAYA TASH Boundary ... 10.5 m. Halt in the
49 m. Kara Bura Defile.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 KARA KISPAK ... 11.25 m. Cross the Kara
60.25 m. Bura Pass and
descend the
Kara Kispak Defile.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 CHITKE TEREK Boundary... 13.25 m. On the
73.5 m. Chatkal River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

ALTERNATIVE MAIN ROUTE No. IV (i).—*contd.*

7 ARCHALI MAZAR ... 16.5 m. On the Chatkal
90 m. Boundary. River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

8 TOKAI BASHI Boundary ... 15.25 m. Cross
105.25 m. the Chamash Pass
and halt in the Chanash Defile.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

9 AK TAM ... 17 m.
122.25 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

10 ISKOVAT ... 13.25 m.
135.5 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 YANGI KURGHAN ... 8 m.
143.5 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 NAMANGAN ... 13.25 m.
156.75 m.

Camping ground.—

Water.—

Fuel

ALTERNATIVE MAIN ROUTE No. IV (i).—*contd.**Fodder.*—*Supplies.*—13—17 KHOKAND ... See Route IV.
37·5 m.**MAIN ROUTE NO. V.**
KHOKAND TO GARM.

? miles.

8 stages.

Authority.—Kostenko, 1880.*Epitome.*

A difficult and dangerous road.

No. of stage
and total
distance.

Details.

No. of stage and total distance.	Details.
1 16·5 m.	SARI KURGHAN ... 16·5 m. Road is only just practicable for foot passengers.
2 27·5 m.	KARNAN ... 11 m. Road as in stage 1.
3 44 m.	SOKH ... 16·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

2 KARNAN ... 11 m. Road as in stage 1.

27·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

3 SOKH ... 16·5 m.

44 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MAIN ROUTE No. V.—*contd.*

4 ZARDOL ... 27 m. From Sokh the road goes up
71 m. the gorge of the river of
that name and as far as
the Polial winter quarters is very practicable. Further on
cornices begins. At the mouth of the Dugmar River the road
turns on one side in order to avoid a gorge. The circuitous
road makes for the boundary of Urmazan whence it turns to
the hamlet of Zardol situated at the fall of the Ak Terek into
the Sokh River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 ITEK ... 11 m. From Zardol the road conti-
82 m. nues to go along the Sokh
Gorge by difficult and danger-
ous cornices as far as the boundary of Itek.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 TARAK PASS ... 7 m. The road is quite im-
89 m. practicable for horse-
men. People on foot
can only just get along. The Tarak Pass is especially
difficult. The road lies over glaciers.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 YARKUSHI ... ? m. (Can be reached in one
? day). South of the
Tarak Pass the road
is much better.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

8 GARM ... ? m.

MAIN ROUTE NO. VI.

MARGHILAN TO YASIN *via* DARAUT KURGHAN, SOMA TASH, BAROGIL PASS.

? miles.

29 stages.

Authorities - Kostenko, 1880 ; Lieut. Davison, 1891 ; Dunmore, 1892 ; Curzon, 1894 ; Pamir Boundary Commission, 1895.

Epitome.

To stage 6 the road is good but after that is difficult in places and unsuitable for laden mules. Fuel, water and grass generally obtainable throughout. Distances stages 8 to 24 both inclusive are taken from the map.

No. of stage,
and total
distance.

Details.

<p style="text-align: center;">1</p> <hr style="width: 100%;"/> <p style="text-align: center;">19·9 m.</p>	<p style="text-align: center;">UCH KURGHAN ...19·9 m.</p>	<p style="text-align: center;">Direction S. W.</p> <p>The road has a smooth surface and is almost straight. It is quite fit for a carriage provided some small repairs are made to the bridges and holes are filled up. For the first 5·5 m. it runs through steppe and then through cultivated fields. The following Tajik villages are passed <i>en route</i> ;—Ak Teppe, Tai Gildi, Kadi-Siyon—Avval-Uzbek, Lyogon and Kara Teppe. Water is procurable along the road from canals. At Uch Kurghan all the requirements of a fair sized force can be obtained.</p>
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Camping ground.—

Water.—Excellent from the mountains.

Fuel.—Procurable everywhere.

Fodder.—Grazing good ; small stores of corn and clover.

Supplies.—Procurable.

(NOTE.—See also Minor Route 7 stage 1).

<p style="text-align: center;">2</p> <hr style="width: 100%;"/> <p style="text-align: center;">37 m.</p>	<p style="text-align: center;">KARAUŁ ... 17·7 m.</p>	<p>For the first two miles the road runs past the walls of houses and gardens of a village. Surface of the road is firm and rocky. The road follows the valley of the Isfairan-Sai. At 2·75 m. is the village of Kosh-Terek and at 4 m. on the right of the</p>
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MAIN ROUTE No. VI.—*contd.*

road is the large one of Dangi. Up to 8 m. a carriage or araba can easily use the road, but thence it becomes more difficult and would have to be repaired or widened for wheels. At 14.3 m. is the winter settlement of Auspan.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 LANGAR ... 19.9 m. The valley soon assumes
56.9 m. the appearance of a gorge
and the villages cease.

The road is fit for pack transport and runs from one bank to the other of the river crossing by little wooden bridges of which there are 10 in all as far as Langar. The road is a difficult one carried on cornices. It is advisable to make a day's halt at Langar.

Camping ground.—

Water.—Excellent.

Fuel.—Obtainable.

Fodder.—Obtainable.

Supplies.—Obtainable.

4 KOK SAI ... 12.6 m. After Langar the valley
69 m. becomes a gorge
and both it and the

road bend sharply to the W.

Camping ground.—Good.

Water.—Excellent.

Fuel.—Abundant.

Fodder.—Grass is to be found only in small patches.

Supplies.—

5 DARAUT KURGHAN ... 12 m. The road runs
81 m. S.-E. over
soft ground.

At 6 m. it inclines to the left and begins a sharp ascent to a pass the top of which is a small bow shaped plateau. Descent is at first steep but becomes more gradual. At 6th mile from the pass, the road is difficult and rocky.

Camping ground.—

Water.—Obtainable everywhere.

Fuel.—Obtainable everywhere.

Fodder.—Grass at upper end of valley.

Supplies.—

MAIN ROUTE No. VI.—*contd.*

6 ALTYN MAZAAR ... 27 m. Cross the Altyn
108 m. Pass (12,000 feet).
Descent easy.

Altyn Mazaar is a Kirghiz encampment on the R. bank of the Muk-Su. According to native statement the road along the valley is very difficult and impracticable for laden animals. Elevation of Altyn Mazaar 9,600 feet.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 N. foot of KAINDI PASS ... 10 m. At 2 m. the
118 m. Sukdara and Bilun-
kiik rivers join.

From here the road goes up the Kaindi River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

8 S. foot of the KAINDI ... Road is rough. Cross
PASS. the Kaindi Pass.

Camping ground.—

Water.—

Fuel.—Scarce.

Fodder.—

Supplies.—

9 BILUNKIIK

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

10 KOK JAR ... Direction S. E. Cross Takhta
Kuram Pass. Ascent
of decent difficult. very rough. First part

MAIN ROUTE No. VI.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

- 11 TULKUGOR ... S.-E. over a stretch of gravel and afterwards down the R. bank of the river.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

- 12 KARA BULAK ... Direction S. Pass a lake and ascend to the Kara Bulak Pass. Thence the road is one mass of rock down to the Murghabi, 4,000 feet below the pass.

Camping ground.—*Water.*—Abundant.*Fuel.*—Abundant.*Fodder.*—*Supplies.*—

- 13 SURKUMUSH ... Down the R. bank of the Ak. Su for a few miles and cross by a difficult ford to L. bank (5 ponies of Lieutenant Davidson's party were carried away).

Camping ground.—*Water.*—Abundant.*Fuel.*—Abundant.*Fodder.*—*Supplies.*—

- 14 SABEZ ... Road very rough, ascends to the Boz-Taki Pass. In the winter the road is by the river which freezes. At 5 m. from Sarez the river is crossed.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MAIN ROUTE No. VI.—*contd.*

15 MARZENAI PASS ... Road very rough.

Camping ground.—

Water.—Plentiful.

Fuel.—Scarce.

Fodder.—

Supplies.—

16 SOMA TASH ... Steep ascent to the Marzenai Pass. Thence S.-W. to the Bugrumal Pass and turn S towards Yeshil.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

17 Mouth of the KHARGOSH River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

18 KHARGOSH.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

19 YOLMAZAAR ... 11 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

20 YUMKHANA ... 11 m.

Camping ground.—

Water.—

MAIN ROUTE No. VI.—*contd.*

Fuel.—
Fodder.—
Supplies.—

21 LANGARKISHT ... 18 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

22 BABATANGI

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

23 RACHU

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

24 SARHAD

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

25 ZARTIGHAR ... 6 m. At 1 m. the Wakhan
 Darya is left. This
 is a broad shallow
 river. The village of Pirkhar is passed at 3.25 m. The road
 goes up the Ab-i-Baroghil valley.

Camping ground.—
Water.—
Fuel.—Must be brought from a little distance.
Fodder.—
Supplies.—Obtainable in limited quantities from Sarhad.

MAIN ROUTE NO. VI.—*contd.*

26 **KACHIL CAMP** ... 12.5 m. The road ascends from the Baroghil Valley to the Sarkin Kotal which is reached at 3.5 m. At 5.5 m. Shawitakh Ailak is passed. The road goes up the valley to Showar Shur. From here up stream the road leads eventually to Mastuj Chitral and thence into the Jelalabad Valley *viâ* Asmar. A road goes down stream along the R. bank to Sokhta Rabat at the foot of the southern slopes of the Khora Bohrt. At 10.25 m. the Yarkhun river is forded—passable all the year round. From the Yarkhun Valley the road goes up the left bank of the Kachil nullah to Kachil Camp.

Camping ground.—Good.

Water.—Good and plentiful.

Fuel.—Brushwood.

Fodder.—Grazing good in July.

Supplies.—

27	RAWAT ... 12.25 m. <i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
28	HANDUR ... 15.5 m. <i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
29	YASIN ... 12 m. <i>Vide</i> Routes in Chitral, Gilgit and Kohistan.

MAIN ROUTE NO. VII.

ANDIJAN to GILGIT.

578.7 miles.

33 stages.

Authorities.—Ivanoff, Yarkand Mission, 1874; Khushwant Khan, 1890; Littledale, 1890; Stewart, 1891; Pamir Boundary Commission, 1895; Turkistan Calendar, 1904; Geir, 1908; Shuttleworth, 1910.

Epitome.

As far as Pamirski Post the road can be traversed in 5-8 days in summer and is fit for all arms and mountain artillery. On the road to Pamirski Post the Taldik Pass is closed by the middle of December and the Alai Range has to be crossed by a difficult sheep track a little to the east of the pass. The Alai itself is covered with snow, in some

MAIN ROUTE No. VII.—*contd.*

places to a depth of 7 feet. The Kizil Art and Ak Baital Passes are also closed. The latter is quite impassable after the middle of January and postal communication is carried by another road across the Kizil Jik Pass to Rang Kul, which is 27 miles longer. The Ak Baital is not open again until the end of April. To reach Pamirski Post in winter from Osh takes from 20-25 days.

No. of stage and total distance.	Details.
1	OSH ... 31 m. <i>Vide</i> Route IX.
31 m.	
2	LANGAR ... 20 m. There are no good positions between Osh and Langar but the open country in the last 7 miles from Langar admits of the free manœuvring of large bodies of troops. The gradients from Osh to Langar are easy but the road must be heavy in wet weather. From Osh the road runs across sandy downs and comes to a stream. After this the road runs in the bed of the stream which is about 60 yards wide. There are no bridges between Osh and Langar and a few shallow streams have to be forded. Langar is 5,880 feet and Osh 4,030 feet above sea level.
51 m.	
	<p><i>Camping ground.</i>— <i>Water.</i>—Abundant and good. <i>Fuel.</i>—Scarce. <i>Fodder.</i>— <i>Supplies.</i>—</p>
3	GULCHA ... 30 m. There is no cultivation on the Langar-Gulcha Road. From Langar to Gulcha there is a single telegraph line. There are about 5 bridges to be crossed which would have to be strengthened for Field Artillery. Gulcha is 4,850 feet above sea level.
81 m.	
	<p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>— <i>Fodder.</i>— <i>Supplies.</i>—</p>
	(NOTE.— <i>See</i> also Route XIII).
4	SUFI-KURGHAN ... 26 m. Between Gulcha and Sufi Kurghan the hills enclosing the road vary from 400 to 1,500 feet. There is no cultivation and

MAIN ROUTE No. VII.—*contd.*

only a very few scattered inhabitants. The soil is either rocky, stony or gravelly. The steepest gradients do not exceed 100 yards in length while their slope is about 1 in 12. The first bridge is between the 3rd and 4th verst posts and crosses a nullah. Between the 6th and 7th verst posts is a rickety old wooden bridge across the stream on the old caravan road. The second bridge is met with between 7th and 8th verst posts and crosses a nullah. The third bridge is at the 11th verst post. The fourth between the 11th and 12th posts and the fifth between the 18th and 19th. There are four more bridges before Sufi Kurghan is reached.

Camping ground.—

Water.—Abundant and good.

Fuel.—Scarce.

Fodder.—

Supplies.—Practically *Nil*. Occasionally sheep are procurable.

5 Fort KIZIL JAR ... 14.7 m.

121.7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 KOIJOL DAVAN PASS ... 10.5 m. At Kizil Jar

132.2 m.

the road forks; one branch leads to the Archat Pass, the distance to which is 7 miles; the other turns W. and goes *via* Forts Ucha Tapa and Bosaga to two passes which lie 1.3 m. distance from each other. The more eastern of these is the Koijol Davan; the other is the Taldik.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 Valley of ALAI ... 9 m. Cross the low Katin Pass

141.2 m.

at 5 m. Further on a track leads down to the

Alai Valley.

Camping ground.—

Water.—Abundant.

Fuel.—

Fodder.—Good grazing.

Supplies.—

MAIN ROUTE No. VII.—*contd.*

8 KIZIL ART DEFILE ... 11·3 m.
 152·5 m.

Camping ground.—
Water.—Abundant.
Fuel.—
Fodder.—Good grazing.
Supplies.—

9 KIZIL ART PASS ... 16·5 m. The road becomes
 169 m. stony and good forage
 becomes unobtainable.

The road is practicable for pack animals.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

10 KICHKINE-KIZIL ART PASS ... 20 m.
 189 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

11 Camp near lake ... 8 m. Beyond the Kichkine-
 197 m. Kizil Art Pass the road
 offers no obstacles ex-
 cept lack of forage and fuel.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

12 LITTLE CHON SU DEFILE .. 19·2 m. The road
 216·2 m. follows
 the E.
 shore of the lake and after passing the lake goes due S. up
 a sandy waterless valley to Oksali Mazar.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

MAIN ROUTE No. VII.—*contd.*

13 TUYUK PASS ... 19.5 m. The road has been made fit for wheeled traffic. At 6 m. reach the confluence of the Chon Su and Uzel Su where there is a branch road hence over the Uzel Pass to Rang Kul. The Tuyuk Pass is open from June to December.

235.7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

14 Camp ... 13.3 m. The descent from the Tuyuk Pass is very steep but the road, which follows the Ak Su is not difficult.

249 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

15 Camp ... 16.5 m. Road is even and gravelly. Grass increases.

265.5 m.

Camping ground.—

Water.—

Fuel.—Scanty.

Fodder.—

Supplies.—

16 PAMIRSKI POST ... 10.2 m.

275.7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

17 to 20 AK TASH ... 70 m. The road follows the Ak Su up to the village of Ak Tash.

345.7 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. VII.—*contd.*

- 21 ANDEMIN ... 25 m.
 415.7 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 22 CHILAB ... 12 m.
 427.7 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 23 BOZAI GUMBAZ ... 12 m. Road easy and prac-
 439.7 m. ticable for laden
 animals up to the
 Bohrt Pass. From here a route goes by the Wakhujrui Pass
 to the Taghdumbash Pamir.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 24 BAIKRA ... 12 m. A very easy road throughout
 451.7 m. over open grassy downs.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 25 LUPSUK ... 10 m. The road runs along the bed
 461.7 m. of a nullah through open
 country and grazing
 grounds to Kuldarshid at 4 m. The Irshad Pass Route to
 Hunza takes off at Lupsuk.
Camping ground.—
Water.—
Fuel.—Scarce.
Fodder.—
Supplies.—Nil.
- 26 CHILINGI ... 16 m. *Vide* Routes in Chitral,
 477.7 m. Gilgit and Kohistan.

MAIN ROUTE No. VII.—*concl'd.**Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

27	BOHRT ... 16 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>495.1 m.</u>		
28	IMIT ... 12.5 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>506.2 m.</u>		
29	CHATORKAND ... 14.5 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>520.7 m.</u>		
30	Junction of ASH KUMAN ... 13 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>533.7 m.</u>	and YASIN Rivers.	
31	BUBUR ... 7.5 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>541.2 m.</u>		
32	CHER ... 14 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>555.2 m.</u>		
33	GILGIT ... 23.5 m.	<i>Vide</i> Routes in Chitral, Gilgit and Kohistan.
<u>578.7 m.</u>		

Alternative Main Route No. VII (i).**VALLEY OF THE ALAI TO PAMIRSKI POST
(SARI TASH).***150.5 miles.**9 stages.**Epitome.*

A good road about 9 feet wide; fit for all arms; gradients never exceed 1 in 10.

No. of stage and total distance.	Details.
1 <u>14.6 m.</u>	BORDOBA ... 14.6 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

ALTERNATIVE MAIN ROUTE No. VII (i).—contd.

2	River MARKAN SU	... 19.3 m.
<hr/>		
34.9 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	
3	KARA KUL LAKE	... 18.6 m.
<hr/>		
53.5 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	
4	S. Shore of KARA KUL LAKE	... 10.6 m.
<hr/>		
64.1 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	
5	SUOK CHUBIR	... 17.3 m.
<hr/>		
81.4 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	
6	DUNG SHIVER	... 12.6 m.
<hr/>		
94 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	
7	Rest House No. 1	... 21.3 m.
<hr/>		
115.3 m.		
	<i>Camping ground.</i> —	
	<i>Water.</i> —	
	<i>Fuel.</i> —	
	<i>Fodder.</i> —	
	<i>Supplies.</i> —	

ALTERNATIVE MAIN ROUTE No. VII (i).—*contd.*

8 SARI MULLA ... 18.6 m.

133.9 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

9 PAMIRSKI POST ... 16.6 m.

150.5 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—**Alternative Main Route No. VII (ii).****BORDOBA TO PAMIRSKI POST.***109.8 miles.**7 stages.*

No. of stage and total distance.	Details.
1	KOK SAI ... 18 m.
<u>18 m.</u>	
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2	KARA KUL ... 16.6 m.
<u>34.6 m.</u>	
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
4	MUS KOL ... 18 m.
<u>52.6 m.</u>	

ALTERNATIVE MAIN ROUTE No. VII (ii).—*concl'd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 Rest House No. 1 ... 15.3 m.

79.9 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 CHICHEKETLI ... 16.6 m.

96.5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 PAMIRSKI POST ... 13.3 m.

109.8 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—**Alternative Main Route No. VII (iii).****LUPSUK TO IMIT *via* DARKOT AND ALANG PASSES.**

105 miles.

7 stages.

Epitome.

Both the Darkot and Alang Passes are easy and practicable for animals.

No. of stage and total distance.	Details.
1 17 m.	Foot of glacier ... 17 m. Cross the Karambar Nullah near Suktara-bad. At ? m. reach the Chatibu Glacier which is very difficult for laden animals.

ALTERNATIVE MAIN ROUTE No. VII (iii).—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

2 ZJOE SAR LAKE ... 14 m. Along the R. bank
of the river to 4th
31 m. m. Cross to L. bank

and ascend for 7 m. to Zjoe Sar the watershed between the
Yarkhun and Karambar Rivers.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

3 SOWARSHEEN ... 12 m. At 12 m. ford the
43 m. Yarkun River.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Nil.

4 DARKOT ... 14 m. From the L. bank of the
57 m. Yarkun River bear S. W.
up an east ascent over

a glacier and cross the Darkot Pass.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 ALANG ... 16 m. Passable for animals; generally
73 m. easy though there are a
few steep places.

Camping ground.—*Water.*—*Fuel.*—Scarce.*Fodder.*—*Supplies.*—Nil.

6 ASHKUMAN ... 16 m. Except for the first few
99 m. miles the road has an
easy descent throughout.

Camping ground.—*Water.*—

ALTERNATIVE MAIN ROUTE No. VII (iii).—concl'd.

Fuel.—

Fodder.—

Supplies.—A little available.

7 IMIT ... 6 m. Cross the river by a wooden bridge
105 m. immediately opposite the village
of Ashkuman and again at the
junction of Kara Mbar and Ashkuman Rivers.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

Alternative Main Route No. VII (iv).

BORDOBA TO PAMIRSKI POST.

118.2 miles.

7 stages.

Authority.—Second Captain Zaemkin, 4th Turkistan
Rifles.

Epitome.

Fit for wheeled traffic except ascent to Kizil Art Pass. Troops using this route can obtain supplies from Rang Kul District to the extent of 2,000 sheep, 250 camels, 2,000 yaks. The Kirgiz can supply brushwood and illuminating oil. About 30 yurts (tents) are to be found at each stage. No grass hay or flour obtainable. At each camping ground there is grazing and water.

Along the route there is water only in the small streams running down from the hills. The only fuel is "Tereskian" of which an unlimited supply is available.

No. of stage
and total
distance.

Details.

No. of stage and total distance.	Details.
1 17.2 m.	MARKAN SU ... 17.2 m. Bordoba is situated on the Kizil Art stream which runs into the Kizil Su. There is a labourers' barrack and a customs post-room for one company and 30 horses. Road is 5 to 6 feet wide. Country off the road is passable for infantry and

ALTERNATIVE MAIN ROUTE No. VII (iv).—*contd.*

cavalry. The track crosses many small streams but the crossings are easy and the streams always fordable. At 1.2 m. there is a defensive position for 1 Bn. Infantry and 1 Btty. Artillery on the high ridge of the Kizil Art Valley facing N. At 5.3 m. the track drops into the bed of the Kizil Art stream and crosses many small streams. At 6.6 m. the direction changes to S. E. and ascends to the Kizil Art up the valley of that name. The road ascends gently for 6.6 m. but is cut up by streams which have nearly washed it away. Hence it is passable for pack only. 100 labourers would be required for 3 weeks to repair this road. Picks and shovels would be required. This section is cut up in many places by the river which is 5 feet wide, 2 feet deep and flows at the rate of 6 feet per second. The largest side stream is the Kizil Agin 3 feet wide and 8 inches deep. The remainder are dry except when the snow melts. Between the Pass and the Kara Jilga River the track descends in zigzags and is again passable for wheels. The pass itself is easy going. There is a position for 1 Bn. Infantry and 2 sections Artillery on the summit facing N. W. The streams crossed on this side of the pass are no obstacle at any time. The easy descent is 4 m. in length to Markan Su where there is a bivouac on the river which is never dry. The Pamir Reliefs used to halt here.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

2 KARA KUL ... 14.6 m. The track follows the Kok Sai through barren downs; the soil is lime. Cavalry and infantry can move off the road with ease. At 5.3 m. cross the Koksai river through a bouldery bed 250 yards wide; deepest channel is 8" running 3' per sec. Very gentle ascent in zigzags to Oi Bulak Bel less than 200' climb. Kara Kul and post buildings now in sight. Several unimportant water-courses crossed. Descend 1 m. into Kara Kul Pamir quite flat and open. At 13.3 m. is a defensive position facing E. for 4 Bns., and 1 Btty. At Kara Kul is a store barrack and site for a large bivouac.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

ALTERNATIVE MAIN ROUTE No. VII (iv).—*contd.*

3 KHWAJA KELDI ... 10.6 m. Follow the E. bank of the river through flat open barren country. Cavalry and infantry can move away from the road which is sandy but not difficult. Very gentle descent. At 2.6 m. cross Kara Art or Kizil Chaour stream in a shallow valley 10' wide; 1' 6" deep; sandy bottom. Here there is a good position facing S. for 4 Bns. and 1 Btty. The building at Khwaja Keldi is on the bank of the lake and is of the Kirghiz type intended for cattle.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 MUZ KUL ... 18.6 m. Through flat deserted country passable for infantry and cavalry. At 4 m. cross Kara Jilga river 10' wide 8" deep. From Ak Sal Mazar steep short ascent passable for carts. Descent in zigzags. On reaching Muz Kul Valley cross river and follow the bank. Stream is 12" deep, stony bed. At 17.2 m. is a position for 4 Bns. and 1 Btty. facing N. At Muz Kul is a barrack similar to that at Kara Kul; also site for bivouac. Very cold winds blow here and snow often lies for the whole year.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 AK BAITAL ... 86.6 m. Follow Muz Kul River, valley about 6 miles wide, country passable for cavalry and infantry. River has several channels—all small. Largest is 10" deep; bed stony. At 1 m. is a position for 4 Bns. and 1 Btty. facing N. At 6.6 m. road crosses the river and ascent begins to Ak Baital Pass. The path follows the very narrow valley of a tributary of the Muz Kul. It ascends in zigzags of about 60' to 80'. Summit of pass is 15,070 but ascent is only 1,000. After 2 m. of climb descent by zigzags commences. Carts need brakes. On summit is a position facing S. E. for 4 Bns. and 1 Btty. 10 m. after the pass is Karnai Tartui. Here one reaches the Ak Baital

ALTERNATIVE MAIN ROUTE No. VII (iv).—*concl'd.*

valley—follow the R. Bank. Then cross and follow the R. bank. Several channels in the river the largest of which is 4' wide and 6" deep. Ascend to a high terrace to Robat Ak Baital. Barrack and bivouac site as at other stages.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 SARI MULLAH ... 10.6 m. Follow the right bank of the river.
 98.2 m. The valley is here

1.3 m. wide; country passable for cavalry and infantry. At 3.3 m. cross river Bel Auti a tributary of the Ak Baital stream 10" deep 7' wide. On R. bank is a position facing S. E. for 4 Bns. and 1 Btty. From here the road is level and crosses Mukur Yarga Chektui and Yarga Chektui. Both are 3' broad 8" deep and sluggish.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 PAMIRSKI POST ... 20 m. Track follows Ak Baital Valley 1.3 m. wide. At 4.6

m. cross the Chechektui River. Follow R. bank of main river, cross side water courses and descend into Shart Valley. From here one road branches to Shart Pass *via* Chetakoi Valley to Murgab Valley, Shart Valley Pass is 3 m. wide stony and holds water only when the snow melts. Thence road goes up R. bank of Ak Baitala grassy valley leads to Pamirski Post. The barrack here will hold 2 companies and 50 horses. The whole post is walled and has a well inside.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAINROUTE NO. VIII.

MARGHILAN TO CHITRAL *via* THE KARA KAZIK, KILA KUM AND DORA PASSES.

567.5 miles

42 stages.

Authorities.—Kostenko, 1876; Kosyakoff, 1882; Yarkand Mission, 1873; Neyelias, 1885; Major Gowan, 1886; Turkistan Gazette, 1896; Chitral Diary, 1899; Lipski 1899.

Epitome.

The road is tolerably good as far as Garm bad in parts and difficult from thence to Bar Panjah, improves from the latter place to Ishkashim and tolerably good onwards to Chitral. Fit for pack transport. Water, fuel and grass generally obtainable but supplies at certain stages only.

No. of stage and total distance.	Details.
1 17.2 m.	WADIL ... 17.2 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2 32.5 m.	SHAH-I-MARDAN ... 15.3 m. From Marghilan to Shah-i-Mardan the road is fit for wheels. Shah-i-Mardan is at the junction of several ravines and is a much frequented resort of Khokand pilgrims. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> —Obtainable. <i>Fodder.</i> —Obtainable. <i>Supplies.</i> —
3 62.5 m.	KARA-KAZIK-PASS ... 30 m. Road goes up the Shah-i-Mardan River by a rather difficult ascent. Cavalry crossed the pass in 1876. The ridge is barely 28" wide at the pass.

MAIN ROUTE NO. VIII.—*contd.**Camping ground.*—*Water.*—*Fuel.*—Obtainable.*Fodder.*—Obtainable.*Supplies.*—

4 Foot of KARA-KAZIK PASS ... 8 m. Road here
 descends to
 the Valley.
 70·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 KOK-SU Valley ... 20 m. Road goes down Left
 Bank of the Kok-Su.
 90·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 Great KARA MUKH ... 12·8 m. Road leaves
 Kok-Su valley
 and crosses the
 103·3 m.

Garundi Pass.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 Little KARA MUKH ... 15 m.
 118·3 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 JILGAN ... 17·2 m. Ascend the Kichik-Kara
 Mukh Su and enter
 Karategin. There are
 135·5 m.
 two roads; one by the bank of the river over a succession of
 bad cornices (only used in winter); the other descends direct
 from the Kashka-Shiriak Pass. The descent is steep. Just
 before reaching Jilgan the river is crossed by a rather unsafe
 bridge.

MAIN ROUTE No. VIII.—contd.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

9 ZANKU ... 28·5 m. Road is fairly good.

164 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

10 PILDAN ... 10 m. The road at first is bad going over cornices. For the last 2 miles the going

174 m.

is over even ground.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

11 KHOIT ... 11 m. The road is good up to Sariun. Thence over cornices by a difficult road rising some

185 m.

500 feet above the Surkh Ab. At 10 m. the road goes by the Ab-i-Khabud. Down this stream the Yarkhich Pass road comes.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

12 NAMAKI-BOLO ... 16·5 m. Ford the Ab-i-Khabud and pass through a thickly inhabited valley. By a tolerably easy ascent reach the Turpa Pass, descending sharply to the valley of Namaki-Bolo.

201·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

13 GARM ... 18·2 m. The last 6 miles of this stage is over level ground.

219·7 m.

Camping ground.—*Water.*—*Fuel.*—

MAIN ROUTE NO. VIII.—*contd.**Fodder.*—*Supplies.*—

14 KAMCHARAK ... 10·5 m. Down the R. bank
 of the river cross-
 ing to the left by
 a bridge at Sar-i-Pul Fort. Here the road divides into two
 branches, re-uniting at the foot of Chahil Dara. One branch
 goes by the Kamcharak Pass. This is the most direct route.

237·2 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

15 CHAHIL DARA ... 9·3 m. From the pass the
 road runs along the
 Shak Ab at the
 mouth of which is situated Chahil Dara. The road over the
 Kamchirak is not practicable in winter. The second road
 leads from Sar-i-Pul down the L. bank of the river passing
 through a narrow defile which may be avoided by the small
 Yafich Pass. The road by the latter is 39·7 m.

239·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

16 TAVIL DARA ... 16 m. Practicable for pack
 animals. A bridge
 has been built over
 the Khulias River at the village of Pashal in Darwaz. The
 road goes by the R. bank of the Khulias through a cultivated
 valley passing hamlets of Yorgan, Jira, Dashta Kosan, Kham
 Dara, Ribodnal, Girdan. Opposite the fort of Tavil Dara
 is a bridge. The fort covers an area of 210 feet by 175 feet
 and is built of stone and wood.

255·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

17 SAGHIR DASHT ... 10·5 m. Leave the Khulias
 Valley and reach
 the village of
 Saghir Dasht. The valley of Saghir Dasht in its lower part
 changes into a narrow defile passable with difficulty. It is
 only used when the winter snows render the direct route from

266 m.

MAIN ROUTE No. VIII.—*contd.*

Tavil Dara to the Zakh Bursi Pass impracticable. The distance by the direct road is about 10.5 m. and by the winter one 16 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

18 KHOP ... 16 m. Cross the Darwaz Range by the
282 m. Khobu Rabat Pass. The pass
is lower than the Zakh Bursi
but more stony and steeper. On its southern side are situated on the banks of the Khum the two villages of Khop, Rabat.

Camping ground.—

Water—

Fuel.—

Fodder.—

Supplies.—

19 KILA KHUM ... 16 m. Road is stony and very
298 m. difficult running along the
Khum Defile by narrow
cornices constructed on the R. and L. banks of the river and
crossed frequently by bridges. There are 15 bridges in this
stage. Kila Khum is on the R. bank of the Ab-i-Danj which
is crossed by boats in autumn and winter and on inflated
skins.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

20 JORF (JARUF) ... 9 m. The road follows the
307 m. R. bank of the Ab-i-
Panjah and is stony
and difficult. Villages of Madrasa, Kila Nisai, Zingaru,
Rizwai, Keoran are passed.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

21 KORGAWAD ... 12 m. Road stony and difficult.
319 m. The village of Vishkar
is passed.

MAIN ROUTE NO. VIII.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

22 WAKHUD ... 15.5 m. Road is difficult and over
334.5 m. rocks. The villages of
Ghuch, Wand, Rawand,

Pashgar, Binigah are passed. Wakhia stream is crossed by
a bridge near Korgawad.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

23 YAZ GHULAM ... 15 m. Pass Fort Kalaban.
349.5 m. At Yaz Ghulam
are 80 houses and

a fort. Road difficult.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

24 KILA WAMAR ... 15 m. Fort Wamar is situated
364.5 m. 1.5 m. below the
junction of the

Murghab and Ab-i-Panj.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

25 SACHARV ... 22 m. At 6 m. pass the Darband
386.5 m. Tower built on a rock—
the boundary between
Shignan and Roshan. Hence the valley is very narrow.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

26 BAR PANJAH ... 9 m. At 4.5 m. reach Yumj
395.5 m. village. Road good.
Ford the river at 6
m. at Dishar or cross by a ferr at Bar Janjah a village of

MAIN ROUTE No. VIII.—*contd.*

29 houses on R. bank. Close to Bar Panjah is a stone fort on the edge of the river.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Plentiful.

27 DARMARAKHT ... 20 m. The road is good. Deh-i-Kurghan is passed at 2 m. and

415.5 m.

Vear at 5.5 m. The latter is a scattered village of about 40 houses. Camp on left bank. Darmarakht is on the opposite bank from whence supplies are procurable by means of a wooden bridge. A road is said to go from here over the hills to Tusian a village on the left bank of the Shakh Dara.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

28 NAWABAD ... 11.5 m. Road is bad and stony.

427 m.

Pass through a tunnel called Kuguz Parip, the Gharan-Shugan boundary. At 8.5 m. is the ruined village of Shekh Beg. Nawabad is a deserted village.

Camping ground.—

Water.—

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—Nil.

29 BARSHAR ... 14 m. Road is bad. Zich is passed at 9 m. At 12 m. ford

441 m.

the river near deserted village of Kazideh. Barshar is a small village belonging to the Gharan district, situated on R. bank of the river.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Plentiful.

30 YAGHDURA ... 9 m. River forded three times above the village of Sari Shakh. Left bank

450 m.

is avoided being dangerous for horses.

Camping ground.—

Water.—

MAIN ROUTE NO. VIII.—*concl'd.**Fuel.*—*Fodder.*—*Supplies.*—Plentiful.

31 ISHKASHIM ... 11 m. Road good and through
cultivation.
461 m.

Camping ground.—On W. bank of river.*Water.*—Plentiful.*Fuel.*—Scarce.*Fodder.*—

Supplies.—Wheat and barley plentiful; probably sufficient
for 1 Bn. for 2 or 3 days.

32—42 CHITRAL ... *Vide* Routes in Afghanistan N. E.
Route No. 1 and 1A. and Routes
115.5 m. in Chitral, Gilgit and Kohistan
Route No. 1.

MAIN ROUTE NO. IX.

KASHGAR to ANDIJAN.

266.75 miles.

11 stages.

Authority.—Captain Shuttleworth, 1910.

No. of stage and total distance.	Details	
1 <u>27 m.</u>	MING YOL ... 27 m.	<i>Vide</i> Routes in Hsin Kiang.
2 <u>48 m.</u>	KHAN JUGAN ... 21 m.	<i>Vide</i> Routes in Hsin Kiang.
3 <u>76 m.</u>	KUSH-AK-OUI ... 28 m.	<i>Vide</i> Routes in Hsin Kiang.
4 <u>106.5 m.</u>	ULUG-CHAT ... 29.5 m.	<i>Vide</i> Route in Hsin Kiang.
5 <u>126.5 m.</u>	IRKISHTAM ... 21 m.	Leaving Ulug Chat the path runs practically due W. over a small spur and drops into the valley of the Kizil Su keeping on its R. bank. The broad flat bed of the Kizil Su is dotted with

MAIN ROUTE No. IX.—*contd.*

clumps of tamarisk and thorn. Four miles from Ulug Chat the stream is forded by an easy ford and on the left bank near the ford is the small Khirghiz settlement of Ming Tur. The path follows up the left bank of the Kizil Su and 2 m. from the ford it runs over a sharp spur with a very sharp ascent and a steeper descent. From this spur the path drops into the valley of the Kara Terek stream. The junction of this stream with the Kizil Su is 300 yards to the S. On the opposite or R. bank of the Kizil Su is a little spur on which are the ruins of an old stone fort named Sakal Kurgan. This locality is also known as Nogra. Near the junction of the two streams there are two paths which lead to Irkishtam one *viá* Yeghin and the other up the Kizil Su Valley. The former is the longer of the two but has to be used during the summer months when the Kizil Su is in flood. By the latter the path crosses and re-crosses the Kizil Su by many deepish fords and several Khirghiz settlement are passed. The valley is very narrow in some places and the sides of it are wooded. Tamarisk and thorn clumps are frequent in the bed of the stream. The valley widens 7 miles from Nogra and the path then turns along the R. bank of the Kizil Su over high and undulating grass covered ground. The Ulug-Chat-Yeghin-Irkishtam path can be seen on high ground over the left bank of the Kizil Su 3 m. to the N. Irkishtam is suddenly reached; a small ridge is ascended and Irkishtam lies below on the L. bank of a small stream which flows into the Kizil Su at right angles. The path is very steep down this ridge. A small notice board along side the path marks the boundary between Russian and Chinese territory. The Customs House and Customs Officials house are on low ground alongside the R. bank of the little stream. Immediately below the fort there is a small bazaar along the L. bank of the stream and a small stone bridge over the stream. The fort which is situated above the L. bank of the stream is rectangular and the Officer's quarters, barracks and telegraph office are inside. The fort is of stone and is plastered and painted white. The roofs of the houses are deep red and it looks at a little distance like an English Coast Guard station. The outside walls are 9' high. The fort has no military significance and would be untenable against modern artillery. The telegraph line from Andijan, Gulcha and the Taldik Pass comes in from the W. Irkishtam is the terminus of the line.

Camping ground.—

Water.—Good and plentiful.

Fuel.—Plentiful 2 m. S. W. from the pine forests.

Fodder.—Good grazing.

Supplies.—Nil.

MAIN ROUTE No. IX.—*contd.*

6 KATA KUNUSH ... 18 m. Leaving Irkishtam
 the path immediately crosses
 144.5 m.

the Kizil Su by a rather deep ford 300 yards N. of the fort. The Kizil Su is a serious obstacle here in the hot weather when it is in spate. Crossing the river the path runs N. by N. W. along a broad ravine which winds considerably. At 4 m. the first of the Ekezeh Passes is reached. The ascent is steep but pack animals would not experience much difficulty. The descent is very steep. After the pass is crossed the Ekezeh stream is followed down for about 3 m. to a point where another stream joins it from the N. E. The path then turns N. E. by N. and runs up the valley till the second Ekezeh Pass is reached. The ascent is very steep but the descent is much steeper and is strewn with boulders. The descent of this pass would give trouble to pack animals heavily laden. It could be improved by a little blasting ($\frac{1}{2}$ Coy. Sappers and Miners 2 hours). The path runs along a deep ravine after the pass has been crossed, and then the Kok Su Valley is entered $3\frac{1}{2}$ m. from the top of the pass. At this point is a Russian rest house on the left bank of the Kok Su and alongside the stream. There is a Russian caretaker and tea, bread, milk, butter and eggs can be obtained but no other supplies. The Kok Su flows in a deep ravine. The path turns N. up the Kok Su Valley near the Rest house and leads for 2 m. up the left bank of the stream and then crosses to the R. bank by an easy ford. Just below the ford the Terek stream joins the Kok Su but this stream cannot be followed as it flows in a deep gorge for about 400 yards just before joining the Kok Su. The path after crossing the Kok Su ascends up a spur between the Terek and Kok Su streams which is known as the Kopka Pass and then drops suddenly into the Terek Defile at a point 300 yards N. of the gorge mentioned. The Terek Defile is very narrow with precipitous sides and it is this defile which prevents this route being used during the summer months. In summer the longer route over the Taldik Pass has to be used. The melting snows in summer make the waters of the Terek stream rise and the rush of water through this defile presents an unsurmountable obstacle. The sides of the defile are too steep and the country on both sides is too mountainous to make a detour to avoid it. The Terek Defile is about 2 m. long and then the valley broadens out and the Terek stream is followed for about 12 m. The path is rough as the valley is strewn with boulders and is hard on the feet of pack mules. At a point 25 m. from Irkishtam on the L. bank of the Terek stream on a high bank is the rest house of Kata Kunush. It is important as all the caravans halt near it

MAIN ROUTE No. IX.--contd.

and it is a regular stage. The rest house contains beds and is looked after by a Khirghiz caretaker.

Camping ground.—

Water.—Plentiful.

Fuel.—Obtainable in small quantities.

Fodder.—

Supplies.—Milk and eggs only.

(NOTE.—See also Route XIII).

7 SUPHI KURGHAN ... 22 m. Leaving Kata Kunash
100.0 m. the path leads up the
Terek stream and
crosses a small side stream which flows into the Terek stream
from the W. It then zigzags up the Terek Davan Pass till
the summit which is a knife edge is reached. The ascent is
steep for the last 300 yards and the descent is very steep.
When the pass is under snow which is its normal condition
the descent is slippery and dangerous. Pack animals have
to have their loads carried over by hand very often and be
led down. The path zigzags down for about 2 miles when
the little stone rest house of Tash Robot is reached. It is
built on a terraced ledge about a sixth of the way
down the pass. Leaving the rest house, the path
descends sharply from terrace to terrace the terminal
moraines of an old glacier, until the head of a
ravine 3.5 m. from the rest house of Tash Robot is reached.
The path enters this ravine and the descent is very steep
and rough. The sides of the ravine which widens out into
a valley in which there is a stream are steep and high and
covered with juniper. The path leads down the valley and
9 m. from the top of the Terek Pass the little Khirghiz settle-
ment of serai Kichik is reached. 1 m. N. W. of serai Kichik
the valley turns W. and narrows to a gorge known as Darwaza.
Both sides of the gorge are very precipitous and form a
serious obstacle during the flood. After passing through the
gorge which is about 400 yards long the valley opens and
both sides are covered with trees, mountain ash, birch and
juniper. The stream is crossed and re-crossed many times
by easy fords. As the valley widens the sides become barer
and covered with grass. A long straggling Khirgiz settle-
ment named Kizil Kurghan is passed. It is situated on the
R. bank of the stream on a red sandstone ridge. Two miles
W. of Kizil Kurghan the path finally crosses the stream by
a shallow ford to the right bank. Half a mile W. of this
ford the stream joins the Khush Ab River. Near the junction
of the stream with the Khush Ab 200 yards N. E. of R. bank
of stream and 300 yards E. of Khush Ab is a rest house.
It is known as Suphi Kurghan. There are no native houses
near it nor is there a village of Suphi Kurghan. The telegraph

MAIN ROUTE No. IX.—*contd.*

line from Andijan, Osh, and Gulcha which goes over the Taldik Pass on the Alai to Irkishtam runs just alongside the rest house but there is no telegraph station nor are there any instruments in the house for tapping the line.

Camping ground.—

Water.—Good from the Khush Ab.

Fuel.—Plentiful.

Fodder.—Good grazing.

Supplies.—*Nil.*

8 192.25 m. GULCHA ... 25.75 m. From Suphi Kurghan to Andijan, *via* Gulcha, Chigirchik Pass, Langar

and Osh there is a cart road. Leaving Suphi Kurghan the road runs due W. and the Khush Ab is forded by a deep ford. The road then turns sharply N. and runs up the valley of the Khush Ab. The river is forded again by an easy ford a little higher up. This is the last ford as the river is crossed and re-crossed afterwards by a series of wooden cantilever bridges. There are four of these bridges; the first at 6 m. from Suphi Kurghan; the second at 7 m. the third at 9 m.; the fourth at 11 m. These bridges would not be strong enough to bear field artillery. They are in bad repair and seem very old. The wooden roadways of some of them are full of holes and these holes have been filled up with large stones. The cart road is neglected and no attempt seems to be made to maintain repairs. In some places the road is strewn with rocks which have fallen from the mountain side. There are verst posts along the road but by no means at every verst. They are frequent at first after leaving Suphi Kurghan but become rarer as one gets nearer to Gulcha, the last verst post being at 13 versts from Gulcha. The posts are painted white with a black spiral band with red edges. At 3.5 m. from Suphi Kurghan the valley narrows very much and there is a small Khirgiz settlement on the left of the road. 11 m. from Suphi Kurghan the valley opens out and the road passes over an alluvial fan along the R. bank of the Khush Ab. The length of this open space is about one mile and the breadth $\frac{3}{4}$ m. There are ruins of an old mud fort and walls 200 yards to the East of the road. This spot is known as Yangi Arik and would encamp a divisions. 14 m. from Suphi Kurghan the Khirgiz village of Kizil Kurghan is reached. It consists of a small bazaar and many serais and there is a Russian Customs shed. There are patches of cultivated ground. 19 m. from Suphi Kurghan the valley opens out considerably and the sides of it are covered with grass and much eroded by water. The road running along the L. bank of the Khush Ab on high ground crosses a spur about 25 m. from Suphi Kurghan and from

MAIN ROUTE No. IX.—*contd.*

the top of the spur the first view of Gulcha is obtained. It lies in a hollow about 5 m. long by 2.5 m. broad surrounded by hills. The road makes a sharp bend to the W. so that Gulcha is seen lying about 2 m. due W. of the road.

The road leads down the spur and runs across a level stretch of ground towards the fort. Before reaching the fort the summer barracks of the infantry are passed on the right hand side of the road and the rifle range is seen further away to the E. In winter the infantry are quartered in the fort. There is a large house close to the right hand side of the road and under the walls of the fort. This is used as a telegraph office. The fort is about 700 yards square with low walls. The walls appear to be in bad repair. There is only one entrance to the fort and that is to the N. W. There are tall poplars in the fort. The winter quarters are also within the fort walls and are of stone painted white with tin roofs painted red. Near the entrance to the fort and on the left hand side of the road is a small Customs House. Beyond the Customs House are the barracks of the Cossack detachment. The ponies have no stables but are picketed outside. The bazaar is 300 yards to the N. W. of the fort and consists of one street 200 yards long with native shops on both sides.

Camping ground.—

Water.—

Fuel.—Abundant.

Fodder.—

Supplies.—Sheep abundants.

(NOTE.—See also Route XIII).

9 LANGAR ... 22.5 m. From Gulcha to Langar there are two roads. The cart road runs S. W. 214.75 m. and then W. over the Khush Ab by a ford and over the Chigirchik Pass. Crossing that pass it runs N. N. W. to Langar. The telegraph line runs along this road. It is fit for wheels but the gradients of the Chigirchik Pass are steep. It is kept in better repair than the portion between Suphi Kurghan and Gulcha. The shortest road is over the Shillinilli and Tockha Passes and it lies to the E. of the cart road. It is not fit for wheels as the gradients of the two passes are very steep. Capt. Shuttleworth travelled by this latter road which is the one now described. Leaving the bazaar the path runs N. W. over a piece of flat ground through some scrub on the R. bank of the Khush Ab which is crossed by a deepish ford. The path then runs for about 1.5 m. along the L. bank of the river and then turns to the W. near a small Khirghiz settlement of mud huts on the roofs of which the fodder for the winter is piled. A small

MAIN ROUTE No. IX.—*contd.*

ravine is followed and a steep ascent brings one to the top of the Shillibilli Pass. The descent from the pass is not very steep. A fertile valley is then reached. The path leads down this valley for about 7 m. and near the road are several Khirghiz settlements. There used to be a lake on the left of the road but it is now nothing more than a swamp. 8 m. from the top of the Shillibilli Pass the path crosses a small stream in the centre of the valley by a wooden bridge not strong enough to bear field artillery and then crosses an alluvial fan strewn with boulders for about 2 m. The foot of the Tockha Pass is then reached. The path leads up the pass by a narrow ravine and on each side of it are high sandstone cliffs. The top of the pass is undulating and is about 4 m. long and consists of a ridge along which the path winds. It then drops into a broad grassy valley in which is a small stream. The valley is dotted with Khirghiz settlements and runs nearly E. and W. The path runs practically due W. down the valley until the cart road is met at right angles at the junction of the stream with the Langar stream. There is a small shrine painted blue and white on the left hand side of the road 2 m. before the cart road is met. The path turns then on to the cart road which runs north and the Langar stream is crossed by an easy ford. Near the ford and on the R. bank of the stream is a little Khirghiz mill, built of stone. On the L. bank of the stream 300 yards N. W. of the ford and alongside the cart road is a Russian rest house with a small farm near by. There is a telegraph house at Langar.

Camping ground.—

Water.—Plentiful and good from the stream.

Fuel.—Scarce.

Fodder.—Good grazing.

Supplies.—*Nil.*

10 OSH .. 21 m. Leaving Langar the road follows the Langar stream. The stream flows in a broad valley with bare sides. The hills to the W. are higher than those to the E. The road is very bad for about 8 m. from Langar as it is partly in the bed of a stream and is very rough being strewn with stones. It is fit for wheels but during a flood much difficulty would be experienced. At 8.5 m. from Langar the little village of Kadir Kul is reached. The country is cultivated and fertile beyond this spot. The valley opens out into the plains of the Syr Darya basin. The road turns N. W. and becomes very good. At 16 m. from Langar the village of Madi is reached. The country is undulating and intersected by irrigation channels and by streams. Patches

MAIN ROUTE No. IX.—*contd.*

of wood consisting of willows and poplars occur and also large clumps of grass. Much of the country is under cotton, millet and Indian corn. Osh is a large straggling town built on both banks of the Ak Bura stream the waters of which are all diverted for irrigation purposes 10 or 12 m. N. of the town and thus never reach the Syr Darya. The Russian quarter and the cantonments are to the S. of the town. There are many good Russian shops in the Russian quarter. Several bridges connect the two parts of the town. The bazaars are large and busy. The native shops are stocked with Russian-made piece goods, china and ironware. The town is lighted with gas. Osh is really the terminus of the trade route as goods brought from Kashgar on pack animals are transported onwards by cart.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 ANDIJAN ... 31 m. Leaving Osh the road runs due N. for about a mile and then turns N. W.
266.75 m.

The road is kept in good repair and is fit for wheels throughout. The country through which it passes is well cultivated and irrigated. Acacias are planted on both sides of the road. At Kouan-Mourat a small village 12 m. from Osh there is a small rest house where light refreshments can be obtained. Two miles beyond Kouan-Mourat a river is crossed by a bridge—piers of stone, roadway on iron girders. The remains of an older bridge can be seen 600 yards to the E. Three miles from the bridge the village of Hojavat is reached. It is a large village with a big bazaar. 2 m. beyond Hojavat the road rises over high ground and leads over a col between bare hills. From this col the first view of Andijan is obtained lying to the N. W. The road is soft and heavy at this point. After the col has been crossed the road descends into a fertile and highly cultivated country much intersected by small streams and irrigation channels. 3.5 m. beyond the top of the col is Khojabad a small village with bazaar lying in a hollow. Andijan is a large town lying in a hollow: the road descends rather steeply to it. There is a large tannery on the left hand side of the road just before entering the town. The Russian quarter and cantonments are to the S. of the native town and the Railway terminus is situated in this quarter. The streets in the Russian quarter are very fine and broad planted with a double row of trees on both sides. The public buildings and the houses of the Russians are built of stone and are mostly

MAIN ROUTE No. IX.—*concl'd.*

very fine. The whole town is lighted throughout with electric light. Telephones are everywhere.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE NO. X.

PAMIRSKI POST TO KOI TEZEK POST.

868 miles.

7 stages

Authority.—Second Captain Murugov, 6th Orenburg Cossacks, 1911.

Epitome.

A cart road the whole way. Water is obtainable everywhere except between Sasik Kul and Khwaja Nazar; grass everywhere June to September; brushwood is the only fuel obtainable.

No of stage
and total
distance

Details.

No of stage and total distance	Details.
1 12 m.	KARA SU ... 12 m. Road 6 to 10 feet broad descends at a slope of 12 degrees and meets main caravan route to Ush Kharog. At 3 m. cross by a bridge over the Murgh Ab. Bridge is of wood; 4 stone piers; length 65 yds.; width 4 yds.; piers 10 ft. wide at top 13 at bottom made of uncut stone. Bridge is strong enough to carry field guns. No repair material in the vicinity. At 1.6 turn to the W. At 2.6 m. pass Kara Tash Hill. A foot path branches off here to Pamirski Post. From Kara Tash ascend the Kara Su for 3 m. to Yaman Tal Bel Pass by small zigzags gradient 13 to 15 degrees. The last 500 feet is up a slope 30 to 35 degrees. From the summit of the pass is a good field of fire over the Murgh Ab Valley and a view to both sides. In front of Takhta Bulak graves is a strong position against an enemy advancing from Kara Su. The road descends at 20 degrees and follows the Kara Su River. At foot of pass ford the river (depth of ford one foot). At 7.2 m. is Baitala. Following the left bank of the Kara Su cross the Kizil Beles Pass. Follow the Ak Su Valley to Nichke Jilga Valley. Road is now stony and going heavy. Cross the Buz Tere Pass and follow the Alichur Valley to Rabat Kara Su.

MAIN ROUTE No. X.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

2 SALIUN KUL ... 9.2 m. Road is passable for
 21.2 m. all arms but some-
 what difficult at the

crossing of the Yaman Tala. Road follows the Kara Su which
 is dry in summer. At 1.3 m. cross the Shikarak (Log
 Karauldin Dala). Here two paths branch off to Istik and
 Kizil Robot Posts. The road turns W. from the crossing
 of the Shikarak and at 4.6 m. crosses the Chakavoi by an
 easy ford. Ascent to Saliun Kul now commences.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

3 CHADIR TASH ... 18 m. At 4.6 m. cross the
 39.2 m. narrow Mamazahir
 valley. From here

the road enters Ken Jilga and then follows the Yangi Dawan
 Valley. At this point cavalry and wheeled transport may
 experience some difficulty. The ascent from Ken Jilga to
 Neza Tash Pass is passable for all arms. The branch track
 over the Sari Tash to Istik Valley is not passable for wheels.
 2.6 m. further on the main road turns into the Gurumdi
 Valley, first crossing the Yangi Davan. At this point the
 road is a made track 6' to 10' wide. On the summit of the
 Neza Tash Pass is a strong position for infantry and artillery
 which can face either E. or W. A circuitous road avoids
 the Neza Tash Pass and is used in winter when the pass is
 blocked with snow. Into the next valley also called Yangi
 Davan is a descent 2.6 m. long at 12 degrees. Then reach
 Urus Bulak where there is a spring, a good biovouac and
 grass for 2-3 squadrons. 2.6 m. further on cross Yangi Su.
 Thence road follows the L. bank of the river. Here in the
 Alichur Valley is a very strong position for infantry and
 artillery on some small hills facing E. 6 m. further on reach
 one hut called Chadir Tash.

Camping ground.—Good.*Water.*—*Fuel.*—*Fodder.*—Grazing for 6-7 squadrons*Supplies.*—

MAIN ROUTE No. X.—*contd.*

4 KUEI ... 11.2 m. A good cart road along Alichur River. At 2 m. is a stone called Chadir Tash. At 2.6 m. pass Kara Dong Valley. 3.2 m. further on is the Bash Kumblez River a tributary of the Alichur—crossings easy, bed hard and pebbly—2 channels. 6 m. apart. From near the grave of Abdullah Khan a track leads up to Bash Kumblez Pass and thence to Zor Kul—passable for carts. From grave main road leads 2.6 m. on to Kuei.

Camping ground.—Good.

Water.—

Fuel.—

Fodder.—Grass for 4.5 squadrons.

Supplies.—

5 SASIK KUL ... 14 m. Mountains on each side of Alichur get smaller. Cross the valley of Kurumdi (Kumdi) at 2.6 m. Thence a track branches off to Abdu Karim passable for cavalry. At Abdu Karim is a Khirghiz encampment and a hot stream. .6 m. further on recross Kurumdi Valley. In the valley of the Ailchi, .6 m. further on is a pack track leading to a robot. A few miles further on the main road turns S. W. and passes Abkhan. Just before reaching Abkhan 2 roads branch off; one to Tamdai Valley; one to Yeshil Kul. Main road level and easy for all arms 1.2 m. beyond Abkhan a track leads E. to Great Pamir. 2.4 m. on another track leads to grave of Buz Ullah. 6 m. further on is a track to Kumdi Pass. difficult for cavalry. This track also leads to Great Pamir. It is passable for pack. 4.6 m. from Buz Ullah another track leads to Zor Kumdi and at 5.2 m. another to Sasik Kul. Here the country changes. At Sasik Kul there is a robot and a pucca barrack for one company.

64.4 m.

Camping ground.—Good.

Water.—Good from a number of springs. The water from the lake is salt and undrinkable.

Fuel.—

Fodder.—

Supplies.—

6 KHAWAJA NAZAR ... 15.2 m. Follow the S. edge of the lake along a stony track. At 1.3 m. enter Tagarkarti hills. the edge of the Pamirs. At 2 m. a track leads to Tuz Kul Valley. At 3.2 m. cross Bozai Gir. A track here leads to Khargosh Valley, Pamir Darya, and Langar Post. This is fit for wheeled artillery. 2 m. further on another small track fit for pack leads to Kantoi. 2 m. further on cross dry bed of Kuruk Tugar

79.6 m.

(KURK SHAHID)

MAIN ROUTE No. X.—*concl'd.*

Kati. To the S. is the Chukur Kul Valley joining the Khargosh road. 1.2 m. further on is a steep climb to Kara Darra Pass. After crossing the Tagar River ascent is not so steep and leads to a pass of that name. Track is easy for wheels. On the top of the pass is a position facing either E. or W. 2.6 m. further on is an easy crossing of the river Suluk Tagarkati. A small path follows the river to Yeshil Kul. For 3.2 m. follow Karta Buza Valley and cross Koi Tezek stream to the grave of Khwaja Nazar and Kurk Shahid.

Camping ground.—Good.

Water.—

Fuel.—

Fodder.—Grass for 3-4 squadrons.

Supplies.

7 KOI TEZEK ... 7.2 m. Road crosses valley of Yul Mazar. A pack track leads to the 86.8 m.

Pamir River Thence the road climbs to a flat terrace or plateau, follows the Koi Tezek River and after 2.6 m. passes Kara Dumer Lake. From here the road climbs easily to Koi Tezek Pass. There are defensive positions facing E. and W.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE NO. XI.

BULUN KUL TO ROND.

2 miles.

17 stage.

Authority.—Mirmunshi Aziz ud din.

Epitome.

Road is fit the whole way for pack transport.

No. of stage and total distance.	Details.
1	CHAKA TAI PASS ... m. The road traverses a maidan to camp which is at a spring on the Chinese side of the Jugutai Pass (Chaka Taj Pass on the Russian map).

MAIN ROUTE No. XI.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

- 2 Foot of JUGU TAI PASS ... 15 m. On leaving camp the road runs

through a rough maidan for about 8 m. Ascent to the Jugu Tai Pass is steep for about 4 m. The pass is impracticable for laden animals for 2½ months in the year. The descent is through sand and boulders for 3 m. and is difficult for laden animals.

Camping ground.—*Water.*—From a spring.*Fuel.*—*Fodder.*—*Supplies.*—

- 3 RANG KUL ... 20 m. The road goes through a sandy maidan. At 18 m. the cart road is reached. Here another road practicable for laden animals comes from the Jugu Tai Pass. At 19 m. there is deserted Russian fort.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

- 4 PAMIRSKI POST ... 24 m. The road goes over an easy maidan and crosses the river by a wooden bridge. At 12 m. the road joins another coming from Ak Baital. The road to Pamirski Post follows the R. bank, is fit for wheeled traffic and is always kept in repair.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

- 5 KARA SU ... 12 m. *Vide* Route X, stage 1.

- 6 SALIUN KUL ... 9·2 m. *Vide* Route X, stage 2.

MAIN ROUTE No. XI.—*contd.*

- 7** CHADIR TASH ... 18 m. *Vide* Route X, stage 1.
- 8** KUEI ... 11.2 m. *Vide* Route X, stage 1.
- 9** SASSIK KUL ... 14 m. *Vide* Route X, stage 1.
- 10** TAZ KUL ... 12 m. The road goes over a plain and joins the main road on the Alichur Pamir 4 m. from Taz Kul. Taz Kul is near the L. bank of the Alichur Pamir River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

- 11** YOL MAZAR ... 26 m. From Taz Kul the road goes to the Khargosh Pass. The pass is very easy and having crossed it, the road goes over level ground for 5 m. to Yol Mazar.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

- 12** Camp ... 15 m. The road goes over grazing and level ground. Three nullahs which join the main river are crossed by fords. The road descends gradually to the R. bank of the river.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

- 13** Camp ... 11 m. The road crosses the Mas River. At 7 m. the road crosses another coming from Shakh dara. It continues on the R. bank of the Great Pamir River through boulders and jungle.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. XI.—*contd.*

14 ZONG ... 22 m. The road goes over level ground for 7 m. when the Zir-i-Zamin Pass is reached. Laden ani-

mals go over the Zer-i-Zamin and Kistgan passes without difficulty. The road descends for over a mile from the pass and continues over a bare plain for 3 m. crossing a nullah by a bridge. From the nullah it ascends for about 2 m. A deserted tower called Top Khana is passed. The Kotal-i-Kistgan Pass is traversed. On the top of the pass is cultivated land belonging to the people of Zong. There are no habitations there but the Zong people come up to it with their flocks in summer. The descent from the pass is easy for 2 m. after which the road goes over stones and level ground for 5 m. and comes to Langar Kisht, Zong has 60—70 houses.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Procurable.

15 WARANG ... 19 m. The road to Warang is over level ground. A strong old tower called Topkhana is

passed on the way. Warang consists of about 20 houses.

Camping ground.—Spacious.

Water.—

Fuel.—

Fodder.—

Supplies.—Nil.

16 SHUTKHAR ... 10 m. 3 m. from Warang the road comes to a vil-
lage, name not

known. It consists of about 40 houses. The headman of this village used to be a paid servant of the Russians. Shutkhar consists of 8—9 houses.

Camping ground.—Spacious.

Water.—

Fuel.—

Fodder.—

Supplies.—Scarce.

17 ROND ... 17 m. At 4 m. there is a cliff but a
(Ron). good road has been made over

it. From Shutkhar to this cliff, the road runs over a maidan. Road continues along R. bank and is in fairly good condition. About 1907 a big maidan had been brought under cultivation at Rond. Upper

MAIN ROUTE No. XI.—*concl'd.*

Road consists of about 50 houses and is situated just opposite Ishkashim an Afghan fort on the L. bank of the Panjab.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Plentiful.

MAIN ROUTE NO XII.

TOKMAK TO MUZART.

341·5 miles.

20 stages.

Authorities.—Kostenko, 1882; Col. Miles, 1902; Turkistan Guide, 1903.

Epitome.

Road appears to be a good wheel track practicable for all arms.

No. of stage
and total
distance.

Details.

1 KARA BULAK ... 21·5 m.
21·5 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—(See also Route XIV).

2 JILARIK ... 15·5 m.
37 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—(See also Route XIV).

3 KOKMAINAK ... 16 m.
53 m.

Camping ground.—

Water.—

MAIN ROUTE No. XII.—*contd*

Fuel.—
Fodder.—
Supplies.—

4 KUTEMALDI ... 16 m. On the Issyk Kul Lake
 69 m. which is 115 m. long
 and 31.5 m. broad;
 height above sea level 5,300 feet; depth very considerable—
 1,000 feet in places. Its shores are desolate and barren and
 are generally without forest growth of any kind. The E.
 side is more favourable for habitations than the W.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 TURA-AIGAN ... 16.75 m.
 85.75 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 CHOKTAL ... 18.75 m.
 104.5 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

7 CHULPAK ATA ... 18.75 m.
 123.25 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

8 KURUMADUNSKA ... 14 m.
 137.25 m. (KURUMDI).

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MAIN ROUTE No. XII.—*contd.*

- 9 AK SU ... 19·25 m.
 156·5 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 10 OITAL ... 17 m.
 173·5 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 11 PREOBRAJENSKOI ... 19·25 m.
 192·75 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 12 KARAKOL ... 20·25 m.
 211 m. (PREJAVALSJ).
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 13 AK SU ... 8 m. Cross the Ak Su by a good
 219 m. wooden bridge.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 14 JERGALAN ... 22 m. The road runs at the foot
 241 m. of a snowy range over
 level country passing
 hill streams—road fit for wheels.
Camping ground.—
Water.—
Fuel.—

MAIN ROUTE No. XII.—*concl'd.**Fodder.—**Supplies.—*

15 TALDI BULAK ... 14.5 m. Cross the Santish
 255.5 m. Pass (6650')

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

16 JALKARKARA ... 16.5 m.

272 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

17 SARIJEN TUTI ... 16.5 m.

288.5 m. (TUTE).

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

18 KAPKAK ... 20 m.

308.5 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

19 NARIN KOL ... 16.5 m.

325 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

20 MUZART 16.5 m.

341.5 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

MAIN ROUTE NO. XIII.

OSH TO TASHKURGHAN *via* TEREK DAWAN,
KIZUL SU OPAL, GEZ.

352.5 miles.

16 stages.

Authority.—Blacker, 1918.

Epitome.

Passable for mountain artillery. Water, grass and fuel at all stages. Supplies at Gulcha, Opal, Tashmalik.

No. of stage and total distance.	Details.
<p><u>1</u> 23 m.</p>	<p>GULCHA ... 23 m. 2$\frac{3}{4}$ hours over a pass to the first hamlet of Kaplan Kul. Stream nearly dry in September. 3$\frac{1}{4}$ hours to main village. 6 hours to Gulcha over second pass and easy ford of Gulcha River. A bridle-road.</p>

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

(NOTE.—See also Route IX).

<p><u>2</u> 48 m.</p>	<p>SUPHI KURGHAN ... 25 m. 3 hours to Kizil Kurghan on L. bank over a cart road. Kizil Kurghan is at a river junction. 7$\frac{1}{4}$ hours to Picquet house at junction of Terek-Taldik tracks. Cross river twice by bridges and twice by easy fords.</p>
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Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

(NOTE.—See also Route IX).

<p><u>3</u> 70 m.</p>	<p>KATTA KANUSH ... 22 m. 1 hour to Slunin's farm. 2 hours up valley to gorge 50 yards wide and Darwaza, a Khirghiz encampment.</p>
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MAIN ROUTE NO. XIII.—*contd.*

Thence valley widens. At 4 hours commence climb to Terek Dawan. 7 hours to razor backed summit. Stream everywhere fordable in October. 8 hours to Russian rest house (2 rooms and a stable).

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

(NOTE.—See also Route IX).

4 KOK SU ... 10 m. This is not the usual path which is longer but that known as the "Dog's

Road". Barely passable for pack animals, unloading required in places. Climb $\frac{1}{2}$ hour to top of ridge. $1\frac{1}{2}$ hours to narrow boundary defile. $2\frac{3}{4}$ hours to rest house. The path here joins the main track.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 IRKESHTAM ... 14 m. (New Chinese telegraph office). $\frac{3}{4}$ hour to top of first Ekezek

Pass. $1\frac{1}{2}$ hours to valley junction where there was water for a brigade in September. $2\frac{1}{2}$ hours to top of second Ekezek Pass. 4 hours through stoney valley to Russian fort at Irkeshtam. 1 hour on to new Chinese telegraph office.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 ULUG CHAT ... 24 m. *Vide* Routes in Hsin Kiang.

7 MASHRAB ... 19 m. *Vide* Routes in Hsin Kiang.

8 AK TEREK ... 20 m. *Vide* Routes in Hsin Kiang.

9 OPAL ... 38 m. *Vide* Routes in Hsin Kiang.

10 TASHMALIK ... 18 m. *Vide* Routes in Hsin Kiang.

MAIN ROUTE No. XIII.—*concl'd.*

11	TAKOI ... 18 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
231 m.		
12	GEZ ... 13.5 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
244.5 m.		
13	BULUN KUL ... 27 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
271.5 m.		
14	SUBASHI... 27 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
298.5 m.		
15	TAGARMA... 33 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
331.5 m.		
16	TASH KURGHAN ... 21 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
352.5 m.		

MAIN ROUTE NO. XIV.

KASHGAR TO CHIMKENT.

773.5 miles.

26 stages.

Authority.—Captain Shuttleworth, 1909.

No. of stage and total distance	Details.	
1	ARTISH ... 24 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
14 m.		
2	ISTIGH KURGHAN ... 21 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
35 m.		
3	AGHACHI-KOL ... 24 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
59 m.		
4	CHAKMAK ... 15.5 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
74.5 m.		
5	TION DEBA ... 23 m.	<i>Vide</i> Routes in Hsin Kiang.
<hr/>		
97.5 m.		
6	TURGAT CAMP ... 13 m.	Following the Turgat River up the S. face of the Turgat Pass is reached at 9.5 m. Here there is a small Russian picket in a temporary hut. The road which zigzags
<hr/>		
110.5 m.		

MAIN ROUTE NO. XIV.—*contd.*

up the S. side of the pass is good and the gradients are easy and it is fit for wheeled transport. On the top of the pass there is a pile of stones to mark the frontier between Russian and Chinese Turkistan. The descent on the N. side is gradual, over undulating grassy ground riddled with marmot holes. There is a small Khirghiz encampment 2.5 m. N. of the pass known as Turgat Camp.

Camping ground.—

Water.—Good.

Fuel.—

Fodder.—Good grazing.

Supplies.—Sheep plentiful.

7 KARA SU ... 25 m. The road which is good and
135.5 m. (CHERMASK). fit for wheeled transport
runs N. along the E.

shore of the Chadir Kul lake. The lake is long and narrow and lies at the foot of the snow capped Ak Basni Tau Range and to the S. of it. Kara Su or Chermask is a large Khirghiz encampment. The Khirghiz of these parts are very rich. There is also a small Russian Customs House.

Camping ground.—

Water.—Plentiful and good.

Fuel.—

Fodder.—Excellent grazing.

Supplies.—Sheep and cattle plentiful.

8 AK BAIT ... 15 m. The road is fit for wheeled
150.5 m. traffic, traverses a grassy
plain in a wide valley

covered with excellent grazing. The valley is dotted with Kirghiz encampments. Ak Bait is an insignificant Khirghiz encampment.

Camping ground.—

Water.—Good.

Fuel.—

Fodder.—Excellent grazing.

Supplies.—Sheep and cattle plentiful.

9 KARA GHULAK ... 22 m. The road which has
172.5 m. a good descent the
whole way is good.

It is over a grassy valley. Kara Ghulak is a medium sized encampment.

Camping ground.—

Water.—Good.

Fuel.—

Fodder.—Excellent grazing.

Supplies.—Sheep and cattle plentiful.

MAIN ROUTE No. XIV.—*contd.*

10 AK BASHI ... 20.5 m. The road runs N.E. along the R. bank of the Kara Kam River but keeps about 1 m. E. of it. The valley is open and undulating and the grazing is good. At Bashi can be seen for many miles before it is reached. It is fordable and the approaches are easy, but during the summer months when there is much water, the crossing is not without danger. At Bashi is a small tartar village. A few of the houses are built in the Russian style.

193 m.

Camping ground.—*Water.*—Good*Fuel.*—*Fodder.*—Plentiful.*Supplies.*—Limited.

11 NARIN ... 26.5 m. The road from At Bashi to Narin has been built for a long time and presents no difficulties at all for wheeled transport. Tarantasses are procurable at At Bashi. Two small passes have to be negotiated and some of the gradients are steep. 10.5 m. S. of Narin the last pass is crossed and the road runs down a deep ravine with almost precipitous sides, Narin, a Russian town containing hospital, barracks and Russian shops.

219.5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Plentiful of all kinds.

12 KARAN KURTA ... 34 m. The road onwards from Narin to Chimkent is the ordinary trade and post route *via* Tokmak and Pispék and is fit for wheeled traffic throughout. The usual conveyance is the tarantass and changes of horses are procurable at the various post houses. The road runs N.-N.W. after leaving Narin through mountainous country and is very undulating. An Archa is reached at 22 m. The road beyond An Archa runs up the Dolan Valley both sides of which are covered with pine forests. The Dolan is a mountain torrent. The post house of Kara Kurta is kept by a mujik settler and consists of a log cabin at the foot of the pines.

253.5 m.

Camping ground.—*Water.*—Good.*Fuel.*—*Fodder.*—*Supplies.*—Nil.

MAIN ROUTE No. XIV.—*contd.*

13 KUMBELATA ... 33 m. The road crosses the Dolan Pass shortly after leaving the last stage. The road is rough and steep and winds up a narrow valley until the top of the pass is reached. It is well made and the gradients are not excessive. The road after crossing the pass descends rapidly and then runs along the L. bank of the River Tugai. The Kos Hur has to be forded 28 m. N. of the Dolan Pass. Approaches easy, river fordable at any time of the year. Kumbelata is the Russian Post House.

Camping ground.—

Water.—Nil.

Fuel.—

Fodder.—

Supplies.—A few eggs and chickens only.

14 KUTEMALDI ... 37 m. The road runs N.-E. and presents i.o difficulties. Kute-
maldi is on the W. extremity of Issyk Kul Lake. It is a small village of a few houses with a telegraph office. There is a small post station with 4 rooms.

Camping ground.—

Water.—Good.

Fuel.—

Fodder.—

Supplies.—

15 JILARIK ... 31 m. The road turns sharp N.-W. from Kutemaldi. It is very undulating and the gradients are steep in parts. After passing Kok Mainak it turns down the steep Baum Defile, a wild gorge with the Chu river rushing through it at a great pace. Jilarik is a small post station near where the Baum Defile debouches into the Chu Plain.

Camping ground.—

Water.—Good and plentiful.

Fuel.—

Fodder.—

Supplies.—

(NOTE.—See also Route XII).

16 TOKMAK ... 35 m. The road descends sharply after leaving Jilarik and traverses a stony plain. It is very rough. Tokmak is more like a large native bazaar than a Russian town.

MAIN ROUTE NO. XIV.—*concl'd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Plentiful.

17 SHUKULAK ... 55 m. The road runs W. from Tokmak across the steppe, and through villages of Mujik settlers. These villages consist of thatched cottages. The cattle of the district are very fine and plentiful. Shukulak a small post station.

444.5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

18 to 37 CHIMKENT ... 267 m. See Route III, stages 29 to 48.

711.5 m.

MAIN ROUTE NO. XV.

TOKMAK TO KASHGAR.

300.25 miles.

21 stages.

Authorities.—Kostenko, 1880; Macartney, 1908; Shuttleworth, 1909.

Epitome.

Fit for pack transport as far as stage 4. Thence onwards a good cart road.

No. of stage and total distance.	Details.
1 13.25 m.	SHAMSHI DEFILE ... 13.25 m. The road runs in a broad valley along the banks of the Northern Shamshi.

Camping ground.—Good.*Water.*—*Fuel.*—Brushwood.*Fodder.*—*Supplies.*—

MAIN ROUTE No. XV.—*contd.*

- 2 SHAMSHI DEFILE ... 10.73 m. Good road for
24 m. pack animals.
Camping ground.—
Water.—
Fuel.—Pine wood.
Fodder.—
Supplies.—
- 3 Defile of S. SHAMSHI ... 11.25 m. Road gene-
35.25 m. rally indifferent as
it runs over debris,
slopes, etc. The ascent to the pass begins at about 2 m. $5\frac{3}{4}$ m.
and is very steep and stony. The descent is more gentle.
Camping ground.—Good.
Water.—
Fuel.—
Fodder.—
Supplies.—
- 4 Valley of the KIZART ... 18 m. The road runs
53.25 m. over a per-
fectly smooth
and sloping valley of the S. Shamsi and having crossed the
Kochkur Valley enters that of the Kizart. The fords are
easy.
Camping ground.—Good.
Water.—
Fuel.—
Fodder.—
Supplies.—
- 5 Northern KIZART ... 13.25 m. The road runs
66.5 m. up the even
valley of the
Kizart to the pass of the same name. Before reaching it,
there is a good camping ground at the foot of the Chahar
Archa Pass.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 6 R. JUNGAL ... 16.5 m. The road runs over the
83 m. Kizart Pass almost
the best in the Narin
district. It is almost imperceptible. Road good.

MAIN ROUTE No. XV.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 River KARA KICH ... 16.5 m. The road runs
 99.5 m. over the Shil-bili Pass

which does not present great difficulties. Road generally feasible. The Son Kul is 13 m. long and 12.5 m. broad; height above sea level 9,000'. Roads from the level of the lake lead to:—

(a) Tash Tapa, a road over the Mulda-Ashu Pass.

(b) Boz-Aigir, over the Narin.

(c) a whole group of streams along which lead nomad tracks to Jungal.

(d) Tuzashu, a road across the pass of the same name and leading to the Taluk Pass. The stream Kojjerti issues from the lake. Along the gorge which it cuts for itself is a road to Narin.

(e) Sari Bulak.

(f) Sari Tash, a road to Kilem Chek.

The depression of the Son Kul is greater than the lake itself so that on its shores there are flat places, the widest of which covers 3.5 m. and skirts W. shore. On the E. and W. halves of the S. shore also are stretches of level ground which likewise have a width of about 3.5 m. Spurs of the mountains border the S.-W. and N.-W. angles of the lake. The level of the Son Kul is subject to considerable inundations. Almost the whole of its basin is covered with thick grass. Its shores are marshy and water fowl are to be found. The water is fresh.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 River TASH TAPA ... 11.25 m. The road runs
 110.75 m. in the broad valley of the

Son Kul.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MAIN ROUTE NO. XV.—*contd.*

9 Junction of the MULDA ... 11.25 m. The road
122 m. ASHU and KARA-KAIN crosses the Mulda-
 and KARA-KAIN Rivers. Ashu pass (9,500')
 which is not difficult and then runs in the defile of
 the river of the same name by a very narrow steep and stony
 descent. It soon however enters a flat broad valley.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

10 KURTKA ... 9.25 m. The road crosses the Narin
131.25 m. near the ruins of a Sart
 settlement. Here there
 is a ford over 6 branches of the river. The fords are danger-
 ous and impracticable at full water. (See Minor Route 8).

Camping ground.—Spacious.

Water.—

Fuel.—

Fodder.—

Supplies.—

11 River BAIBICHE ... 17.25 m. Good road.
148.5 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 Junction of the CHALKODU ... 14.5 m. After
163 m. and a second river without passing the
 a name. sources of the
 River Raibiche, the road leads to the pass of the same
 name. The ascent is somewhat steep. From the pass the
 road enters the Chalkodu Valley.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

13 River TASH RABAT... 13.25 m. The road runs
176.25 m. to the second
 Baibiche pass
 in the Kalkaghar-Tagh Mountains from which it descends
 by the gently sloping Tuz Ashu ravine to the desert valley of
 the Kara Kain. The road intersects this and rises by the

MAIN ROUTE NO. XV.—*concl'd.*

defile of the Tash Rabat on its R. bank to the camping ground. The position of the camping ground is undetermined but the higher up the pass it is selected the better as it diminishes the next difficult march over the Tash Rabat.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

14 LAKE CHADIR KUL... 13.25 m. The road crosses the Tash Rabat by an
 189.75 m.

inconvenient ford and afterwards runs in a narrow and stony defile in part on cornices. The ascent to the pass is steep as is also the descent but only for 6 m. The road then runs in the smooth ravine of the Tash Rabat to its issue in the valley of the Chadir Kul. The lake is 14.5 m. wide. The road here joins Route XIV to Kashgar (q. v.)

15 to 21 KASHGAR ... *Vide* Route XIV.

300.25 m.

SECTION NO. 2.
MINOR ROUTES.

MINOR ROUTE NO. 1,

FORT KAZALINSK TO PETRO-
ALEXANDROVSK.

330.8 miles.

16 stages.

Authorities.—Kostenko, 1880; Russian Route Map
1893.

Epitome.

The road is fit throughout for wheeled transport.

No. of stage and total distance.	Details.
1 9.6 m.	LAKE JAMAN KUL ... 9.6 m. At 2 m. from Kazalinsk the Syr Darya is crossed at Kara Tube and beyond the road is over sand as far as Lake Jaman Kul.
	<i>Camping ground.</i> —
	<i>Water.</i> —From wells; not of good quality but fit for use.
	<i>Fuel.</i> —Nil.
	<i>Fodder.</i> —Nil—all available fodder is consumed by nomad Khirghiz.
	<i>Supplies.</i> —
2 36.6 m.	KUVAN DARIA WELL... 26 m. Road traverses undulating country
	devoid of vegetation.
	<i>Camping ground.</i> —
	<i>Water.</i> —
	<i>Fuel.</i> —
	<i>Fodder.</i> —
	<i>Supplies.</i> —
3 63.6 m.	DARIA BAI WELL ... 28 m. For the first third of the march the road runs
	through insignificant sand hills very scantily covered with shrubs. Beyond this it passes over undulating country with hard soil almost destitute of vegetation.

MINOR ROUTE No. 1.—*contd.**Camping ground.*—*Water.*—Abundant from wells in a ravine.*Fuel.*—*Fodder.*—*Supplies.*—

4 DON-KAZGAN ... 36 m. Soil at first sandy,
 99.6 m. then quite hard and
 covered with occa-
 sional bushes. Through small sand hills for last 9 or 10
 miles.

Camping ground.—*Water.*—Good and abundant from wells in a ravine.*Fuel.*—*Fodder.*—*Supplies.*—

5 MIRZALI WELL ... 40 m. Hard ground except
 139.6 m. for an interval of
 .6 m. where crum-
 bling sand has to be crossed. Latterly sandy country with
 occasional saxaul. Throughout the whole march there is fuel
 in the form of thin brushwood.

Camping ground.—*Water.*—From well—salty.*Fuel.*—Close by in abundance.*Fodder.*—Nil.*Supplies.*—

6 KOS KUDUK WELL ... 11.2 m. Hard soil till
 150.8 m. a high hill
 is reached
 when road passes through a narrow stratum of sand thence
 again on to hard hillocky country for 2 m. 5¼ f. and from here
 to end of stage, sand again.

Camping ground.—*Water.*—Good from 3 wells situated amongst crumbling
 sand.*Fuel.*—Nil.*Fodder.*—Can be obtained for camels from close by. Nil
 for horses.*Supplies.*—

MINOR ROUTE No. 1.—*concl'd.*

7 BAI MURAD ... 17 m.
 (IMRAT).
 167.8 m.

Camping ground.—
Water.—
Fodder.—
Supplies.—

8 BION KAK ... 17.2 m.
 185 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

9 UDAGAI ... 25.8 m.
 210.8 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

10 JANGILDI-KAK ... 22 m.
 232.8 m.

Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—

11 KARA-BATIR Well ... 31.4 m. Road at first
 264.2 m. among sand hills which

are very difficult to pass. The sand is in places covered with saxaul, tamarisk, jusan, and occasionally feather grass. Towards the end of the stage the soil is hard.

Camping ground.—

Water.—Very scarce. The wells of Kara-Batir have been abandoned in consequence of the bad quality of the water which even camels will not drink.

Fuel.—
Fodder.—
Supplies.—

MINOR ROUTE No. 1.—*contd.*

12 TAJI-KAZGAN Well ... 8 m. Hard clay for
272.2 m. the first half
of the march,

then deep sands.

Camping ground.—

Water.—Good but sufficient for a small detachment only. It is obtained from a single well. Sand storms here are so violent that they sometimes fill up the well in the space of 24 hours.

Fuel.—

Fodder.—

Supplies.—

13 KOKCHA WELL ... 14.6 m. Route lies through
286.8 m. sand hills very
poor in vegeta-
tion.

Camping ground.—

Water.—Plentiful but slightly saltish.

Fuel.—

Fodder.—Scarce.

Supplies.—

14 BAZAR KALA ... 17.2 m.
304 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

15 KALTA-MINAR ... 17.2 m. The first 4.5 m.
321.2 m. of the road is
through deep

sand and high sand hills.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

16 PETRO-ALEXANDROVSK... 9.6 m. Road runs
330.8 m. through
cultiva-

tion, crossing irrigation channels.* Sand is met with in places. The last mile is over sand hills. Petro-Alexandrovsk is on the R. bank of the Amu Darya from which it is separated by a wheel road 4 or 5 m. long. There is a ferry on the L. bank to Khanki. The road here joins Main Route No. 1 (q. v.)

Alternative Minor Route No. 1(i).

FORT KAZALINSKI TO PETRO-
ALEXANDROVSK.

400·8 miles.

24 stages.

Authorities.—Kostenko, 1880 ; Russian Route Map,
1893.

No. of stage and total distance.	Details.
1 to 20 332·2 m.	KHOJA KUL ... 332·2 m. <i>Vide</i> Minor Route No. 2.
21 350·2 m.	KHAYAK TAU ... 18 m.
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
22 366·8 m.	BEE BAZAAR ... 16·6 m.
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
23 380·8 m.	SHEIKH ABAS VALI ... 14 m.
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
24 400·8 m.	PETRO ALEXANDROVSK ... 20 m. <i>Vide</i> Minor Route No. 1.

MINOR ROUTE NO. 2.

FORT KAZALINSKI TO NUKUS.

378·7 miles.

23 stages.

Authorities.—Kostenko, 1880 ; Russian Route Map, 1893.

Epitome.

Fit for wheels.

No. of stage and total distance.	Details.	
1	LAKE ALAMBAI	... 11·6 m.
11·6 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —In the lake brackish. On the N. side of the lake are 6 wells with water fit for drinking and cooking.		
<i>Fuel.</i> —Scarce.		
<i>Fodder.</i> —Scarce.		
<i>Supplies.</i> —		
2	UTEBAS	... 8·6 m.
20·2 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —		
<i>Fodder.</i> —		
<i>Supplies.</i> —		
3	IRBAI	... 13·2 m.
33·4 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —Scarce.		
<i>Fodder.</i> —Nil.		
<i>Supplies.</i> —		
4	JABAGATAM (tomb)	... 12·6 m.
46 m.		
<i>Camping ground.</i> —		
<i>Water.</i> —		
<i>Fuel.</i> —Scarce.		
<i>Fodder.</i> —Scarce.		
<i>Supplies.</i> —		

MINOR ROUTE No. 2.—*contd.*

- 5 SARI BULAK ... 11·2 m.
 57·2 m.
Camping ground.—
Water.—Plentiful.
Fuel.—Plentiful.
Fodder.—Scarce.
Supplies.—
- 6 MAWAS ... 16·6 m.
 73·8 m.
Camping ground.—
Water.—Ample for cooking purposes. For watering cattle there is the serai well 1·25 m. from Manas Well and .5 m. to R. of road near wells of Chagai Ghat and Shanak up the Kuvan Daria.
Fuel.—
Fodder.—
Supplies.—
- 7 JAR KUDUK ... 18 m.
 91·8 m.
Camping ground.—
Water.—Scarce.
Fuel.—
Fodder.—Nil.
Supplies.—
- 8 AK KUDUK ... 18·6 m.
 110·4 m.
Camping ground.—
Water.—2 wells at Ak Kuduk; another one 1 m. W. Flow of water slow.
Fuel.—Plentiful.
Fodder.—Nil.
Supplies.—
- 9 KARABAS BUGUT ... 19·2 m.
 129·6 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 10 LAKE KEGERELI KAR ... 24·6 m.
 154·2 m.

MINOR ROUTE No. 2.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—Scarce.*Supplies.*—

11 ON ADAM ... 10 m.

164·2 m.*Camping ground.*—*Water.*—Plentiful.*Fuel.*—Plentiful.*Fodder.*—*Supplies.*—

12 SUIMAN-KUDUK ... 11·2 m.

175·4 m.*Camping ground.*—*Water.*—Nil.*Fuel.*—Plentiful.*Fodder.*—Nil.*Supplies.*—

13 KASKA ... 12 m.

187·4 m.*Camping ground.*—*Water.*—Plentiful.*Fuel.*—Plentiful.*Fodder.*—Nil.*Supplies.*—

14 BAI-SHUVAK WELL ... 14·6 m.

202 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—Nil.*Supplies.*—

15 BOZ GUNAK ... 26 m.

228 m.*Camping ground.*—*Water.*—Nil, except during rains when a lake of good water forms in the low ground.*Fuel.*—*Fodder.*—Nil.*Supplies.*—

16 LAKE KARA KOL ... 29 m.

257 m.*Camping ground.*—*Water.*—

MINOR ROUTE No. 2.—concl'd.

Fuel.—
Fodder.—
Supplies.—

17 LAKE KAMISTI ... 10 m.

267 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

18 LAKE CHANGLI-KUL ... 10 m.

277 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

19 YUIS-BAI WELL ... 31·2 m.

308·2 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

20 KHOJA KUL ... 24 m. The road here joins
Main Route No. I
(q. v.).

332·2 m.

21—23 NUKUS ... 46·5 m. See stages 10-12 Main Route
No. I.

378·7 m.

MINOR ROUTE NO. 3.

PETRO-ALEXANDROVSK TO JIZAK.

450·3 miles.

30 stages.

Authorities.—Kostenko, 1880 ; Russian Route Map,
1893.

No. of stage and total distance.	Details.
1 16·6 m.	SOK KUL WELL ... 16·6 m. For a distance of 6 m. 5 f. the road is fit for infantry and cavalry but the canals which intersect the road

MINOR ROUTE No. 2.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—Scarce.*Supplies.*—

11 ON ADAM ... 10 m.

164·2 m.*Camping ground.*—*Water.*—Plentiful.*Fuel.*—Plentiful.*Fodder.*—*Supplies.*—

12 SUIMAN-KUDUK ... 11·2 m.

175·4 m.*Camping ground.*—*Water.*—Nil.*Fuel.*—Plentiful.*Fodder.*—Nil.*Supplies.*—

13 KASKA ... 12 m.

187·4 m.*Camping ground.*—*Water.*—Plentiful.*Fuel.*—Plentiful.*Fodder.*—Nil.*Supplies.*—

14 BAI-SHUVAK WELL ... 14·6 m.

202 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—Nil.*Supplies.*—

15 BOZ GUNAK ... 26 m.

228 m.*Camping ground.*—*Water.*—Nil, except during rains when a lake of good water forms in the low ground.*Fuel.*—*Fodder.*—Nil.*Supplies.*—

16 LAKE KARA KOL 29 m.

257 m.*Camping ground.*—*Water.*—

MINOR ROUTE No. 2.—*concl'd.**Fuel.—**Fodder.—**Supplies.—*

17 LAKE KAMISTI ... 10 m.

267 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

18 LAKE CHANGLI-KUL ... 10 m.

277 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

19 YUIS-BAI WELL ... 31·2 m.

308·2 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*20 KHOJA KUL ... 24 m. The road here joins
Main Route No. I

332·2 m.

(q. v.).

21—23 NUKUS ... 46·5 m. See stages 10-12 Main Route
No. I.

378·7 m.

MINOR ROUTE NO. 3.

PETRO-ALEXANDROVSK TO JIZAK.

450·3 miles.

30 stages.

*Authorities.—*Kostenko, 1880 ; Russian Route Map,
1893.

No. of stage and total distance.	Details.
1 16·6 m.	SOK KUL WELL ... 16·6 m. For a distance of 6 m. 5 f. the road is fit for infantry and cavalry but the canals which intersect the road

MINOR ROUTE No. 3.—*contd.*

render it somewhat difficult for artillery and carts. At 7 m. $2\frac{1}{4}$ f. the road cuts through sand hills. Beyond this up to 13 m. 2 f. (*i.e.*, to the heights of Kara-Gir-Tau) the road rises slightly, in parts sandy, in parts firm. From Kara-Gir-Tau to the salt marsh (2 m. $2\frac{1}{2}$ f.) there are sand hillocks rising to 28 feet in height.

Camping ground.—

Water.—One well 56 feet deep; water salt and sulphurous to the taste. Sufficient for 500 men and 50 horses.

Fuel.—Obtainable 6 m. from well.

Fodder.—Obtainable 700 yards N. W. of well

Supplies.—

2 SARI-BULAK ... 15.2 m. After rising up a slope
31.8 m. of 30 degrees and crossing a salt

marsh, the road ascends a mountain for 4 m. 5 f. It runs in sand (depth 2.5") with frequent passes. From 4 m. 5 f. to the Kara Tau Mountains passes are met with up to 70 feet in height. Here the sands are still deeper. After descending from the Kara Tau (the descent for 700 yards is at an angle of 20 degrees) the road runs through a small pass, descends to salt soil and beyond as far as Sari Bulak Well runs over level saltish soil.

Camping ground.—

Water.—Saltish at Sari Bulak. 2 m. from Sari Bulak at Muzarkam there is a spring of good fresh water. It is sufficient for 1,000 men and 200 horses. Horses can also be watered at the two wells of Sari Bulak.

Fuel.—Ample .6 m. from the spring.

Fodder.—Ample .6 m. from the spring.

Supplies.—

3 BUGETLI WELL ... 11.2 m. After crossing sand
43 m. for about 1 m. the road rises at

an incline which, although insignificant is covered with deep sand hills for 1 m. $2\frac{1}{2}$ f. After this the sand becomes less and firm ground is crossed. Soon, however, difficult sand hills again commence continuing to 9 m. $7\frac{1}{2}$ f. after which the road descends through small sand hills to the Bugetli Well

Camping ground.—

Water.—4 wells with brackish water unfit for men to drink. Horses will drink it but unwillingly.

Fuel.—

Fodder.—

Supplies.—

MINOR ROUTE No. 3.—*contd.*

4 KHATANTAI-KAZGAN ... 22.6 m. From Bugetli
65.6 m. to the salt marsh
the road runs

through sand, but is not difficult. From the salt marsh it is up a slight incline on hard ground for about 1 m. 2½ f. Beyond, for 2 m. it rises on a hill through sand 2½" deep with frequent small passes. When within 1 m. of the well at camping ground the road runs over hard, undulating ground.

Camping ground.—

Water.—Scarce.

Fuel.—Plentiful.

Fodder.—For 100 horses 3 m. N. W. of well.

Supplies.—

5 BUZAUBAI WELL ... 22 m. For 8 m. the road
87.6 m. runs over undulating
sandy ground. After

this the soil becomes firmer and shallower sand is met with. On this part of the route movement is not difficult even for wheeled artillery.

Camping ground.—

Water.—8 wells but 5 are blocked up—fit for use. Near Buzaubai Wells are the 3 wells of Musret with saltish water but fit for use. Sufficient for 600 men and 200 horses.

Fuel.—Obtainable .6 m. from wells.

Fodder.—Obtainable .6 m. from wells.

Supplies.—

6 KARAKALPAK-KAZGAN ... 10.6 m. For 3 m.
98.2 m. WELL 2½ f. the road
is not difficult

even for wheeled artillery, but beyond, up to 6 m. 5 f. it runs through crumbling but not deep sand. From 6 m. 5 f. to end of stage, road is level and tolerably firm.

Camping ground.—

Water.—2 wells, one of which is blocked; water saltish and tainted; sufficient for 500 men and 100 horses.

Fuel.—Plentiful .6 m. from wells.

Fodder.—Plentiful .6 m. from wells.

Supplies.—

7 BISEKTI SPRINGS ... 14.6 m. The road runs
112.8 m. over undulating sandy
ground which does not
particularly impede movement.

Camping ground.—

Water.—2 wells, in one water is good; in the other saltish; sufficient for 1,000 men and 200 horses.

MINOR ROUTE No. 3.—*contd.**Fuel.*—*Fodder.*—*Supplies.*—

8 MIN BULAK SPRINGS ... 13·2 m. The road,
126 m. although traversing mountains may be

said to be suitable even for wheeled artillery as the ascent is by terraces of no great steepness or height and the descents are gentle. Sand is met with in places.

Camping ground.—*Water.*—Good; sufficient for 600 men and 150 horses.*Fuel.*—*Fodder.*—Scarce.*Supplies.*—

9 BASKARA WELL ... 13·2 m. At the commence-
139·2 m. ment of the march movement is rendered

difficult by lofty sand hills.

Camping ground.—

Water.—Wells in a depression, descent into which is very steep; water good.

Fuel.—*Fodder.*—*Supplies.*—

10 YANI KAZGAN ... 20 m.
159·2 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

11 YUZ-KUDUK WELL ... 8 m. There are no
167·2 m. traces of a road, but the country is

easy and practicable. At 7 m. is the ravine of Aksai with excessively steep banks.

Camping ground.—*Water.*—Good and plentiful.*Fuel.*—*Fodder.*—*Supplies.*—

12 KOK PITAS ... 15·2 m. The road is even and
182·4 m. sometimes intersected by beds of streams

which in spring flow down from the Altin Tau Mountains, extending parallel to the road.

MINOR ROUTE No. 3.—*contd.**Camping ground.*—*Water.*—Salt; even horses will not drink it.*Fuel.*—*Fodder.*—*Supplies.*—

13 YANI KAZGAN ... 25·2 m.

207·6 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

14 BISH BULAK WELL ... 6 m. The road is over even ground.

213·6 m.

Camping ground.—*Water.*—5 shallow wells—water of poor quality.*Fuel.*—Scarce.*Fodder.*—*Supplies.*—

15 ADAM BAI ... 14·6 m.

228·2 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

16 TAMDI ... 8·6 m. At first the road is sandy, rendering movement difficult, but it improves and towards

the end of the stage passes over even firm ground.

Camping ground.—*Water.*—A number of springs of good water.*Fodder.*—*Fuel.*—*Supplies.*—

17 KIDERI WELL ... 24·6 m. For first 7 miles the road is in a defile through the Tamdi

261·4 m.

Tau mountains and the last 17 miles the road is level.

Camping ground.—*Water.*—Good and plentiful.*Fuel.*—Plentiful.*Fodder.*—Plentiful.*Supplies.*—

MINOR ROUTE No. 3.—*contd.*

18 RU WELL ... 9·2 m. The road is extremely sandy. There is no water on the march.
 270·6 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

19 AYAK KUDUK WELL ... 18 m. Up to the wells of Yani Kazgan (8 m.) the road runs over level country. Beyond it becomes sandy. There is little water in the Yani-Kazgan Wells.
 288·6 m.

Camping ground.—

Water.—2 wells of good water; sufficient for a large detachment.

Fuel.—

Fodder.—

Supplies.—

20 MASCHI WELL ... 10 m. The road passes through an undulating hard locality cut up by low eminences bearing the name of Jaman Tau. There is no water on the march.
 298·6 m.

Camping ground.—

Water.—6 wells; the water of 3 can be drunk by men; that of the other 3 by cattle only.

Fuel.—Jusan and assafoetida in abundance.

Supplies.—

Fuel.—

21 BAIMAN TAPTI WELL ... 14 m. The road is at first firm and smooth, but afterwards runs through a sandy track. There is no water along the road.
 312·6 m.

Water.—Sufficient from a well for 400 men.

Fuel.—

Fodder.—Obtainable 2 m. from well.

Supplies.—

22 KOSH BAIGI WELL ... 19·2 m. For the first 2 m. sand hills are met with which render movement difficult. Afterwards the road runs over a completely level and practicable country.
 331·8 m.

MINOR ROUTE No. 3.—*contd.**Camping ground.*—

Water.—Sufficient from a well for 400 men *plus* transport. Close by are 3 wells (Sulli) with water fit for cattle.

Fuel.—Jusan.

Fodder.—

Supplies.—

23 BALTA-CHAUDIR WELL ... 20 m. At 12 m.
351.8 m. are the Chakmak Wells with good water. For the first 18 m. the road is easy and fairly good but beyond it is over sand which renders movement of baggage difficult.

Camping ground.—

Water.—2 deep wells fit for use and sufficient for 200 men and 100 horses for 24 hours.

Fuel.—Jusan and brushwood.

Fodder.—

Supplies.—

24 SAP (village) ... 16 m. The road passes through
367.8 m. stony and sometimes very steep hills. Mountain streams and canals cross it in places. Wheel traffic is almost impossible. At 6.75 m. there are hamlets on both sides of the road. At 12 m. a large ravine and the river of Katti Sai. At 15 m. the hamlet of Sap is seen.

Camping ground.—

Water.—

Fuel.—

Fodder.—Corn, etc., can be bought in the village of Sin Tab.

Supplies.—

25 FARISH (village) ... 16 m. The road runs over
383.8 m. the spurs of the Nur Ata Mountains moderately level but rugged and unfit for wheeled traffic. At 3 m. on the right the hamlet of Merxerum is visible in the hills.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MINOR ROUTE No. 3.—*concl'd.*

26 USHMA (village) ... 11.2 m. Road is of same
 395 m. character as on former
 march. Hamlets are
 seen on both sides of the road. At half way is an excellent
 spring.

Camping ground.—

Water.—Plentiful.

Fuel.—

Fodder.—

Supplies.—

27 OSMAN SAI ... 16 m.
 411 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

28 CHIRCHIK ... 10 m. The road is over mountain
 421 m. spurs and is rugged. In
 the mountains near the
 road is the hamlet of Yani. The road here crosses the river
 Iliyanchi. At 10 m. the river Sadik-Ab-Sakal is crossed and
 at 14 m. a nameless stream.

Camping ground.—

Water.—Plentiful.

Fuel.—

Fodder.—Nil.

Supplies.—

29 CHANGARLI ... 18.3 m. The road is hard level
 439.3 m. and stony.

Camping ground.—

Water.—From river Killi.

Fuel.—

Fodder.—Nil.

Supplies.—

30 JIZAK ... 11 m. Road is level, smooth and firm,
 450.3 m. occasionally intersected by
 canals; country is open.

Camping ground.—

Water.—From ponds—guinea worm prevalent.

Fuel.—Obtainable but expensive.

Fodder.—Obtainable but expensive.

Supplies.—

MINOR ROUTE NO. 4.

TASHKENT TO MARGHILAN (SKOBELEF).

182 miles.

12 stages.

Authority. — Kostenko, 1880.

Epitome.

Wheel road to Taliau. Thence to Khokand a caravan route practicable for baggage animals. From Stage 10 to Marghilan by post road.

No. of stage and total distance.	Details.
1 <hr style="width: 10%; margin-left: 0;"/> 8·75 m.	CHIRCHIK ... 8·75 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2 <hr style="width: 10%; margin-left: 0;"/> 18 m.	KARA SU ... 9·25 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
3 <hr style="width: 10%; margin-left: 0;"/> 35 m.	ZIMORA KONCHEGALI ... 17 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
4 <hr style="width: 10%; margin-left: 0;"/> 50 m.	TALIAU ... 15 m. A fortified post. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —

MINOR ROUTE No. 4.—*contd.*

- 5 SHANGAZ PASS ... 12·25 m.
 62·25 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 6 DOLONALI ... 12·5 m. A collection of winter huts.
 74·75 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 7 KAMISH KURGHAN ... 20 m.
 94·75 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 8 CHAHIL MAKHRAM ... 5·75 m. 2 ferry boats.
 101·5 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 9 KHOKAND ... 24 m. The road here crosses Main Route No. IV (q. v.).
 125·5 m.
- 10 KARAWAL TAPA ... 18 m.
 143·5 m.
Camping ground.—
Water.—
Fuel.—
Fodder.—
Supplies.—
- 11 ALTI ARIK 18·75 m.
 162·25 m.

MINOR ROUTE No. 4.—*concl'd.**Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

12	MARGHILAN ...	19·75 m.	The road here joins
182 m.			Main Routes Nos. VI and VIII (q. v.).

Alternative Minor Route No. 4 (1).**TALIAU TO CHAHIL MAKHRAM.***47·75 miles.**4 stages.*

No. of stage and total distance.	Details.	
1	KANDAR DARAN PASS ...	18·5 m.
18·5 m.		
	<i>Camping ground.—</i>	
	<i>Water.—</i>	
	<i>Fuel.—</i>	
	<i>Fodder.—</i>	
	<i>Supplies.—</i>	
2	MULLA MIR ...	5·25 m.
23·75 m.		
	<i>Camping ground.—</i>	
	<i>Water.—</i>	
	<i>Fuel.—</i>	
	<i>Fodder.—</i>	
	<i>Supplies.—</i>	
3	SH AidAN ...	10 m.
33·75 m.		
	<i>Camping ground.—</i>	
	<i>Water.—</i>	
	<i>Fuel.—</i>	
	<i>Fodder.—</i>	
	<i>Supplies.—</i>	
4	CHAHIL MAKHRAM ...	14 m. <i>Vide</i> Minor
47·75 m.		Route No. 4.

MINOR ROUTE NO. 4 (ii).**SH AidAN TO MARGHILAN.***121.5 miles.**10 stages.**Epitome.*

A good wheel road the whole way.

No. of stage and total distance.	Details.	
1	ASHABA	... 6.75 m.
<u>6.75 m.</u>		
<i>Camping ground.—</i> <i>Water.—</i> <i>Fuel.—</i> <i>Fodder.—</i> <i>Supplies.—</i>		
2	ASH	13.25 m.
<u>20 m.</u>		
<i>Camping ground.—</i> <i>Water.—</i> <i>Fuel.—</i> <i>Fodder.—</i> <i>Supplies.—</i>		
3	CHADAK	14.25 m.
<u>34.25 m.</u>		
<i>Camping ground.—</i> <i>Water.—</i> <i>Fuel.—</i> <i>Fodder.—</i> <i>Supplies.—</i>		
4	CHARKASAR	... 8.5 m.
<u>42.75 m.</u>		
<i>Camping ground.—</i> <i>Water.—</i> <i>Fuel.—</i> <i>Fodder.—</i> <i>Supplies.—</i>		
5	ALMAZ	... 9.25 m.
<u>52 m.</u>		

MINOR ROUTE No. 4 (ii).—conclâ

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 CHUST ... 8 m.

60 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 KASH KAIRAGACHI ... 11·75 m.

71·75 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 TOKALI ... 24·5 m.

96·25 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

9 SHAMURGA TAPA ... 12 m.

108·25 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

10 MARGHILAN ... 13·25 m.

121·5 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MINOR ROUTE NO. 5.

KHOKAND TO OSH.

128 miles.

9 stages.

Authority — Kostenko, 1880.*Epitome.*

A wheel road the whole way.

No. of stage and total distance.		Details.
1 <hr/> 11 m.	ULTARMA	... 11 m.
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
2 <hr/> 24·25 m.	RISHTAN	... 13·25 m. From here a wheel road goes to Marghilan— 31 m.
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
3 <hr/> 35 m.	KURGHAN TAPA	... 10·75 m.
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
4 <hr/> 43 m.	CHIMION	... 8 m.

MINOR ROUTE No. 5.—*sonciú.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 WADIL ... 10 m.

53 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 UCH KURGHAN ... 20 m.

73 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 KOK JAR ... 18 m.

91 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 NAUKAT ... 14 m.

105 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

9 OSH ... 23 m.

128 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

Alternative Minor Route No. 5 (i).

KHOKAND TO OSH.

189 miles.

13 stages.

Epitome.

A wheel road the whole way.

No. of stage and total distance.	Details.	
1	YAIPAN	... 13.5 m.
13.5 m.		
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
2	RIBAT	... 15 m.
28.5 m.		
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
3	ISFARA	... 9.75 m.
38.25 m.		
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
4	LIAKHAN	... 12 m.
50.25 m.		
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
5	SARI KURGHAN	... 20.5 m.
70.75 m.		

ALTERNATIVE MINOR ROUTE No. 5 (i).—*concl'd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 RISH TAN ... 14·5 m.

85·25 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—7—13 OSH ... 103·75 m. *Vide* Minor Route No. 5.189 m.**MINOR ROUTE NO 6.**

ANDIJAN to UZKEND.

50·25 miles.

4 stages.

Authority. —Kostenko, 1880.*Epitome.*

A wheel road the whole way.

No. of stage
and total
distance.

Details.

1 TISHIK TASH ... 12 m.12 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—2 AIM KISHLAK ... 8·5 m.20·5 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MINOR ROUTE No. 6.—*contd.*

3 KHANAYAT ... 12·5 m.
35 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 UZKEND ... 17·25 m.
50·25 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

Alternative Minor Route No. 6 (i).

ANDIJAN TO UZKEND.

57·5 miles.

5 stages.

Authority.—Kostenko, 1880.

Epitome.

A wheel road the whole way.

No. of stage and total distance.	Details.
1 12 m.	TISHIK TASH ... 12 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2 20·5 m.	AIM KISHLAK ... 8·5 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —

ALTERNATIVE MINOR ROUTE No. 6 (i).—concl'd.

3 SUZAK ... 10·5 m.

31 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

4 JALALABAD ... 5·25 m.

36·25 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 UZKEND ... 21·25 m.

57·5 m.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MINOR ROUTE NO. 7.

MARGHILAN TO GARM.

185 miles.

12 stages.

Authorities.—Mirmunshi Aziz ud-din, 1905; Lipski, 1899.*Epitome.*

Road is practicable the whole way for laden animals; supplies obtainable at some of the stages; water, grass and fuel generally obtainable.

No. of stage and total distance.	Details.
1	UCH KURGHAN ... 20m. On leaving Marghilan
20 m.	cross a maidan about 8 m. long and arrive at village of Awal containing about 600 houses. At 14 m.

MINOR ROUTE No. 7.—*contd.*

another village is reached. Then cross a maidan 4 m. long. The road is now about 15 feet wide and goes through cultivation for about 2 m. when Uch Kurghan is reached. Here a river is crossed. Uch Kurghan has 3 serais, a bazaar and about 1,200 to 1,500 houses.

Camping ground.—

Water.—Excellent from mountains.

Fuel.—Procurable everywhere.

Fodder.—Grazing good. Small stores of corn and clover.

Supplies.—Procurable.

(NOTE.—See also Main Route VI, stage 1.)

2 MAIDAN ... 12 m. The road runs along the R.
32 m. (KARAU) bank through cultivation for about 3 miles

and is broad and easy. Cross the Ishfargan river by a bridge, here the valley broadens. From the bridge the road runs along the L. bank of the Ishfargan River for 9 m. Maidan consists of about 20 houses.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 LANGAR ... 10 m. On leaving Maidan proceed
42 m. along the L. bank for about 2 m. Cross a strong wooden

bridge and proceed along the R. bank for about 8 m. The road gradually ascends the valley. Langar has no cultivation.

Camping ground.—

Water.—Excellent.

Fuel.—Obtainable.

Fodder.—Obtainable.

Supplies.—

4 KIZIL ALAI PASS ... 20 m. The road follows
62 m. the R. bank of the Ishfargan

River for 2 m. From the 2nd and 3rd m. the traveller crosses and re-crosses the stream about a dozen times. Up to the 15th m. the road gradually ascends. Both sides of the valley consist of high cliffs and peaks. The Russians have made a road through some rocky precipitous cliffs. The ascent is steep and difficult for laden animals. Proceed along a narrow valley for 5 m. from which the road ascends to the top of the pass.

MINOR ROUTE No. 7.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 Camp at foot of KIZIL ... 12 m. The pass is easy
 74 m. ALAI PASS and is a good
 grazing ground.

The road ascends gradually through a narrow valley for about 9 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 KOK SU ... 18 m. Cross the stream from the
 92 m. Kara Kazik Pass by a
 ford easy for laden animals.

Go down the R. bank for 3 m. Come to the Kizil River Valley. Proceed along the R. bank of the Kizil River 8-9 miles and cross the Kok Su Nullah. Kok Su consists of about 15 houses and is situated on the R. bank of the Kizil River in a narrow valley crowned with lofty peaks.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 ACHGHOLMA ... 18 m. On leaving Kok Su the
 110 m. road crosses a maidan
 10-12 m. long. Arrive

at a nullah with a wooden bridge astride it and go over a "pari" about 6 m. long over which a road 8 feet wide has been made. It is practicable for laden animals. The road goes over easy ground now for 2 m. and comes to Achgholma. To Achgholma there are 2 routes; one down the main Kizil Valley along the R. bank of the river; the other towards a pass called Kicklick—Kara—Mugh. Follow the former.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 DAMBARUK ... 20 m. Proceed for 9 m. over
 130 m. (DAMBURUCHI) level ground and 4 m.
 across a maidan. 4 m.

further on the road comes to a bridge. The village of

MINOR ROUTE No. 7.—*contd.*

Dambaruk is on the R. bank of the Kizil River and consists of 20-30 houses. 2 m. further on another bridge is reached. The road between the two bridges is about 8' wide and quite level. Cross the bridge to the R. bank and come to camping ground.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

9 ZANKU ... 15 m. At 1.5 m. come to a hamlet of 15-20 houses. The road crosses a maidan 3 m.

long. From the river bank ascend for a mile by a pass called Kushaba. Continue along the river bank for a mile after which there is a steep ascent difficult for laden animals and an easy descent. Ascend again for a mile. Here the road turns S. to a hillock called Kushaba. Arrive at a village called Yar Mazar. At 12 m. nullah is crossed by a wooden bridge. The road goes over level ground for 3 m. and come to Zanku a village of 50 houses.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—Scarce.

10 YARKICH ... 15 m. The road goes over a maidan for 5 m. and for 4 over a cliff which is soft and

slippery and needs constant repair. Continue along the R. bank of the Kizil River for 4 m. At 13 m. the river bank is left. Arrive at Kala-Khoit village (200 houses). One mile through cultivation and Yarkich is reached. Yarkich consists of about 150 houses and is situated on the L. bank of the Terak stream. Just opposite Yarkich is a precipitous hill which commands both directions (*i.e.*, towards Yarkich and Turpi).

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 TURPI ... 10 m. Leaving Yarkich the road ascends gradually for 5 m. through cultivation and

hamlets. Cross a stream from the Terak Pass. The road turns N. for about 2 m. towards the Turpi Pass. Descent

MINOR ROUTE No. 7.—*concl'd.*

easy for laden animals. The road now turns S. towards the Kizil River over zigzags and soft ground. The village of Turpi consists of 50-60 houses.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 GARM ... 15 m. At 1 m. cross a "pari" wide
185 m. enough for laden animals. The
road for 6 m. now goes over

a maidan and for 4 m. over stony ground. Go along the R. bank of the Kizil River for 4 m. To Garm the road is about 9' broad and goes over a plain through cultivation. Garm consists of about 120 houses, a bazaar and a fort which used to be occupied by a Mir appointed by the Amir of Bokhara.

Camping ground.—Spacious and open.

Water.—

Fuel.—

Fodder.—

Supplies.—

MINOR ROUTE NO. 8.

ANDIJAN TO NARIN.

154 miles.

10 stages.

Authorities.—Kostenko, 1880; Mirmunshi Aziz-uddin, 1907.

Epitome.

Good cart road fit for all arms except across Kara Darya (v. stage 3); supplies obtainable *en route*; water and camping ground good.

No. of stage and total distance.	Details.
1 12 m.	TISHIK TASH ... 12 m. <i>Vide</i> Minor Route No. 6 (i), stage 1.
2 20·5 m.	'AIM KISHLAK ... 8·5 m. <i>Vide</i> Minor Route No. 6 (i), stage 2.

MAIN ROUTE No. 8.—*contd.*

3 SUZAK ... 10.5 m. The road from Andijan runs
31 m. over maidan and through trees to the Kara Darya

which is reached at 9 m. No bridge over river. Carts cannot cross except during 2 months in winter. The river is fordable for ponies except during 1 month in summer. From Kara Darya the road goes through cultivation to Suzak. Suzak is at the junction of several streams.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 KOKYANGAK ... 15 m. From Suzak the road
46 m. runs along the R. bank of the Kugart

stream to Kokyangak. No nullahs or bridges on the way. Kokyangak consists of about 500 houses of Mohammedans and about 100 families of Russian mujiks.

Camping ground.—Spacious.

Water.—

Fuel.—

Fodder.—

Supplies.—Plentiful.

4 KOKYANGAK ... 15 m. From Sozak the road
61 m. PASS on ANDIJAN side) Kokyangak for 11 m. passes through cultivation maidan and scattered villages and goes along the R. bank of Kugart River. For about 4 m. ascend gradually to Rubat. Both sides of the road are hilly. A few small bridgeless nullahs are met with on the road but carts can pass. Rubat is on the R. bank of the Kugart River.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

6 RUBAT (foot of KUGART ... 18 m....The road
79 m. PASS on NARIN side) ascends steeply

by properly made zigzags and winds through cliffs and "paris" neatly cut and cleared to the top of the pass. The plateau on the summit of the pass is 300 yards wide. The descent is difficult. The Russians spent considerable labour in making the road over the pass.

MAIN ROUTE No. 8.—*contâ.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 ALA BUGA ... 18 m. From Rubat the road
 97 m. descends easily for about
 3 m. From the foot of

the pass the road runs chiefly over soft soil, not more than
 2 or 3 rocky places having had to be cut and widened.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 KURTKA ... 19 m. From Ala Buga the road
 116 m. turns in a N. E. direction
 for about 8 m. and descends

to the Ala Buga River which it crosses by a strong bridge
 built of wooden beams and iron wires. At 8 m. salt mines
 are reached. There are 3 streams without bridges on the
 road between the salt mines and Kurtka. From the salt
 mines to Kurtka the road is in good condition 18-19 feet wide
 and quite level. Kurka is surrounded by hills and consists
 of about 500 kirgniz families living in tents.

Camping ground.—Spacious.*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—Plentiful.

9 KULNAK ... 19 m. The road runs along the L.
 135 m. bank of the Narin River
 and is level as far as

Kulnak. Three nullahs between Kurtka and Kulnak are
 crossed. The water is so little in them that they can be
 forded even in summer.

Camping ground.—Spacious.*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

10 NABIN... 19 m. 4 m. from Kulnak the road
 154 m. crosses the Ak Bashi River by
 a wooden bridge called Shaitan

Koprak. From the bridge the road runs on the level for
 12 m. and then descends gradually for 2 m. to Narin Village.

MAIN ROUTE No. 8.—*concl'd.*

Narin is situated on the L. bank of the Narin River. The Russians have built a small fort consisting of a low walled enclosure in which are quarters for soldiers and one bungalow. A ditch surrounds the fort whose garrison used to consist of about 100 Cossacks. In addition to the fort, there is a village called Narin built in the Russian style with broad streets. Narin lies in a narrow valley and consists of about 400 houses inhabited chiefly by traders.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MINOR ROUTE NO. 9.

VYERNI TO KARAKOL VIA CHILIK AND THE
SANTISH PASS.

210 75 miles.

12 stages.

Authority.—Kostenko, 1880.

Epitome.

A good wheel road as far as stage 5; onwards suitable for pack transport only. Water, forage and fuel obtainable.

No. of stage and total distance.	Details.
1 <hr/> 16 m.	SOFISKAYA ... 16 m.
<p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>— <i>Fodder.</i>— <i>Supplies.</i>—</p>	
2 <hr/> 31.25 m.	NADEJDINSKI ... 15.25 m. Road traverses level country intersected by ravines. Bridge over the Talgar.

MAIN ROUTE No. 9.—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

3 ASHCHI BULAK ... 20 m.

51·25 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

4 TOZA BEK ... 20 m.

71·25 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

5 CHILIK ... 13·25 m.

84·5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—6 SUGUTI. . 26·5 m. Ford the Chilik River which
111 m. is dangerous at full water.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—7 AK TOGTOI ... 18 m. At 8 m. road enters the
129 m. Turaigir Defile. Ascent
to the pass is steep.Descent into the Ak Togtoi Valley is gentle. The ford at
full water is passable only by swimming and the passage is
generally dangerous. Road is not good.*Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

MAIN ROUTE No. 9.—*concl'd.*

8 KEGEN ... 20 m. Through the mountains by a
road difficult for wheels.
149 m. From the mountains descend

into the Kegen Valley.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

9 SANTISH ... 18·5 m. Cross the Kegen by a ford
easy at all times.
167·5 m. Then over the Santish
Range. Snow storms rage here in winter.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

10 JERGALAN ... 13·25 m. Through the Tapa
Valley and ford the
180·75 m. Tapa River. Pass over
the Kizil Kuja Hills whence road descends to the Jergalan
Valley.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 AK SU ... 22 m.
202·75 m.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

12 KARAKOL ... 8 m.
210·75 m. (PREJAVALSK)

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

MINOR ROUTE NO. 10.

TASHKENT TO BRICH MULLA.

53.9 miles.

3 stages.

Authority.—Major R. St. C. Battine, 1919.*Epitome.*

An unmetalled cart road. Bridges of wood except at Khoja Kent. Carts and transport animals, (ponies, donkeys, camels) plentiful.

No. of stage and total distance.	Details.
1 18.6 m.	<p>TROITSKY ... 18.6 m. The road leaves Tashkent N.-E. by the Pushkinskaya Street and crosses the Salar stream by a bridge at the outskirts of the town. The road then forks and the N. E. branch is followed. 1.6 m. from the square in the centre of Tashkent the road goes under the Railway. At 4 m. is the large village of Nikolsk (inhabitants mostly Russian). At 13.3 m. the native village of Karbrait is passed. At 17.2 m. is Bossu where the road crosses a canal by a wooden bridge of 2 spans. At 18.6 m. is the middle of the long village of Troitsky inhabited by Sarts and Russians.</p> <p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>— <i>Fodder.</i>— <i>Supplies.</i>—</p>
2 32.6 m.	<p>ISKANDER ... 14 m. 2 m. beyond the centre of Troitsky is the large Sart village of Niaz Beg. At 12 m. is Torbus where the road crosses a canal by a bridge 40' long 13' wide. Further on is another 40' bridge and at 14 m. is a 50' bridge over a dry nullah 10' deep with very steep banks at the entrance to the village of Iskander, a large village mostly inhabited by Sarts with a few Russians. At the N. end of the village is a ruined wooden tower which would make a signalling station.</p>

MAIN ROUTE NO. 10.—*concl'd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

3 BRICH MULLA ... 21.3 m. 3.3 m. From **Isander**
 53.9 m. the road crosses a canal
 by a 44' bridge and at
 4.6 m. is a large wooden bridge over the Chirchik 240' long
 (in disrepair in 1919). When in order the road crosses this
 and goes to Khojakent (a shorter route than that described).
 Leaving the bridge the road continues up the R. bank of the
 river and at 6 m. is the Sart village of Chimbalik in which
 there is a bridge 34' long over a dry nullah 10' deep. At
 14 m. the road crosses the Chirchik by a fine new iron
 bridge in 2 spans of 40 and 48 feet on to an island in the
 stream and enters the large Sart village of Khojakent (14.6
 m.). The road and river here pass through a gorge. At
 18.6 m. are some Khirghiz houses and the meteorological
 station of Charvak 2,926 feet above sea level. At 20.6 m.
 the road crosses the Chirchik or Chatkal River by a 120'
 bridge over a deep gorge and at 21.3 m. is Brich Mulla a
 large Tajik village. From here the mountain paths lead to
 Ferghana *via* the Kok Su and Chatkal Valleys. S. of the
 village and between it and the Chatkal is a large open space
 which would make a good aeroplane ground.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

Alternative Route NO. 10 (i).

TASHKENT TO BRICH MULLA.

53.2 miles.

2 stages.

Authority.—Major R. St. C. Battine*Epitome.*

Difficult for carts in summer when parts of the road are
 marshy. Road is unmetalled. This road might be useful

ALTERNATIVE MINOR ROUTE No. 10 (i).—*concl'd.*

if the bridges over the Chirchik (4.6 m. N. of Iskander and at Khojakent) on route 10 were broken.

No. of stage and total distance.	Details.
<p>1 <u>26.6 m.</u></p>	<p>KARA BAI ... 26.6 m. The road leave Tashkent by the Kuiliukski Street S. E., crosses the Salar stream and passes under the railway at the outskirts of the town. At 5.3 m. is Kuiliukski village just beyond which is a large bridge over the Chirchik preceded by three smaller bridges 72, 165, 36 feet long each. The large bridge is partly over low islands and is about 550 yards long being mostly of wood but one section 100 yards long is of iron. It is wide enough for carts to pass each other. .3 m. beyond the bridge is a ford 50 yards wide by 2 feet deep. At 8 m. and 8.3 m. are bridges 25' span each. At 9.3 verst is Shinaza Bazaar. At 2.6 m. Surun Village; at 15.3 Yangi Bazaar where there is a bridge 60' span. At 16 m. the road to Brich Mulla turns sharp N. while the main road goes E. to Parkent. At 18.6 m. is Kabar Din where the road which has so far been over rice fields reaches the foot of some low hills. At 26.6 m. is Kara Bai village about 2 m. off the cart road.</p> <p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>— <i>Fodder.</i>— <i>Supplies.</i>—</p>
<p>2 <u>53.2 m.</u></p>	<p>BRICH MULLA ... 26.6 m. At 2 m. is Khush Kurghan and at 10.6 m. is the large village of Kizil Kent. At 11.3 m. the large broken bridge over the Chirchik is passed but not crossed (see Minor Route 10). The road continues for 8.6 m. over open country to Khoja Kent (20 m.) whence 6.6 m. to Brich Mulla as in Minor Route 10.</p> <p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>— <i>Fodder.</i>— <i>Supplies.</i>—</p>

SECTION NO. 3.
LATERAL ROUTES.

LATERAL ROUTE NO. II (A).

KHOJENT TO CHUST.

106.75 miles.

8 stages.

Authority. —Ko-tenko, 1880.*Epitome.*

Good wheel road the whole way.

No. of stage and total distance.	Details.
1 14.25 m.	SANGAR ... 14.25 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2 48.75 m.	KAMISH KURGHAN ... 34.5 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
3 59.25 m.	AK KUDUK ... 10.5 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
4 70 m.	AMLIK ... 10.75 m. <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
5 77.25 m.	PUNGAN ... 7.25 m.

LATERAL ROUTE NO. II (A).—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

6 BURIM SERAI ... 8.5 m.

85.75 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 PAP ... 10 m.

95.75 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 CHUST ... 11 m.

106.75 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—**LATERAL ROUTE NO. II (B).****KHOKAND TO ANDIJAN****VIA NAMANGAN AND CHUST.**

109.5 miles.

9 stages.

Authority.—Kostenko, 1880.*Epitome.*

Stages 1 and 2 are along a good cart road; the remainder is along the post road.

No. of stage and total distance.	Details.
1 13.75 m.	SULTAN BEGI ... 13.75 m.

LATERAL ROUTE No. 11 (B).—*contd.**Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

2 SANK ... 18.5 m

32.25 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

3 CHUST ... 10.25 m.

42.5 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

4 TAPA KURGHAN ... 17.75 m.

60.25 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

5 NAMANGAN ... 8.75 m.

69 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

6 BALIKCHI ... 11.5 m.

80.5 m.

*Camping ground.—**Water.—**Fuel.—**Fodder.—**Supplies.—*

7 KHAKIKHOVAT ... 13.25 m.

93.75 m.

LATERAL ROUTE No. II (B).—*concl'd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

8 AK TAPA ... 8.5 m.

102.25 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

9 ANDIJAN ... 7.25 m.

109.5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

LATERAL ROUTE NO. III (A).



PISHPEK TO TOKMAK.

38 miles.

2 stages.

Authority.—Kostenko.No. of stage
and total
distance.

Details.

1 ISIGATI ... 15.5 m. Postal road.

15.5 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

2 TOKMAK ... 22.5 m. Here the Chu has a velo-

38 m.

city of 6 p. m. Its valley
is 37 m. wide and notedfor its abundant grazing grounds. The river is forded at
2.75 m. above Tokmak Fort 10 m. below here it is navigable.

LATERAL ROUTE No. III (A).—*contd.**Camping ground.*—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

LATERAL ROUTE NO. IV (A)
NAMANGAN TO MARGHILAN.

45 miles.

4 stages.

Authority.—Kostenko, 1880.

No. of stage and total distance.	Details.	
1 10·5 m.	MIN BULAK	... 10·5 m. At 8 m. the Syr Darya is crossed by a ferry.
(4 boats). <i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
2 25 m.	YAZAVAT	14·5 m.
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
3 33 m.	ARA MAZAR	... 8 m.
<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —		
4 45 m.	MARGHILAN	12 m.

LATERAL ROUTE NO. IV (A).—contd.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

LATERAL ROUTE NO. VII (A). .

GREAT KARA KUL LAKE TO KILA-I-WAMAR.

613 miles.

14 stages.

Authorities.—Kostenko, 1880; Neyelias, 1885; Lt. Cobbold 1898.*Epitome.*Fit for pack transport; very difficult in places; water, grass and fuel generally obtainable *en route*.

No. of stage and total distance.	Details
<p>1 30 m.</p>	<p>TUM SHUUTTUK ... 30 m. From post station by Kara Kul Lake follow the post road towards Muskul. At 6 m. road leaves post road and turns S.-W. across a broad sandy plain. At 12 m. enter a broad nullah running W. At 17 m. gradual descent to S.-W. corner of Kara Kul. At 18 m. skirt base of hills on left. At 24 m. leave hills and cross salt marshes to mountains on right (S.-W.). At 28 m. cross frozen snow bed to foot of hills.</p> <p><i>Camping ground.</i>— <i>Water.</i>— <i>Fuel.</i>—Scarce. <i>Fodder.</i>—Scarce. <i>Supplies.</i>—</p>
<p>2 41 m.</p>	<p>KOKUI BEL... 11 m. Road up nullah Kuatala. At 4 m. road from Muskol joins in. Road is over a bare plain. At 6.25 m. bare plain ends. At 8 m.</p>

LATERAL ROUTE No. VII (A).—*contd.*

road leaves main nullah. At 11 m. reach camp. There are 2 passes leading from head of nullah; first Tuzak Pass leading to Kara Kul; second Kokui Bel Pass leading to Bolyan Kiik and Alai. Both these passes and also the Takhta-Kurum are open only in late summer.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

3 KOOUZ ... 10 m. Road for over 4 m. goes over
51 m. low slopes of bare hills. At
4 m. entrance to Dunga-Ga
Nullah. Here streams from Kizil Belis Pass (16 m.) and
Apak Pass (12 m.) join. Joint rivers flow *via* Kara Bulak
Defile to Kudara. Camp at 10 m. near Taslkolc stream.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

4 BELAY TUK ... 9 m. Cross to the R. bank of
60 m. the stream. At 2.5
m. is the entrance to
a large nullah. Road goes up nullah. At 9 m. is a watershed.
Water on the W. side flows down the Thanwas to Kudara.
The camp is at the entrance to the Kok Jar Nullah.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

5 TOPTAL-TOCKOI ... 9 m. Road runs W. At
69 m. 1.5 m. is the en-
trance to the
Shur Ali Nullah. Up this nullah leads to Kizil Beli Pass.
At 4 m. is the entrance to the Takh-Korum Nullah. 6 m. up
this is the pass of the same name. At 4.5 m. the road ascends
on R. bank of river over bare stony ground. At 6.5 m. Yaman
Jar a precipitous ravine cutting sides of the mountains.
Ponies here have to be unloaded and baggage carried by
Khirghiz to opposite side. Path continues along sides of
mountains and descends to Koptal Tockoi.

Camping ground.—

Water.—

Fuel.—

LATERAL ROUTE No. VII (A).—*contd.**Fodder.*—*Supplies.*—

6 PALIZ ... 21 m. The road goes down the
 90 m. Thanwaz Defile. At 7.5 m.
 is Kizil Tockoi Nullah.

Here grass and wood are plentiful. Path stony and bad. At 19 m. cross to R. bank of Thanwaz River. Here the river from Kara Bulak defile joins in. Tajik camps at Paliz in summer.

Camping ground.—Under cliffs on R. bank of river.*Water.*—*Fuel.*—Scarce.*Fodder.*—Barley and grass obtainable.*Supplies.*—

7 TASH KURGHAN ... 17 m. Road is on R. bank
 107 m. of river. At 2.5
 m. is the hamlet

of Pussore (5 Tajik houses). Road ascends side of mountain, descending at Jailoo Bashure. Descent steep for laden ponies. The road goes by the river side over stony ground. At 15.5 m. river from Murgh Ab joins in large volume of water. At 17 m. there is a village of 10 houses, fruit trees and cultivation. The people are Tajiks who speak Persian as well as their own dialect of Wakhi.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—Grass scarce, a little corn obtainable.*Supplies.*—

8 RASHARIB ... 5 m. Pony road ascends to a
 112 m. small plateau avoiding
 "paris" by the river

side along which there is a footpath. At 1 m. on the L. bank is the village of Nassure (5 houses). From here the road goes to Sarez (40 houses). At 1.5 m. is Yezgelon Nullah leading to Kurgin Akbar Pass. At 2 m. road leaves river and crosses side of hill to large plateau called Rasharib (30 houses). Adjoining Rasharib is the village of Yupchun (10 houses) by the river bank.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—Grain of most kinds obtainable.*Supplies.*—

LATERAL ROUTE No. VII (A).—*contd.*

9 Camp ... 8 m. Road for laden ponies ends at
120 m. Raskarib. Road descends for
3 m. to the Bartang River then
by zigzags across face of precipice to level of river going
dangerous. From the river ascends side of rocky hill to
summit (4 m.) descent to river gradual. Ascend sharply 600
feet across undulating ground, descending to river at 7 m.
Here there is a very bad "pari" which is crossed.

Camping ground.—

Water.—

Fuel.—

Fodder.—Nil.

Supplies.—Nil.

10 BASIT ... 7 m. Road is on the R. bank of the
127 m. Bartang. At 1 m. come to
Indoof Jehr the foot of a
very dangerous precipice. Pony road goes by zigzags up the
face of the cliff; foot road by the river is very bad. At 3
m. ascend to the top of a spur. At 3.5 m. opposite on the
L. bank is the Bardera Nullah which is the summer road
to Skignan. Road descends to Chadud (10 houses). This
village and Basit are under one Aksakal. Ponies here swim
the river to the L. bank; baggage is taken on skin rafts; river
is 100 yards wide. From Chadud a road goes over the tops
of mountains practicable for unladen ponies and descends to
the Bartang river 5 m. the Chadud side of Razouge.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

11 RAZOUGE ... 12 m. At 1 m. footbridge to the
139 m. R. bank. At 1.5 m. is
a difficult "pari". At
6 m. is the village of Adderch (5 houses). At 7.5 m. ponies
swim to R. bank—baggage by raft. At 8.5 m. sharp ascent;
at 10 m. descend to river. Razouge is a large village of 30
houses. River here divides into many channels and is ford-
able.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

LATERAL ROUTE No. VII (A).—*concl'd.*

12 SURPANJ ... 6 m. At 5 m. ponies swim to the
145 m. L. bank. Road on R. bank
crosses a "pari". At 7.5
m. ponies re-cross to R. bank. Road goes along the river for
4 m. when ponies ascend and cross side of mountain by high
path. Foot road along river is very bad. At 5 m. is the vil-
lage of Rowvd (5 houses). Footbridge across the Bartang
River. Surpanj is a large village (30 houses). Coolies obtain-
able.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

13 PYDEROOT ... 8 m. Road to L. bank by foot-
153 m. bridge—ponies swim.
At 1 m. is the Rai
Shahvitch Hoof Nullak—the summer road to Darwaz. At
2 m. on L. bank is Oosow village (6 houses). At 4 m. foot-
bridge to R. bank—ponies swim. At 5 m. Rugmeed Nullah—
large volume of water in nullah. At 7 m. re-cross to R. bank.
Road bad.

Camping ground.—

Water.—

Fuel.—Abundant.

Fodder.—Grass abundant.

Supplies.—

14 KILA-I-WAMAR ... 10 m. At 1.5 m. ponies
163 m. swim to L. bank.
At 2.5 m. Rhete
Nullah. There are 6 houses in this nullah. Road crosses a
succession of galleries and "paris" to Barghoo at 4 m. where
supplies are procurable.

The road which is bad now follows the R. bank. At 6 m.
is the village of Yamis (20 houses). At 8 m. is Sujand (20
houses). At 9 m. is the junction of Bertang and Dara Panj.
The river is 200 yards wide at Kila-i-Wamar and is fordable.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

LATERAL ROUTE NO. X (A).

NEZA TASH PASS TO SARHAD.

143½ miles.)

9 stages.

Authorities.—Ivanoff, 1883; Littledale, 1890; Yarkand Mission, 1875; Dunmore, 1892; Curzon, 1825; Pamir Boundary Commission, 1895.

Epitome.

A fairly good road throughout; fit for laden animals. Water, grass and fuel generally procurable *en route*. Length of stages very doubtful.

No. of stage and total distance.	Details
1	CHADIR TASH ... 8 m. A rock standing alone in centre of valley.
8 m.	
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> — <i>Fodder.</i> — <i>Supplies.</i> —
2—4	LITTLE PAMIR LAKE ... 70 m. This distance is taken from the
78 m.	
	map. Ivanoff describes the Bash Gum Pass as very difficult. Littledale was told that near the entrance to the Bash Gumbaz Valley there is excellent grazing and that the pass was impracticable until the middle of July. The road descends from the pass to the Victoria Lake which it skirts and crosses to the Little Pamir by the Benderski Pass. This route was followed by Littledale in 1890, the Pamir Boundary Commission in 1895 and Dunmore in 1892. The crests of the Benderski and Urta Bel Passes were fixed as the Russian boundary by the commission of 1895. The Benderski is said to be open all the year round. The Urta Bel is open summer and winter; the Kizil Robat is only used in summer.
	<i>Camping ground.</i> — <i>Water.</i> — <i>Fuel.</i> —

LATERAL ROUTE No. X (A).—contd.

Fodder.—*Supplies.*—

5 CHILAB ... 12 m.

90 m.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—6 BOZAI GUMBAZ ... 12 m. The Chilab Lake
102 m. drains to the W.
and E. and conse-

quently becomes the source of both the Ak Su and the Oxus. It is reached at 5 m. The road to Bozai Gumbaz goes along the foot of the S. slopes of the Nicholas Range which divides the Great and Little Pamirs, in a W. direction.

Camping ground.—*Water.*—*Fuel.*—*Fodder.*—*Supplies.*—

7 LANGAR ... 14 m. Cross the Ak Jilda stream.

116 m.

Here there are several good camping sites with good water and grazing but no fuel save wormwood and a few small bushes growing by the Ak Jilda. Ascend and cross a spur, rough going although practicable for laden animals. The road leads along the R. bank of the Wakhan Darya and follows its course though it is not level. The long rich grassy plain of Dasht-i-Mirza Murad is reached, at the E. end of which is found a Russian inscription on a large stone by Colonel Ionoff marking the date August 1st of his reconnaissance here in 1891 with the Holy Cross above it. Descend to the bed of the Waram Stream and crossing it follow for 2.5 m. along the Langar Maidan. Follow the bed of the Wakhan Darya for 5 m. The track ascends abruptly up a series of zigzags for 1,000 feet from the bed of the stream. Follow the road *viâ* Marpit to Langar.

Camping ground.—*Water.*—Plentiful in July.*Fuel.*—Plenty of willow and juniper.*Fodder.*—No grazing in September.*Supplies.*—8 SHAOR NULLAH ... 17 m. From Langar the
133 m. road leads along
the northern

LATERAL ROUTE NO. X (A).—*concl'd.*

slopes of the Wakhan Darya gradually descending and following the line of the river over boulders. This section of the road is bad. At 8 m. Zankuk Nullah is reached where there is good water, fuel and a little grazing. There is a good level camping ground about 400 yards from the nullah on the Shaor side. At 11.25 m. the junction of the upper and lower road is reached. At 12.5 m. descend a steep path from the Bajgaz plateau. Good grazing and water here. Ford the Dara nullah (3' deep in July). Ascend from Dara Nullah, cross the Shoar stream and camp in the bed of the nullah.

Camping ground.—Rough and cramped.

Water.—

Fuel.—

Fodder.—

Supplies.—

9	SARHAD ...	10 m.	A very difficult road on
143 m.			account of the many steep
			ascents and descents.

From the Shoar Nullah the road ascends 800 feet and descends again for 500'. From the Ishkan Satat Nullah the road ascends for 1,300' to the Daliz Kotal.

Camping ground.—

Water.—

Fuel.—

Fodder.—

Supplies.—

LATERAL ROUTE NO. XIII (A).

BULUN KUL TO KOK SAI.

105.5 miles.

8 stages.

Authority—Lient. Cobbold, 1898.

Epitome.

Fit for pack transport; water, grass and fuel generally obtainable.

No. of stage and total distance.	Details.
1 7 m.	CHAK-KARA KUL ... 7 m. <i>Vide</i> Routes in Hsin Kiang.

LATERAL ROUTE No. XIII (A).—*contd.*

- 2 KUNTEMIS ... 17.5 m. *Vide* Routes in Hsin
24.5 m. Kiang.
- 3 MUJI ... 15 m. *Vide* Routes in Hsin Kiang.
39.5 m.
- 4 KIAKBASHI ... 7 m. *Vide* Routes in Hsin
46.5 m. Kiang.
- 5 KOLPUTCH ... 20 m. *Vide* Routes in Hsin
66.5 m. Kiang.
- 6 KUM BEL ... 12 m. *Vide* Routes in Hsin Kiang.
78.5 m.
- 7 CHADIR TASH ... 12 m. *Vide* Routes in Hsin
90.5 m. Kiang.
- 8 KOK SAI ... 15 m. The road here joins Route
105.5 m. VII (q. v.).

INDEX.

A	PAGES.	B	PAGES.
Ach Gholma	129	Baba Tangi	40
Adam Bai	113	Baibiche	97
Aim Kishlak	125, 126, 131	Baikra	52
Aina Bulak	19	Baiman Tapti	114
Ak Bait	60, 91	Bai Murad	103
Ak Basbi	92	Bai Shuvak	105
Akenta	17	Balikchi	145
Akirtui	28	Balta Chaudir	115
Ak Jar	5, 12	Bar Panjah	62, 67
Ak Kamish	2	Barshar	68
Ak Kum	9	Bashenskaia	19
Ak Kuduk	107, 143	Basit	151
Ak Molli	11	Baskara	4, 112
Ak Su	86, 136	Bazirian-Tugai	2
Ak Sulak	28	Bazar Kala	104
Ak Swat	5	Bee Bazar	2, 105
Ak Tam	38	Beklar Bek	12
Ak Tapa	146	Belay Tuk	149
Ak Tash	12, 51	Ber Kazan	8
Ak Terek	89	Bish Arik	15
Ak Togtoi	125	Bilun Kiik	43
Ala Buga	133	Bion Kak	103
Alam Bai	106	Bisekti	111
Alang	56, 57	Bish Bulak	113
Alexandroff	6	Bish Tash	32
Almaz	120	Bohrt	53
Alti Arik	118	Bordoba	53, 55, 58
Altyn Emolski	19	Borokhudsir	18
Altyn Mazar	43	Bozai Gumbaz	52, 154
Aman Tash	7	Boz Gunak	108
Andemin	52	Brich Mulla	137, 138, 139
Andijan	47, 76, 125, 126, 131, 144, 146.	Bubur	53
Antonovski	31	Bugetli	110
Archali Mazar	38	Bugun	11
Aris	11	Bulun Kul	80, 90
Artish	90	Burim Sarai	144
Ash	120	Burubai	7
Ashaba	120	Buru Jar	11
Ashchi Bulak	135	Buyaidi	35
Ashkuman	57	Buzan Bai	111
Aulie Ata	16, 28, 32, 36		
Ayak Kuduk	114		

	PAGES.		PAGES.
Chadak	120	Garm	39, 40, 62, 64, 127, 131.
Chadir Kul	91, 98	Gez	88, 90
Chadir Tash	78, 81, 153, 156	Gilgit	47, 53
Chahil Dara	65	Grojhakoi	29
Chahil Makhram	118, 119	Gulcha	48, 73, 88
Chak Kara Kul	155		
Chakmak	90	H	
Chalkodo	97	Handur	47
Changarli	116	Hissarak	130
Changli Kul	109		
Charkasar	120	I	
Charshali Kul	3	Ichke Yar	1
Chartak	35	Ikan	10
Chatorkand	53	Ilehibai	5
Cher	53	Ilinsk	20
Chicheketli	56	Imit	53, 56, 57
Chiki	15	Imrat	103
Chilab	52, 154	Irbai	104
Chilik	134, 135	Irkeshtam	69, 89
Chilingi	52	Isfara	124
Chimion	122	Isigati	144
Chimkent	14, 11, 31, 90, 94	Iskander	137
Chimpanza	17	Iskovat	38
Chirchik	13, 116, 117	Istigh Kurghan	90
Chitke Terek	37	Itek	40
Chitral	62, 69	Ivanorski	30
Choktal	85		
Chon Su	50	J	
Chuchai	15	Jabagatam	106
Chulpak Ata	85	Jalalabad	127
Chust	120, 143, 144, 145.	Jal Kar Kara	87
		Jalbak Tal	9
D		Jaman Kul	101
Dambaruk	129	Jan Bulak	14
Damburochi	129	Jangildi Kak	103
Daraut Kurghan	42	Jarkent	18
Daria Bai	101	Jar Kuduk	107
Darkot	56, 57	Jarti Kum	8
Darmarakht	68	Jergalan	86, 134
Dolonali	118	Jeri	12
Don Kazgan	102	Jilarik	84, 93
Dmitrof	7	Jilgan	63
Dung Shiver	54	Jizak	109, 116
		Jerf	66
F		Jngu Tai	81
Farish	115	Julek	8
Feodoroff	6	Jungal	95

K

K—contd.

	PAGES.		PAGES.
Kabul Sai	16, 32	Khish Kupruk	13
Kachil	47	Khoit	64
Kaindi	43	Khoja Kul	3, 105, 109
Kalta Minar	104	Khojent	4, 14, 143
Kamcharak	65	Khokand	4, 15, 32, 36, 89, 118, 122, 124, 144.
Kamish Kurghan	118, 143	Khor Klut	5
Kamisti	109	Khwaja Keldi	60
Kandar Daran	119	Khwaja Nazar	77, 79
Kapkak	87	Kiak Bashi	156
Kaplan Beg	73	Kiehkine	50
Kara Bai	139	Kideri	113
Kara Bas Bugut	107	Kila Kum	62, 66
Kara Baltov	26	Kishkiliv-Li ovosijski	22
Kara Batir	103	Kizart	95
Kara Bulak	44, 84	Kizil Alai	128, 129
Karachi Kum	15	Kizil Art	50, 58, 59
Kara Ghulak	91	Kizil Bel	50, 58, 59
Kara Kalpak Kazgan	111	Kizil Jar	49
Kara Bazik	62	Koijol Davan	49
Kara Kich	96	Koi Tezek	77, 80
Kara Kispak	37	Kokcha	104
Kara Kol	86, 108, 134, 136.	Kok Jar	43, 123
Kara Kul	54, 55, 59, 148	Kokmainak	84
Karamakchi	5	Kokpitas	112
Karamuk	63	Kok Sai	41, 55, 59, 156
Karan Kurta	92	Kok Su	63, 89, 129
Karasheka	20	Kokui Bel	148
Kara Su	13, 22, 77, 81, 90, 117.	Kokyangak	132
Kara Tugai	5	Kolputch	156
Karaul	41, 128	Konor Ulenski	18
Karawal Tapa	118	Konstantinovka	25
Karnan	39	Kornilovka	30
Kashgar	90, 94, 98	Kosh Baigi	114
Kaska	103	Kosh Mizgil	10
Kata Kunush	71, 88	Kostakoz	15
Katman Tapa	34	Koz Kuduk	102
Kazalinsk	4, 101, 105, 106	Kuei	79, 81
Kazanski Bogorodski	23	Kul Chastau	30
Kegen	136	Kuldja	16
Kegerli Kak	107	Kulnak	133
Khakikhovat	145	Kum Bel	156
Khanayat	126	Kum Belata	93
Khan Jugan	69	Kuntemis	156
Khargos	17	Kurdai	24
Khargosh	45	Kurghan Tapa	122
Khatantai Kazgan	111	Kurtka	97, 132
Khayak Tau	3, 105	Kurumdi	95
		Kurumdumska	85

<i>K—contd.</i>		N	
	PAGES.		PAGES.
Kush-Ak-oni	69	Nadejdinski	134
Kutemaldi	85, 53	Nagai-Kura	10
Kuyan Daria	101	Namaki	64
Kuzai-Kuzskaia	10	Namangan	35, 38, 144, 145, 147.
L		Naukat	123
Langar	42, 48, 74, 128, 154.	Narin	34, 92, 131, 133
Langar Kisht	46	Narin Kol	87
Liakhan	124	Nawabad	63
Logoboi	27	Neza Tash	153
Lupsuk	52, 56	Nikolaievskaia	20
M		Novo Tropskaia	26
Maidan	128	Nukus	3, 106, 109
Maili Bash	4	O	
Maili Kul	3	Oital	86
Maimak	20	On Adam	108
Maldabai	28	Opal	89
Marghilan	62, 117, 118, 120, 121, 127, 147.	Osh	48, 75, 88, 122, 123, 124, 125.
Markan Su	58	Osman Sai	116
Marzenai	45	Otarskaia	24
Maschi	114	P	
Mashrab	89	Paliz	150
Mawas	107	Pamirski Post	47, 51, 53, 55, 56, 58, 61, 77, 81.
Maya Tash	37	Pap	144
Mazgil	36	Patar	15
Merke	27	Perovsk	7
Mesbekli	2	Petro-Alexandrovskaia	1, 2, 101, 104, 105, 109.
Mesheuli	8	Petrovsk *	7
Min Bulak	112, 147	Pildan	64
Ming Yol	69	Pishpek	25, 146
Mirzali	102	Piskent	14
Moonke	27	Podgornoi	27
Muji	156	Prejavalsk	136
Mulla Mir	119	Preobra Jenskoi	86
Murza Robot	14	Pungan	143
Muzart	84, 87	Pyderoot	152
Mus Kol	55, 60		

R

	PAGES.
Rachu	46
Rang Kul	58, 81
Rasharib	150
Kawat	47
Razouge	151
Ribat	124
Rishtan	122, 125
Ron	83
Rond	80, 83
Ru	114
Rubat	132

S

Sachary	67
Saghir Dasht	65
Saliun Kul	78, 81
Samsinskaia	23
Sangar	143
Sank	145
Santish	134, 136
Sap	115
Sarez	44
Sarhad	46 153, 155
Sari Bulak	107, 110
Sari Chaganak	8
Sari Kurghan	39, 124
Sarijen Tute	87
Sasik Kul	77, 79, 81
Sason Sai	31
Sauran	10
Semenoff	6
Shagand	35
Shaidan	119, 120
Shaldovara	26
Shamshi	94, 95
Shamurga Tapa	121
Shangaz	118
Sharap Khana	12
Sheikh Abas Wali	2, 105
Shingildinskaia	20
Shutkhar	83
Siulaminski	25
Sofiskaya	134
Sokh	39
Sok Kul	109
Somna Tash	45
Sowarsheen	57

S—*cond.*

	PAGES.
Subashi	90
Sufi Kurghan	48, 88
Sugutti	135
Suiman Kuduk	108
Sui Ting	16, 17
Sultan Begi	144
Sook Chabir	54
Sur Panj	152
Suzak	127, 132

T

Tagarma	90
Taji Kazgan	104
Takoi	90
Taldi Bulak	87
Tamdi	113
Tapa Kurghan	145
Tarak	40
Targapskaia	24
Tar Tugai	8
Tashkent	4, 13, 16, 117 137, 138.
Tash Kurghan	88, 90, 150
Tash Malik	89
Tash Robot	72, 87
Tash Swat	91
Tash Tapa	96
Tavil Dara	65
Taz Kul	81
Terek Dawan	83
Tion Deba	90
Tishik Tash	125, 126, 131
Tokai Bashi	88
Tokali	121
Tokmak	16, 84, 93, 94 146.
Toptal Toctoi	149
Tozabek	135
Troitski	137
Tulngor	44
Tumen Arik	9
Tumshiutuk	148
Tura Aigan	85
Turgat	90
Turkistan	10
Turpi	130
Tuyuk	54

U		Y	
		PAGES.	PAGES.
Uch Bulak	28	Yaghdura	68
Uch Kurghan	35, 41, 123, 127	Yaipan	124
Uch Ushak	1	Yani Kazgan	112, 113
Udagai	103	Yani Kurgan	9, 38
Ultarma	122	Yarkich	130
Ulug Chat	69, 89	Yarkushi	40
Ural	14	Yasin	47
Uralskaya	14	Yaz Ghulam	67
Ushma	116	Yol Mazaar	45, 82
Utebas	106	Yuis Bai	109
Uzkend	125, 126, 127	Yumkhana	45
Uzon-Bulak	31	Yus Kuduk	112
V		Z	
Victoroff	6	Zanku	64, 130
Vielo Bodskaia	26	Zardol	40
Vladimiroff	6	Zartighar	46
Vuskaia	30	Zimora Konchegali	117
Vyerni	16, 134	Zjoe Sar	57
W		Zong	83
Wadil	62, 122		
Wakhud	67		
Wamar	67, 148, 152		
Warang	83		



