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REPORTS

ON

TRADE ROUTES AND FAIRS

ON THE

NORTHERN FRONTIERS OF INDIA.

Presented to both Houses of Parliament by Command of Her Majesty.



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## I.—THE PALAMPUR FAIR.

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REPORT ON THE FIRST FAIR HELD AT PALAMPUR, BY J. D. FORSYTH, ESQ., C.B., COMMISSIONER, JALANDHAR DIVISION.

November 12th, 1867.

IN submitting a Report on the fair which has just been held for the first time at Palampur, in the Kangra District, I venture to lay before the Government a detailed account of the objects which were held in view, and the reasons which induced us to hope for success, as well as the ground of selecting Palampur as the site.

2. The objects in view were two-fold: *first*, to develop the local trade, which promised to be capable of great expansion; and *second*, to open out commercial relations with the trans-Himalayan provinces, which are known under the general term of Central Asia.

3. The Kangra District abounds in varied and valuable products. From the valley rice is exported to the extent of upwards of two and a half lakhs of rupees annually. Sugar is grown of such excellent quality that it is exported to the sugar-growing country of the plains. Hemp is produced of the very finest quality, and, when compared with the Russian fibre, was found to surpass it in strength and general qualities. A Report furnished by the East India House in 1854 showed that, whereas Russian hemp broke under a pressure of 160 lbs., Kangra hemp stood a pressure of 240 lbs. Iron is produced from the mountains equal to the finest Swedish kind. Tea has been successfully cultivated by both Englishmen and Natives. Chinchona is being introduced. China grass has been planted. Borax is imported from Ladakh. Wool is brought in large quantities from the sheep which graze over the pasture grounds of Kulu, Lahul, and Spiti; and woollen blankets of the finest description are manufactured by the inhabitants of those parts, who, however, have hitherto been unable to obtain any good market for their textures.

4. Looking at the fair solely as a local institution, the products are sufficiently valuable to warrant our efforts to promote the extension of our commerce.

5. The result has shown that a large demand exists for woollen fabrics, all that the hill people brought down being bought up at once, at double their usual value, by purchasers who eagerly sought for more, and in return an equally brisk trade in brass vessels and piece-goods was done by the traders from the plains.

6. As it was confessedly an experiment, the traders openly acknowledged that they only brought samples of goods, and those not always of the finest quality. But the prices they received and the demand they found to exist opened their eyes to the importance of bringing a larger supply next year; and as an *entrepôt* of local commerce, I think we may consider the Palampur fair to be fairly established, the returns showing that something like two lakhs of rupees' worth of goods changed hands during the few days the fair lasted.

7. I propose to return to this part of the subject again, but now will turn to the other and far more important object in view, viz. the establishment on some secure basis of commercial relations between India and the countries of Central Asia.

8. The Report on trade, furnished in 1863 by Mr. R. H. Davies, Secretary to Government, so fully and ably treats on every branch of this subject, that I do not venture to travel over ground already occupied by him. But I propose to supplement that Report by a brief sketch of what has occurred since then, and of the steps which have been taken to improve trade.

9. At the time when Mr. Davies' Report was written, Yarkand and the countries of Turkistan, such as Khotan, Kashgar, Aksu, Turfan, were in the hands of the Chinese, and were so hopelessly closed to our traders that any one connected with this division ten or fifteen years ago, who had not closely watched the course of events since then, would, doubtless, be wholly disinclined to believe in the possibility of any reform being effected in that direction. A feeling of despair seemed to pervade the minds of traders whenever the subject was broached; and the severe and repeated losses to which they had been obliged to submit rendered the very mention of Yarkand and its trade most unpalatable to them. Such being the case with those most interested pecuniarily in the matter, it is not surprising that the authorities did not move in the matter, and though there were frequent complaints of exactions on the part of the Ladakh officials, of which Mr. Davies' Report affords ample proof, the trade seemed to be so well-nigh extinct that the fact that British subjects in Lahul were paying annual tribute to the Maharajah of Kashmir for the doubtful privilege of being allowed to enter the Leh market on payment of a double duty, compared with that taken from traders from other parts, did not excite the attention it would otherwise have received.

10. Within the last three or four years, however, a great change, has come over Central Asia. The Mogul inhabitants of the provinces of Yarkand, Khotan, Kashgar, &c., who had on many occasions risen ineffectually against the Chinese rule, succeeded at last in throwing off the foreign yoke, and by degrees, after much internal dissension, some sign of a powerful Government may be discerned in the rule which Yakub Kushbegi has imposed on all the Muhammadan countries east of the Tian Shan Range.

11. Simultaneous with the overthrow of the Chinese rule has been the advance of the Russians up the Sir Daria, thus causing dread to the Asiatic States lest they should fall under the conqueror's power, and spreading alarm amongst English merchants lest the Russian advance should completely drive our goods out of the Asiatic market. Out of these alarms I venture to remark that the utmost benefit may arise to our trade.

12. In the first place, it has led us to enquire whether it be true that Russia can compete with us in trade with Central Asia supposing the road to be equally open to both. As I have been at some pains to solve this question, and for this purpose visited the Nijni Novgorod Fair in 1864, and in 1866 made my enquiries in Lahul at the other end of the line, I venture to add my mite to the general opinion that, when once we are able to obtain an entrance to the Central Asian market, we are certain of competing successfully with the Russian merchants.

13. I might enlarge on this subject, but I believe it is now unnecessary.

14. The next point, then, in our favour is that fear of Russia induces these weak Muhammadan States to look to us as a friendly power, and though there may be perfect reasons for our declining to interfere in their political quarrels, there is equally good reason for our seizing the opportunity to further our commercial prosperity.

15. On this subject, as I am primarily responsible for having urged lately the appointment of a British Agent at Leh and opening out this trade, I trust I may be allowed to make a few remarks *in extenso*.

16. The impressions which all my enquiries had left on my mind was, that the trade with Central Asia was worth seeking, and that by a little effort on our part we might secure it. It was impossible, however, at the outset to predicate what would be the feelings of the people themselves, and we could only form our opinion on the direction of the current from such straws as were thrown out from time to time. The very decided opinion of the traders in Lahul and Kulu was to the effect that the Yarkand and Khotan people would gladly trade with us if they could, and the embassies sent from those parts of late years betokened a friendly feeling which it appeared desirable to encourage.

17. The Khan of Khotan especially had evinced a friendly disposition, and relying on this, as well as on the strong probability that at this present juncture in Central Asian affairs any properly appointed embassy from the British Government would receive proper treatment—for, however much the people might be torn by private dissension, they are all ready to unite in common cause whilst the fear of the Russian advance has hold of them—I ventured to urge upon the Government the advisability of sending up some embassy, and I trust that my having volunteered to undertake the duty may be accepted as an earnest of the honesty of my intentions, and may protect me from the imputation of rashness. It may be said that the result has shown how very dangerous such a mission would have proved. But the conclusion I have drawn from the events which have occurred, when taken altogether, is, that there would have been no such danger, because Yakub Kushbegi has shown the utmost desire to encourage intercourse with the English, and he would not have injured his own cause by harming any English trader, much less an English officer duly accredited.

18. However, it is unnecessary to pursue this subject, for events have taken such a fortunate turn that what appeared to be a work of difficulty has been accomplished as it were at a leap.

19. My object in proposing to visit Khotan and Yarkand was in order to ascertain by personal examination the state of trade in those parts, and to learn what kind of goods were required from us, and then to induce the people to trade with us. It may be said that trade should be left to take care of itself, and that all such official and extraordinary help as I proposed to give was based on wrong principles. But I will give my reasons, and leave others to judge whether they are correct.

20. The people of Turkistan at present get goods from Russia of an inferior quality, and having been accustomed to look only to that market, they would not at first think whether they could be supplied better and cheaper from India. When I consulted our merchants here on the subject, their ready answer was,—“ The people of Central Asia get all their broadcloths, &c., from Russia,” and this they considered enough. But when I asked if the broadcloth was equal to ours, they answered as readily—“ No; but then how can you get your cloths there ? ” I then pointed out the advisability of opening out this route, whereupon several traders told me the idea was hopeless, unless two objects should be secured: *first*, the Kashmir exactions should be abolished; and *second*, the Government should enter into some arrangement with Yarkand and the authorities of those parts to keep the road open.

21. The fact that Government had consented to send an Agent to Leh as an experiment seemed to be a most encouraging sign, and induced me to hope that the first object desired by the trader might be secured; and relying on the effect this would have, as well as on the general impression that the people of Central Asia would not be adverse to trade with us, I ventured to send notifications of the fair into Yarkand and Khotan.

The result I give in Dr. Cayley's own words:—

*Extract from Dr. Cayley's letter dated Leh, 28th September.*

“ The Central Asian merchants are flocking in fast, and nearly all of them men who had never been in this direction, but came in consequence of having heard from some Mecca pilgrims who were at Leh on my arrival of my being here, and that traders would be well treated and duties reduced. They all say that next year the merchants from Kashgar, Aksu, Turfan, and all the cities in those regions will come this way to the Punjab in preference to going anywhere else; and there is hardly any limit to the trade if only transit duties are lowered. Many of the merchants now come had seen the notices of, and heard about, the fair from the Kokan Envoy, who returned a few weeks ago, and to whom I have explained all about it, and they mean to go on to Palampur. As nothing is said in any of the tables of duties of what is to be levied on goods passing in transit unopened through Ladakh, I have insisted that not more than 5 per cent. *ad valorem* shall be charged pending reference to Government. The authorities here want to charge 25 per cent. The traders have all come in the full belief that the duties are lessened, and if they find themselves deceived they will never come again.”

22. Now the question still remains—Is the trade worth seeking? It is impossible to give an answer at this early stage, but there is every hope for a vast increase of any commerce which has existed at all under the severe and almost stifling burden of a 30 per cent. transit duty.

23. I would, however, point to the view of the question taken by the Russians, or rather by an able writer on the Russian tea-trade question, in a review which appeared in the *Evening Mail* of the 18th September last.

24. From that review it would appear not only that the Russians are prepared to be outstripped by us in commerce, but that we should directly benefit a vast tea-drinking population by opening out the Himalayan tea districts by the Central Asian route to Russia.

25. I now come to a consideration of the different routes to Turkistan, and the reasons for selecting Palampur for a fair, and the steps which have been taken for removing obstacles.

26. There are several routes to Turkistan from India. "The most western route"—I quote from a recent account published—"by the Swat and Chitral valleys, has been described by Colonel Gardiner and Major James as the most direct, though, perhaps, the most difficult; and considering the hostility and variety of tribes who would have to be encountered and bought over, it would be unwise at present to offer such a temptation to their cupidity as would be given by the passage of a band of merchants through their borders. The most eastern route is thus described by a writer in the *Times* :—' There is an old and really good road, with wood, water, and provisions at every station, and paved in the time of the Mogul Emperors, practicable for wheeled carriages throughout the year, and which leads through a pass in the Kuen-Lun Chain, far to the east of Kashmir, straight down to the North-West Provinces, and thus opens this vast region of Chinese Turkistan to British commerce in the safest and most desirable way. This road goes over the Niti Pass and comes out into Rohilkund, but though it undoubtedly is the easiest and shortest way to the highlands north of the Himalayas, it brings us into Chinese territory, all progress through which is jealously watched and prohibited. Traders from Hindustan are allowed to go as far as Rudukh at a certain season of the year, but they must go by a particular line, at a particular time, and are not allowed to advance one step beyond; so that not much advantage is to be gained from the road being wooded and paved. Beyond Rudukh the road passes through wilds where wood and water are scarce and thieves abound. The third, and at present only practicable, line from Yarkand and Khotan is through Ladakh, and here there is a choice of two routes—one over the Karakorum Pass to Leh and so down to Srinagar, or direct to Lahul and Kulu. The other route skirts the Kuen-Lun range to the east, passing by Changchenmo, Pangong Lake, Puga, cutting across an angle of Ladakh territory, and coming down by the Bara Lacha Pass to Lahul and Kulu. Another route bifurcates from the Pangong Lake through Spiti to Rampur, Bussahir, and comes down the Hindustan and Tibet route to Simla. But until our relations with China are improved, and we are allowed free access to Rudukh and Gartope, the Hindustan and Tibet road will remain useless.' "

27. Assuming, then, the route between Yarkand or Khotan and the Punjab to be the only feasible one, we have a choice of two great lines, one from Leh through Kashmir to the plains, the other through Lahul, Kulu, and Kangra. Undoubtedly, if Kashmir were a British province, there are certain advantages in adopting that route, for the mountain passes between Leh and Srinagar are lower than those which divide Ladakh from Lahul. But even here there are counterbalancing advantages on the Lahul line, and comparing the two lines as they are at present to be viewed politically, there is everything in favour of the Lahul line.

28. In the first place our base of operations is far more advanced on the Lahul than on any other line. British territory runs up to the Lingti River, within seven marches of Leh, and thus we can ensure traders from exaction so far, and can give them all the advantage of good roads, which latter boon we are not likely to see granted by the ruler of a Native State; and though our traders may be exempted from heavy transit duties, I doubt their escaping entirely from exaction throughout the whole line from Leh to the Punjab *via* Kashmir.

29. The construction of a cart-road to the end of the Kangra valley is another great help to trade by that line.

30. Some consideration, too, may be given to the fact of our tea districts being tapped by this route, and it would make a material difference to the tea merchants whether they took their consignments direct by Kulu and Lahul to the Yarkand market, or went round by the circuitous, and consequently expensive, route of Kashmir.

31. Having then assumed this to be the best line, Palampur was selected as



the most favourable spot for the fair. *First*, because it is the head-quarters of the English colony in the Punjab, where European skill, energy, and capital have been brought to bear on a fertile soil, and have caused the production of tea, chinchona, and China grass to pass from an experiment to a fact. *Second*, it is almost the farthest point to which wheeled traffic will be able to travel along the new road now being completed, and therefore it would be a convenient spot at which to break bulk, and make up goods into convenient packages for carriage by mules or porters. *Third*, it is not too far removed from the upper hills to render it objectionable on the score of heat to the mountaineers who bring their woollen fabrics for sale, and by whom the heat of the plains is much dreaded. *Fourth*, there is ample ground, good water, and abundance of supplies.

32. Kangra or other places might have been selected, but they are open to this objection amongst others, that the traders from the north would have to bring their goods by their expensive mode of hill carriage so much farther, as they would not change their conveyance at Palampur. Moreover, there is no available ground at Kangra, and every step further down the valley taken by a hill trader is considered a grievance.

33. I will briefly relate what steps have been taken to remove the obstacles to trade on this line. The first boon was the abolition of the tribute hitherto paid by the Lahulis to the Maharajah of Kashmir. Next, the appointment of Dr. Cayley to Leh satisfied the minds of the traders that their interests would be attended to; and it is fitting that I should make known the lively gratitude of all classes of merchants to him for the marvellous benefits which he has conferred on them, by his firm, yet conciliating manner in overcoming the difficulties with which he had to contend.

34. The abolition of the enormous transit duty of 30 per cent. on goods coming from Yarkand has caused the utmost satisfaction; and the appearance of Turfan wool at the Palampur fair was hailed as something little short of a miracle by the shawl merchants, who exclaimed, on seeing it, that it was the first time it had been seen in the Punjab for some 300 years. The importance of introducing this, which is the finest of all shawl wool, to our Amritsar factories, will be fully appreciated by the Government when we recollect how sadly the shawl trade was depreciated a short time ago by the introduction of Kermani wool, the excuse for which was that the better kind of wool could not be got from Kashmir. Now that transit duties are lowered, and wool from Turfan is allowed to pass through the Kashmir territory to the Punjab, we may hope to see the Amritsar shawl trade improve.

35. The difficulties of the road, which six or seven years ago were exceedingly great, have been materially lessened.

36. In Colonel Lake's time, and under the orders of Sir Robert Montgomery, a substantial bridge was thrown over the Chundra River at Koksar, and a bridle path was cut across the Rotang Pass. During the past year further improvements have been made in removing large masses of rock and easing the ascent of the Bara Lacha Pass and elsewhere.

37. This side the Rotang Pass a very decided improvement has been commenced in opening out a new and direct route to Kulu, over the Bubu Pass, towards which the Rajah of Mundi, through whose territory the road passes, has contributed a large sum of money, and, moreover, has further aided trade by abolishing all transit duty on goods passing over his bridges.

38. It is now proposed to erect houses of refuge on the Rotang and Bara Lacha Passes, and then the road may be considered to be complete for all mule and pony traffic.

39. I have now to detail the arrangements made for and the result of the fair.

40. As it was a matter of importance to create a widely local interest in its establishment, I invited the Rajahs of Mundi, Suket, and Bilaspur to attend. Traders from all these states brought goods to the fair, and Wazir Goshaon was conspicuous in the display of iron, salt, wool, charras, &c., in which he has for years carried on a lucrative trade. All the petty rajahs of the Kangra district were assembled.

41. For the accommodation of traders, supplies of wood and grass were collected and upwards of 100 wooden booths were erected, which were rented to tenants at remunerative rates.

42. Palampur is quite a recently created village. Eighteen months ago there was not a hut or an inhabitant, and it was after much discussion that the few public buildings now established were sanctioned.

43. Grave doubts were entertained by the Financial Commissioner whether it were possible to get up a bazaar. This operated unquestionably somewhat unfavourably, and the rise of the place was to a certain extent checked, and as people were incredulous as to the success of the fair, very little was done till within a week or two of its commencement towards preparing accommodation. But the weather fortunately was most propitious, and as the traders rapidly erected booths for themselves, no inconvenience was experienced by any one.

44. As many of the traders had come to the fair in great incertitude regarding the demand and supply, it was determined to award small *douceurs* to all who had displayed great public spirit in coming from any distance or bringing a good array of merchandise.

45. And as I had received the orders of Government to make known to the assembled traders that the appointment of an Agent to Leh was to be permanent, at all events for some time to come, it was arranged to hold a meeting of all the rajahs and chief traders, which accordingly took place on Saturday, the 3rd November, at noon. There was a large assemblage of English gentlemen and ladies, and we were honoured by the presence of the Hon. G. N. Taylor, who was good enough to take an interest in all the proceedings. I took occasion to explain to the people then assembled the objects of the fair, after which prizes were distributed, and the company separated. What subsequently occurred in the way of entertainment was a purely private matter, and need not here be touched upon.

46. The total cost of the fair to the funds of the province may be put at Rs. 1,200, for which the accounts will be submitted in the usual manner. This, I trust, will not be considered a large sum, considering the objects to be attained.

47. In addition to the prizes and rewards given by the Government, many of the chiefs and gentry present joined in a subscription, which was purely voluntary, and with which I only concerned myself so far as to request that Rs. 100 might be put as a limit for the amount to be given by any one person—to which nearly all agreed. In this way a sum of Rs. 1,705 was collected for delivery to traders and others in rewards. As many merchants came from Mundi, Suket, Bilaspur, Nadaun, and Siba, I trust that the grant of rewards to them by their own chiefs may not be considered objectionable. In all other respects contributions from rajahs were declined.

48. It was difficult to ascertain correctly the value of goods brought to, or sold at, the fair, owing to the wild rumours which were spread, as always are spread on the institution of anything new.

49. For the first few days not a female was to be seen at Palampur, because a report got abroad that the fair was merely a *ruse* to get women together, when they would all be carried off to be married to European soldiers. This materially affected the dealers in beads, and such like ornaments, for which women are eager purchasers.

50. Then a report was spread that Government would tax heavily all the sellers after the fair, and consequently many decamped as soon as ever they had sold their stock.

51. Again, it was reported that Government would pay for all goods not sold at the fair, and consequently a merchant, who I knew had sold goods to the value of Rs. 2,700, gravely assured me he had only sold Rs. 300 worth.

52. With all these disturbing elements it was most difficult to obtain reliable statistics. But on one or two points the testimony was unanimous.

They all acknowledged that the goods had been sold to a large extent, and at highly remunerative rates. Common consent admitted that out of the whole merchandise collected, at least two-thirds had been sold. If, then, as was estimated on the returns given by individual traders, three lakhs of goods came to the fair, two lakhs' worth must have been disposed of.

53. Then as to the prices. Woollen blankets which in Kulu sell for 3 or 4 rupees were eagerly bought up at 7-8 and 8 rupees.

On the other hand, traders from the plains not only sold off their whole ventures at good profit, but in some instances they sent off to purchase goods in the neighbourhood, and bringing them in realised profits on the sale.

54. It was a matter of regret that the Yarkand traders, whose advent Dr. Cayley's letter led us to watch with such interest, were detained on the road by an early fall of snow. A few arrived before the fair was finally closed, but the bulk of the merchandise cannot be disposed of at Palampur this year. It will, however, find its way to Amritsar and other markets, and no harm to future fairs is done by

this non-arrival in time. Those merchants who did arrive repeated to me the remarks already reported by Dr. Cayley in his letter. I examined much of their merchandise, and made enquiries regarding the articles most in demand in Yarkand, and have little doubt but that, if all obstacles be removed, we shall find the Yarkand merchant a steady frequenter of our annual fairs.

55. The following statement of purchases and sales is taken from the returns registered by a writer employed for this purpose. But much more was sold of each kind than was entered in the register, and subsequently a large stock of wool was disposed of.

The merchants who deal in shawl-wool were incredulous as to the fact of any fine wool making its way to the fair, and therefore did not come to Palampur. This, then, which was in reality the most valuable of all the commodities for sale, remained on hand, and has now been taken to Ludiana and Amritsar.

The total number of persons at the fair may be put at 30,000. No faqirs or beggars such as frequent religious fairs were to be seen:—

*Statement of Purchases and Sales at the Palampur Fair, according to Registered Returns.*

Property received from the Trans-Himalayan Countries and Central Asia.			Property received from the Punjab.			Property sold out of the productions of the district.		
No.	Name of property.	Value of property sold.	No.	Name of property.	Value of property sold.	No.	Name of property.	Value of property sold.
1	Ponies ... ..	7,276	1	Piece-goods of every sort ...	18,489	1	Teas of various qualities ...	3,060
2	Sheep ... ..	536	2	Brass vessels, &c.	10,564	2	Iron vessels ...	7,000
3	Pushmina and Puttoo ...	3,360	3	Keimkhab and Bunarsi Dopottas ...	10,940	3	Ghi and Honey ...	1,140
4	Woollen Puttu and Blankets...	9,460	4	Shawls, Handkerchiefs, &c. .	16,000	4	Ghoma Salt ...	1,200
5	Pashm Shawl-Wool ... ..	850	5	English articles, Spirits, &c. ...	4,478	5	Furniture ...	80
6	Wool ... ..	5,721	6	English Cloth ...	1,400	6	Gram, Flour, &c.	15,250
7	Charras and Opium ... ..	7,950	7	Ornaments, Beads, &c. ... ..	524	7	Grass, Wood, Poultry, &c. ...	3,200
8	Fruits, &c. ... ..	1,200	8	Fruits of sorts ...	650			
9	Borax ... ..	1,000	9	Printed Books ...	120			
10	Silver and Gold...	720	10	Shoes ... ..	350			
11	Cups of Jade ...	150						
12	Musk ... ..	10						
	Total ... ..	38,233		Total ... ..	63,515		Total ... ..	30,930

*Statement showing the rates at which goods were sold.*

Names of Articles.	Rs. a. p.	Rate.
Wool ... ..	17 8 0	Per pucca maund.
Pashm ... ..	55 0 0	Per maund.
Charras ... ..	60 0 0	Ditto.
Opium ... ..	280 0 0	Ditto.
Iron vessels ... ..	18 0 0	Ditto.
Iron ... ..	7 8 0	Ditto.
Borax ... ..	12 0 0	Ditto.
Ghi ... ..	22 8 0	Ditto.
Tea ... ..	3 0 0	Per seer, 1st quality.
Ditto ... ..	2 0 0	Ditto, 2nd ditto.
Ditto ... ..	1 8 0	Ditto, 3rd ditto.
Brass vessels ... ..	50 0 0	Per maund.
Copper ditto ... ..	58 0 0	Ditto.
Wood ... ..	1 0 0	For about 4 maunds.
Grass ... ..	1 0 0	For 2 maunds.
Flour ... ..	1 0 0	For 24 seers.
Gram ... ..	1 0 0	For 16 seers.

56. As an appendix to this report, I beg to submit a translation of a very intelligent and suggestive report made by Extra Assistant Amin Chund, whose energetic action, as well as tact and conciliatory manner towards the Native gentry who visited the fair, proved of the greatest assistance to us.

57. The successful arrangements of the fair are due to the very able staff of civil officers in the Kangra District, both European and Native, and I trust His Honour the Lieutenant-Governor will accord his acknowledgments to—

Major Paske, Deputy Commissioner.  
Mr. Lyall, Settlement Officer.  
Mr. Coldstream.  
Mr. Young.

Mr. Rivaz.  
Munshi Amin Chund.  
Pohlu Mull, Settlement Superintendent.

58. The conservancy arrangements were very completely supervised by Doctors McDonald and Warburton. Captain Baillic, in charge of the Kangra Police, maintained an active and efficient control over the fair.

59. Having now described what has been done hitherto, I do not venture to write about the future, or draw any picture of success. I have had but one object in view for the last two years, and that was to remove all obstacles in the way of trade. No effort has been made to force commerce into a new channel, or to create a trade which did not exist. The history of almost all progress and improvement is the story of the removal of shackles and prejudices which have been allowed to spring up and choke the freedom of thought or action; and if a trade which existed centuries ago, but which has been well-nigh extinguished by the short-sighted policy of foreign rulers, has now been allowed to flow on in its accustomed channel, free from all impediments, I think we may feel that we have achieved all that could be expected.

60. My remarks hitherto have been confined to the opening of the trade with the countries north of Hindustan, but I trust I shall not be considered presumptuous if I offer a few remarks on the subject generally. Last year I ventured to suggest that fairs should be more generally established, as there appeared to be every reason for believing that we might command the whole Central Asian trade. At that time an objection was offered that the trade was not worth much, and that Dost Muhammad, when urged years ago to take steps for improving our commercial relations, replied that there was nothing to be got from, and little wanted in, his country. But since then events have greatly changed, and opinions should change also. We have sundry important facts to guide us.

61. We know that the Russians have shut out the Bokhariots from the Nishni Novgorod and Orenburg markets, and the Envoy from Bokhara expressed his anxiety to secure for his country a good market with Hindustan.

62. We hear from Russian accounts that trade in Central Asia is paralysed, and their officers have so mismanaged affairs in their newly acquired provinces that great difficulty and delay is apprehended in restoring commerce to its former condition.

63. We hear further that on the Chinese frontier the Muhammadans are making strenuous efforts to shake off the foreign yoke, and the Russian and China trade is much interfered with. The Muhammadan nations, being cut off from China on the one side, and being disgusted with Russia on the other side, look to Hindustan as the only outlet. Thus, then, the Central Asia necessity is our opportunity, of which we might take advantage. It is not necessary to send into their countries to intreat them to come to our markets. The experience of the fair just held shows that the simple announcement of its establishment suffices to attract traders from afar. If, then, similar fairs be established at Peshawar or Karachi, it would seem more than probable that they would be largely attended, and we may indulge in the belief that by thus establishing commercial relations with the frontier tribes, we shall spread a feeling of amity and security far more widely and rapidly than we can hope to attain by any number of British bayonets.

REPORT ON THE FAIR HELD AT PALAMPUR, IN 1870, BY LIEUT.-  
COLONEL H. W. H. COXE, COMMISSIONER, JALANDHAR DIVI-  
SION.

December 9th, 1870.

I HAVE the honour to submit the usual report on the annual fair holden at Palampur during the month of November 1870.

2. The usual measures were resorted to for making the time and objects of the fair generally known; the same accommodation was provided for traders as was furnished last year; and the same system of sanitation was carried out with the most satisfactory results, though at one time there could not have been less than 30,000 people in the fair.

3. The fair opened under unfavourable auspices. From previous reports I was led to believe that the attendance of Yarkand and other northern traders would have been far in excess of the number present at the last fair; but towards the end of October it became known that an early fall of snow had stopped most of the traders who had not got beyond Leh; some of whom continued their journey by Kashmir, but I believe the majority returned to their own country. Another cause which may have operated to detain many of the traders is the hostilities which the Kushbegi is carrying on on the more distant border of his own territory, and it has been stated to me that he prohibited many of the principal traders from coming down in consequence.

4. But, as it turned out, the absence of the northern traders was more than compensated for by the attendance of traders from the plains and the surrounding districts in greater numbers than have ever been known before, and the consequence has been that, in a financial point of view, the fair of 1870 has been more successful than any of its predecessors.

5. I arrived at Palampur on 28th October, by which time very few traders had arrived; by the end of the following week several made their appearance, and by the 10th November the fair was crowded.

6. It has been usual to commence the business of the fair with a durbar, at which the Yarkand and northern merchants attended to discuss the condition and circumstances of the route, and to give the planters and traders an opportunity of discussing the interest of the tea trade; but as this year so few Yarkandi merchants had put in an appearance, the opening durbar was holden for the reception of the rajas, and for the distribution of prizes to the Kangra Valley Schools. This was on 10th November. On the 16th there was a large gathering of all classes at a "maidan" about a mile below the bazaar—shumianahs being pitched for the rajas and races to witness divers games and sports,—among them rifle shooting, in which several of the Native gentlemen took part, and races for the Yarkandi ponies. There were 15 or 20,000 persons present. On the 18th a durbar was holden for discussion by the Kangra Unjuman, which was numerously attended by the rajas and raeeses, when several subjects were brought forward, among them the Begar system, and proposals to establish a college for the sons of rajas and Native gentlemen at Palampur. The Raja of Mandi spoke very well on the latter subject, and promised substantial aid in the shape of a donation of Rs. 7,000. On the 21st a durbar was holden for the distribution of prizes to the traders who had most contributed to the success of the fair; about the 23rd business began to slacken; and after the 24th there were very few transactions to chronicle; and I started for Jalandhar on the 25th.

7. The Appendix which accompanies will show the nature and amount of the imports and sales during the past fair. I have been at some pains to obtain accuracy in the returns from which the Appendix was compiled. A writer visited each trader's booth every day; his return was checked by the Tehsildar and brought to me every morning, and I then recorded it in English.

8. The result shown is very satisfactory. It will be seen that there is a nett increase in the value of imports of Rs. 36,403, and in the amount of sales of Rs. 57,372 over the amount shown in the return of 1869.

9. This is due mainly to the greater value of the transactions this year in English piece-cloths, metal vessels, and charras as compared with the results of 1869. The first-named article was in very great demand, showing sales this year amounting

to Rs. 70,000, to Rs. 14,700 in 1869. Of metal vessels there were sold last year only Rs. 8,000 worth, to Rs. 36,000 in 1870. The transactions in charras and opium this year also have been largely in excess of last year. It will be noticed from the return of articles from Yarkand in the Appendix, that these two drugs formed the principal staple of their trade this year, there having been no trader among them of sufficient wealth to import valuable horses, silk, and precious metals, which formed their principal commodities last year.

10. The absence of the more important Yarkandi merchants is much to be regretted, as their meeting at Palampur with the traders who came from the plains this year would have tended greatly to the development of trade. It is impossible, I fear, to guard against the contingency which has kept the northern traders from visiting the fair this year. The same obstacle prevented their attendance in 1868, as noted in your letter No. 322, dated 17th April 1869, to Secretary to Government.

11. Last year it was under discussion whether it might not be advisable to change the time for holding the fair from November to September to admit of the northern traders coming and returning the same year, but this was deemed undesirable for two reasons—*first*, that the traders, in the event of their not selling their goods at Palampur, would have to go on to Amritsar, and this would detain them beyond the season for getting over the passes on their return; and, *secondly*, that September is the most unhealthy month in the Kangra Valley, the fever which then prevails having an evil notoriety which would deter any merchant from coming from the plains.

12. But the results of the last two years have fairly established two things—*first*, that unless prevented by contingencies of season, the northern merchants will resort to Palampur in large numbers, and that, even in the case of a meagre attendance of Yarkand traders, the representatives of trade from the Punjab and from the districts surrounding Kangra will gather in sufficient numbers to carry out the objects of the fair. The main causes which prevented the northern merchants from attending the fair this year have been noted above; but in the event of a favourable season next year, and if no political disturbances then exist to hinder their departure from their own country, I anticipate that there will be a great increase in the number of Yarkand traders at the fair of 1871. The result of their visit in 1869 had not been made known in Yarkand, most probably before the time had arrived for the outgoing traders to leave—at all events it could not have been universally promulgated, and as it is believed that the northern traders were fully satisfied not only with the treatment they met with, but with the success of their commercial transactions, there is every ground for believing that they will be induced to repeat their visit and influence others to accompany them. So also as regards the Punjab traders. Their dealings this year have met with such success that they may well be encouraged to repeat them.

13. It will be noticed from the returns that the transactions in tea this year have been of a very trifling character. This is owing mainly, of course, to the absence of the northern traders, but I was informed that some Amritsar merchants were willing to deal, but would not come in to the planters' terms. I was given to understand by some of the gentlemen who possess plantations that they had been quite ready to deal with the Yarkand merchants by barter to a certain extent for their teas, but that they were only prepared to take the precious metals in exchange for their teas; the other articles, which were taken last year, having proved to be altogether unremunerative. If, as is hoped, the teas taken from Palampur last year find favour in Yarkand, this will be another ground for anticipating a large influx of traders next year.

14. I may mention as a favourable incident connected with this fair that a very large number of respectable women from the neighbouring country attended the gathering. The bazaar was crowded with them. Heretofore the female sex have absented themselves altogether, and their presence now betokens confidence, and testifies favourably to the popularity of the institution. The large amount of sales shown under pedlars' wares proves also that their visit had business for its object as well as sight-seeing.

15. I must note also another point intimately connected with the development of trade—the completion of the cart-road from Kangra to Palampur. On the 15th November a cart was driven through from Kangra to Palampur, doing the distance in about 11 hours, thus opening the communication by cart from Palampur to the rail at Jalandhar. I came over the road on my way back; some repairs are

needed in the line about four mile from Kangra, and two or three of the new bridges are not quite finished, but will be completed this month. The planters are loud in their rejoicing at this accomplished fact, as it will save them so much trouble and expense in the transport of their teas.

16. The effects of the fair, as a commercial institution, are observable in the circumstance that many of the neighbouring zemindars have planted out plots with tea with a view to trade.

17. The church at Palampur will be completed by next month. It was roofed in at the time of the fair, so as to admit of service being performed in it. A public report is not the place to speak upon such a topic, and I know that Mr. Forsyth would not wish it to be dwelt upon, but I cannot refrain from noting in passing what a debt of gratitude the community of the Kangra Valley owe to that gentleman, whose liberality has furnished them with so complete and attractive a place for public worship.

18. The route *viâ* Kulu and Lahul has formed the subject of frequent correspondence with the Government. I need only mention here that every effort is being made to make the road and the accommodation in the shape of serais and rest-houses as complete as possible. The line from Palampur to the Rotang Pass is always easy for traffic, and the greater portion of the road in Lahul has been made. It is hoped that by next autumn the line will be complete throughout and the serais finished.

19. A mule train was established this year in Kulu for the carrying of traders' goods from the Bara Lacha Pass to Palampur. Owing to the causes noted above, its services have not been called into much requisition this year, but on future occasions it is hoped that it will be found of material assistance in rendering the transport of the northern traders' goods easy and safe.

20. In conclusion, I must acknowledge thankfully the valuable assistance I have received from Colonel Mercer, Deputy Commissioner, Kangra, in conducting the operations of the fair. He has interested himself greatly in the work, and by his ready co-operation has rendered my work of supervision a pleasant and easy one.

## REPORT ON THE PALAMPUR FAIR, 1871.

THE fifth Palampur Fair was held as usual in November 1871; the arrangements were much on the same plan and scale as in former years, and the presence of the late Viceroy and Countess Mayo, with the Viceregal staff, gave much *éclat* to the proceedings.

The fair continues to be popular and successful as a local gathering; but, owing chiefly to difficulties in the route, it has not been successful as a means of promoting trade with Central Asia, with which object it was primarily established. The dealers who attended were chiefly from the Kangra District, and the neighbouring districts of Jalandhar, Hushiarpur, Amritsar, and Gurdaspur; traders also appeared from some of the neighbouring hill states, but, for reasons already explained, no Yarkandi traders were present.

The amount of trade at the fair was not considerable, as the following table will show, but it was somewhat less than in 1870, and consisted chiefly of articles of local traffic.

*Abstract of Imports and Sales at the Palampur Fair, 1871.*

Amount of Sales.	Articles.	Value of Imports.
Rs.	<i>Imports from Yarkand, &amp;c., &amp;c.</i>	Rs.
380	Woollen Stuffs ... ..	1,114
367	Carpets ... ..	2,292
	Silver ... ..	1,000
3,216	Horses ... ..	14,770
278	Charras ... ..	12,600
	Precious Stones ... ..	50
773	Cotton Cloths ... ..	2,007
	Cattle ... ..	150
	Miscellaneous ... ..	1,670
	Total...	35,653
	<i>Imports from Kangra District, including Kulu, Lahul, and from the districts of the Punjab, principally Amritsar, Jalandhar, Hushiarpur, and Ambalah.</i>	
3,120	Tea ... ..	3,350
3,993	Woollen Stuffs ... ..	5,690
18,395	Pushmina ... ..	32,210
1,000	Salt ... ..	3,300
3,445	Iron ... ..	5,540
2,242	Jewellery ... ..	23,800
5,346	Coral ... ..	14,125
45,604	English Piece-goods ... ..	62,025
11,075	Country Cloth ... ..	21,585
32,165	Metal Vessels ... ..	41,010
4,903	Charras ... ..	13,850
250	Opium ... ..	3,100
80	Horses ... ..	850
1,590	Cattle ... ..	2,150
19,968	Articles of food, including grain, vegetables, sweetmeats, &c., &c.	23,010
10,249	Miscellaneous, including groceries, medicines, wearing apparel, tobacco, &c. ... ..	33,253
1,63,425	Total...	2,88,848
	GRAND TOTAL...	3,24,501

Thus the value of the imports fell from Rs. 3,50,055 in 1870 to Rs. 3,24,501 in 1871. This falling off is attributed to various causes: the non-arrival of traders from Yarkand, the general attendance at the last fair not being quite so great as usual, and lastly, to the fact of restrictions having been placed upon the sale of charras, and timely precautions having been taken to prevent illicit dealing in opium. The imports returned as from Ladakh, Yarkand, &c., were brought down by agents who locate themselves at Leh, and buy up goods from time to time. The total



amount of sales was Rs. 1,63,425, against Rs. 2,62,669 in the previous year. English piece-goods, country cloths, and metal vessels were the articles most in demand at the fair. In no other class of goods was the trade sufficiently brisk to deserve special mention. The transactions in tea appear to have been very small, the European planters having their own fixed markets elsewhere. The dealings in goods from Central Asia were unimportant.

#### TRADE WITH CENTRAL ASIA.

DURING the season of 1872, Dr. Aitchison, M.D., officiated as Joint-Commissioner at Ladakh, on behalf of the British Government. The caravans from Yarkand were unusually late, and, in consequence, the export trade was considerably interfered with. Nevertheless the total of imports and exports amounted to Rs. 15,84,801, being higher in value than that of any previous year, and in excess of that of last year by Rs. 3,43,624. Of the imports into Leh from the north, those from Chang-Thang rose from Rs. 1,49,537 in value to Rs. 2,00,016; the increase being chiefly in the value of brick tea imported from Lhassa, which rose from Rs. 87,553 to Rs. 1,43,917. The imports from Yarkand rose from Rs. 2,61,242 in value to Rs. 3,21,762; the increase being chiefly in gold pieces, the value of which was Rs. 1,10,966, as compared with Rs. 85,899 in 1871; raw silk, of which 5,360 lbs. were imported, to 960 lbs. of the previous year; and coarse cotton cloths, the value of which rose from Rs. 5,013 during 1871 to Rs. 16,414 in 1872.

On the other hand, the importation of charras decreased, owing to the market having become glutted with charras of bad quality. Pashm (shawl wool) did not come to Leh at all—owing, it is said, to some disagreements between Kashmiri purchasers and the residents of Chang-Thang—but found its way to India by the Kulu and Rampur routes. The value of imports into Leh from India rose from Rs. 1,45,164 to Rs. 3,19,445. Of this amount goods to the value of Rs. 30,513 went *via* Kashmir; Rs. 4,194 by Rampur; and the remainder (Rs. 2,84,737) by Kulu.

The export of cotton piece-goods increased in value from Rs. 57,706 in 1871 to Rs. 1,00,415 in 1872. Tea exports increased from Rs. 11,435 to Rs. 25,228 in value; of which amount Rs. 14,716 represent the value of tea exported from Palampur; brocade, from Rs. 9,600 to Rs. 24,900 in value; spices, from Rs. 11,636 to Rs. 21,465. There was also a considerable increase in the items of guns, otter skins, and sugar. The exports from Leh to the north show an increase of Rs. 1,84,979. The exports from Leh to India fell by Rs. 43,184, the great decrease occurring in charras, silver ingots, and gold dust.

A noticeable feature in the year's history was the development of the through traffic from the Punjab by mules, of which 170 proceeded all the way from Jalandhar and Hushiarpur to Ladakh, and, as they at once obtained return freight to carry borax to Kulu, the owner's venture was very successful, and will probably lead to a large increase in this form of carriage.

#### REPORT ON THE PALAMPUR FAIR OF 1873.

From J. A. E. MILLER, Esq., Secretary to Financial Commissioner, Punjab, to the SECRETARY TO GOVERNMENT, Punjab.

Lahor, 13th January 1874.

I AM directed to re-submit the report on the Palampur Fair held in November 1873, with the following remarks of the Financial Commissioner:—

2. The return of goods brought to the fair and sold shows that the amount of business done was smaller on this occasion than in any previous year during which the fair has been held.

The attendance also was smaller than usual. There is no particular cause assignable for the decrease in trade.

3. The Deputy Commissioner took the same measures as in former years to make the date of the fair known to the public, and to advertise the fact that rewards would be given to the most deserving of the traders. The decrease in business is considered by the Deputy Commissioner to be probably owing to the non-arrival of traders from Yarkand in time for the fairs of the three preceding years. There was no news of the arrival of Yarkand traders on the present occasion, and this deterred traders from the plains from attending the fair for the purpose of purchasing Yarkand goods.

4. The return forwarded with your letter No. 1363, dated 13th October 1873, shows that the imports from Eastern Turkistan to Ladakh, from December 22nd 1872 to July 31st 1873, were valued at Rs. 2,552 only, an extremely small amount. The return for the last six months of 1873 will show if there is any improvement in the trade from Eastern Turkistan; but judging from this return, and from the fact that for the last three years the amount of goods brought to Palampur has been much less than in the first years of the fair, it appears that imports from Eastern Turkistan are less in amount than formerly, and that the exports to that territory are paid for in cash or bullion.

5. The Commissioner and the Deputy Commissioner advocate a continuance of the fair in future years, and Mr. Egerton concurs in this view, even though the fair becomes a merely local gathering.

6. The Deputy Commissioner advocates measures being taken to ensure the despatch of kafilas from Yarkand in time to cross the passes in Lahul before they are closed by snow; and, if the traders are not aware that the passes are liable to be closed in this way, it is advisable that public notice should be given at Ladakh of the fact, and also at Yarkand itself.

7. There has been delay in procuring rams for distribution amongst the Gaddi shepherds, owing to the proposal having formed part of the general scheme for the distribution of rams in the Punjab sent up with my letter No. 1339, dated 17th ultimo. When sanction to the general proposals is received the Deputy Commissioner of Kangra will be supplied with the animals he requires.

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From P. S. MELVILL, Esq., Commissioner and Superintendent, Jalandhar Division,  
to the SECRETARY TO GOVERNMENT, Punjab.

Jalandhar, 24th December 1873.

No. 545-1422 of 18th  
current.

I HAVE the honour to forward copy of the report of the Deputy Commissioner, Kangra, on the fair held at Palampur in November last.

2. Although the transactions at the fair were small, I am fully aware that this result is in no way attributable to any want of care or zeal on the part of the Deputy Commissioner. Only two Yarkandi merchants attended the fair, and in my opinion the merchants of the plains are not as yet much attracted by it.

3. The fair is held at a most inconvenient time for the agriculturists of the Kangra district. In November they are busy harvesting their crops, notably rice, and in preparing the land for the rabbi sowings.

4. I have in previous communications commented on the remarks of Colonel Paske in regard to the development of the trade with Yarkand, and there appears to be no advantage in now making further allusion to this subject.

5. I do not advocate any change in the time or place of the fair at present. The experience of the next two or three years will probably show whether there is any advantage to be gained in maintaining it.

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From Colonel E. H. PASKE, Deputy Commissioner, Kangra, to the COMMISSIONER AND  
SUPERINTENDENT, Jalandhar Division.

18th December 1873.

I HAVE the honour to report on the operations of the annual fair held at Palampur in November 1873.

2. Arrangements for the reception of traders and others were made precisely

as in former years. Invitations were sent to all the chiefs in the district and to chiefs of neighbouring independent states. Notices were sent early in August to the Deputy Commissioners of the neighbouring districts begging them to inform traders that the fair would be held, and liberal rewards given to the most deserving. In short, every effort was made beforehand to secure a large attendance and to ensure the fair being a success.

3. I regret to state, however, that the attendance was smaller and the extent of trade transactions less than in any former year. The chiefs, fully understanding that attendance was optional, excused themselves for the reason, as I know, that in former years their visits to the fair involved heavy expenses they could ill afford to meet. The falling off in the attendance of traders I can attribute to no particular cause, but I suspect that the non-arrival of Yarkandi traders and others from the north on the occasion of the last three fairs, and the knowledge that no tidings had been received of the advent of any kafila during the present season, created doubts in the minds of merchants in the plains who at best require a good deal of persuasion to induce them to bring any large amount of goods into these hills.

4. The traders who attended the fair were cloth merchants from Amritsar, Hoshiarpur, and Jalandhar, traders in brass and copper vessels from Jagadhri and Ambalah, and a considerable number of petty traders of the district.

5. The only Yarkandis who appeared were two merchants who had spent the summer months in Kulu, and who brought a few ponies, a good supply of carpets, numdas, jade ornaments, and charras. They were successful in their transactions, having sold all they desired to dispose of, and they left at the close of the fair evidently well content.

6. Statistics recorded at the time of the fair, and of which I append a statement, show that goods and merchandise to the value of about 65,000 were brought to the fair, being considerably less than the imports of the fair of the previous year. The value of goods sold amounted approximately to about Rs. 40,000 English piece-goods. Country cloth, brass, copper and iron vessels, charras, trinkets, coral and other stone ornaments were among the articles which found the most ready sale. The brisk trade in such goods at each succeeding fair, and the fact that the purchases are all made by the ordinary classes of agriculturists and artisans of the district, afford substantial proof of the increasing prosperity of the people generally in the Kangra valley.

7. As the attendance at the fair was so small and the amount of trade so limited, the authorities deemed it expedient to keep the expenditure at the lowest limit. All preliminary expenses on sanitary arrangements, accommodation for traders, &c. were defrayed from the sale proceeds of grass and fuel collected in the station of Palampur, and in forests in the immediate proximity. The surplus income of the fair of 1872, together with the contributions for the current year from the District Committees of Jalandhar, Hoshiarpur, and Kangra, gave a fund of Rs. 1,619-3-6. Out of this amount the Committee of Natives whom I associate with myself for the purpose of adjudicating prizes, distributed a sum of Rs. 293 only in rewards to those who had shown the best spirit in bringing the largest amount of goods. In the adjudication of rewards the Yarkandis received encouragement. There is now a surplus of Rs. 1,325, which I hold in deposit, either to be carried forward for the operations of next year's fair, or to be utilised in the distribution of prizes at a cattle fair, should it be found desirable to hold one next spring, and for which there seems to be a desire.

8. In view to give an impetus to the operations at the fair, and also for the purpose of encouraging sheep-breeding, I had months before issued a notice that prizes would be given to the owners of the best flocks of sheep and goats exhibited at the fair. I knew it was the precise season when the flocks would reach the valley on their return from the grazing grounds in Barmawar, Banghal, Lahul, Spiti, and Plach, and therefore the best time for such an exhibition. No flocks, however, were brought, and on my enquiring the reason I ascertained that the Gaddis wrongly suspected the motive of the exhibition. A rumour was current that sheep were scarce for the supply of European troops, and that I had orders to compel the owners to sell the best of their flocks. You know well what would be the effect of such a false rumour among the simple Gaddis, who accordingly took care to speed on their way to their winter grazing grounds below. One or two lambardars near Palampur did bring in about 300 sheep, which were looked at, and the owners given rewards to the amount of Rs. 30. This removed the false impression, and I trust that next year we may be able to secure an exhibition of sheep and goats. I had hoped at this fair to exhibit the English rams promised by the Government for the district, and which have been repeatedly asked for but not yet received, or, I may add, heard of.

9. I need not repeat here remarks offered on last year's report relative to the uncertainty in the advent of the Yarkandi traders, and their conspicuous absence from the fair during the last three or four years. But I would ask you to recall to mind observations I have offered in recent references upon the development of Central Asian trade, as to the desirability of taking some steps to ensure the despatch of each year's kafila from Yarkand at such a season as will admit of the traders reaching Kulu and the Kangra valley before the closing of the Lahul passes deprives them of the opportunity of attending the fair. I have already suggested that this matter should be taken into consideration in the framing of any commercial treaty with the ruler of Yarkand. If the natural flow of trade from the countries in Eastern Turkistan is to be checked for political reasons, and on the despotic action of the ruler of those countries, it will not be desirable for the British authorities to paint the prospects of the trade in too glowing colours, or to raise too strong hopes in the minds of traders from Hindustan.

10. Although each succeeding year the prospects of the fair appear to have been less satisfactory, I advocate its maintenance. Even as a local fair it is of some use, and within the next two or three years, when Mr. Forsyth's mission has accomplished its work, it will be seen whether a commercial treaty will bring down the trade from Central Asia to Palampur.

11. I will not dwell further upon the prospect of the Central Asian trade. I have recently submitted references on the subject, and these I trust will have satisfied you that the authorities in this district have always done their utmost for the development of this trade. You are aware of the rapid tour I made to the head of the Kulu valley in October last, among other reasons to satisfy myself that all proper arrangements were made for the passage of the Yarkandi traders, should they arrive, and during your presence at the fair you will have satisfied yourself how far I may have done all in my power to try and make the fair a success.

*Statement of Imports and Sales at Palampur Fair for 1873.*

No.	Name of Station from whence imported.	Name of Article.	Value of Imports.	Amount of Sales.	Amount of unsold Articles.
			Rs.	Rs.	Rs.
1	Yarkand ... ..	Horses and ponies ... ..	2,000	1,500	500
2	Do. ... ..	Charras, drug ... ..	2,000	1,500	500
3	Do. ... ..	Woollen stuffs... ..	1,000	1,000	...
4	Do. ... ..	Silk ... ..	1,000	700	300
5	Do. ... ..	Carpets ... ..	2,500	2,500	...
6	Do. ... ..	Precious stones ... ..	2,000	1,800	200
7	Mandi ... ..	Iron vessels ... ..	2,110	1,300	810
8	Do. ... ..	Salt, Guma ... ..	250	250	...
9	Do. ... ..	Opium ... ..	100	50	50
10	Kangra ... ..	Baskets ... ..	110	110	...
11	Do. ... ..	Miscellaneous ... ..	170	170	...
12	Do. ... ..	Jewellery ... ..	50	50	...
13	Do. ... ..	Kurru, medicine ... ..	433	433	...
14	Do. ... ..	Tea ... ..	2,500	2,100	400
15	Do. ... ..	Gram ... ..	160	160	...
16	Do. ... ..	Fruit ... ..	100	100	...
17	Do. ... ..	Woollen cloth ... ..	3,850	2,000	1,850
18	Do. ... ..	Sweetmeats, &c. ... ..	600	600	...
19	Do. ... ..	Goats and sheep ... ..	150	150	...
20	Do. ... ..	English piece-goods ... ..	9,190	2,000	7,190
21	Hoshiarpur ... ..	Shoes ... ..	450	450	...
22	Do. ... ..	Pictures ... ..	100	80	20
23	Do. ... ..	Wooden boxes... ..	60	60	...
24	Do. ... ..	Persian and Hindi books ... ..	200	150	50
25	Do. ... ..	Miscellaneous ... ..	1,830	900	930
26	Delhi ... ..	Coral beads ... ..	4,000	3,500	500
27	Patiala ... ..	Perfumes ... ..	250	150	100
28	Amritsar ... ..	Silk, &c. ... ..	660	460	200
29	Do. ... ..	Ditto cloth ... ..	2,500	1,000	1,500
30	Do. ... ..	Pushmina ... ..	2,500	1,000	1,500
31	Jalandhar ... ..	Cloth ... ..	16,177	7,777	8,400
32	Jagadhri ... ..	Metal vessels ... ..	6,000	6,000	...
		Total ... ..	65,000	40,000	25,000

DIHARMSALAH :  
The 18th December 1873. }

E. H. PASKE, Lieut.-Col.  
Deputy Commissioner, Kangra.

## II.—TRADE ROUTES TO EASTERN TURKISTAN.

### REPORTS ON THE TRADE ROUTES THROUGH LADAKH AND CHANG-CHENMO, BY DR. H. CAYLEY.

October 20th 1870.

*Report on the trade routes through Ladakh and Changchenmo, between the frontier of Lahul and the territory of the ruler of Yarkand.*

THE object the Joint Commissioners have had in view has been to ascertain and select the route through Ladakh, between the boundaries and in the direction above-mentioned, most suitable for a future commercial highway ; and after examining the various lines of road, and taking into consideration the different circumstances affecting the facilities of transport and the development of trade, they have the honour to submit a report on the subject, embracing briefly the following points :—

- 1st—A description of the different routes, and the reasons for selecting a particular one.
- 2nd—The proposed boundaries of the road.
- 3rd—The works that have already been carried out and are still required in connection with the new line of road.

2. From the Lingti boundary of Lahul to the Rupshu District of Ladakh there are two routes—one, which was previously but little known and often spoken of as likely to prove the easier and more direct of the two, leads from Lingti up the Serab River and then over the Pongpo Pass to the Tsomoriri Lake, and beyond that over another pass to Puga, in Rupshu. On careful examination this road was found to be quite unsuitable for the purpose required, being for a long distance almost impassable for horses. The Pongpo Pass was very difficult and not open for laden horses till the end of July, owing to steep beds of snow and ice, and the distance from Lingti to Puga was 2 stages longer than by the Lachalung Pass. The other road leads down the Serab River and over the Lachalung Pass to Rukchen, in Rupshu. This pass is an easy one, and opens very early in the season. The road, which is well-known and regularly used, is in good order, and can easily be kept in repair, and is the one now recommended.

3. From Rukchen to Lukung at the north-west extremity of the Pangong Lake again there is a choice of two roads. The easterly route takes a direction north-east by the salt lake Tsokar to Puga, and thence to the Indus at Mya, and crossing the river by a ford at Nyama continues over an easy pass to Chushul, and then along the shore of the Pangong Lake to Lukung. There is also another way from the salt lake to the Indus at Kangmar, and thence to Chushul, but though a little shorter, this is more difficult than the Nyama route.

The other way from Rukchen lies along the old-established road over the Taklung Pass through Gya to the Indus at Upshu, and then down the valley to Machalong, which is only 20 miles from Leh. The river is here crossed by a good bridge, and the road then leads up the Chimri valley and over the Chungla Pass to Durgu, and on through Tantse to Lukung.

These two routes are nearly equal in length, and neither of them present any difficulties that may not easily be overcome. The line by Nyama is the easiest of the two (except for the great difficulty of bridging the Indus at that part of its course), as the Polokouko Pass is lower than the Taklung La. The route by Machalong is, however, considered to be the most suitable for commercial purposes on the following grounds :—

First, there is a good bridge at Machalong, whereas there is no bridge over the

Indus above that point, and there is no timber in Ladakh of a size sufficient for building such a bridge. Trees of large size would, therefore, have to be brought from Kulu or Kashmir, a distance of from 15 to 20 marches, over a difficult mountain country, and it is very doubtful if this could be done unless at such enormous expense as to render it quite out of the question. The river, it is true, is fordable at several places, but during August, when most of the traders would pass through, the water is often very deep, and merchandise would have to be carried over on men's heads, to the great inconvenience and detriment of the merchants. Secondly, there is already a good road made the whole way from Rukchen to Lukung, which can, at very little labour and expense, be kept in repair; there are also several serais and rest-houses now ready along the road. Thirdly, the chief advantage the Machalong route possesses over the other is, that from Gya (2 marches distant from Rukchen) to Lukung it passes through inhabited country where cultivation is plentiful; that is to say, there are villages and cultivated lands at intervals of seldom more than eight or ten miles, so that supplies can be procured in abundance and at cheap rates. The merchants, after the long and arduous journey from Yarkand or the Punjab to Ladakh, always find it necessary to rest and feed up their horses for two or three weeks before continuing their journey, and this they can easily do in the valley of the Indus, where, from time immemorial, it has been the custom to arrange with the zemindars to graze their animals in the fields of grass or stubble on payment of a certain sum daily or monthly, and the arrangement is a convenience and advantage to both parties. The "Chunpo" grass lucerne is grown everywhere at and below Machalong, and is the staple food of the Yarkandi horses in Ladakh.

There are villages and cultivated lands at Nyama and Mya, but not nearly sufficient to supply the wants of any considerable number of traders; and although there is a good deal of grass land, it is only the natural grass of the country, and would not be sufficient for feeding up the horses for several weeks. Chunpo is not now cultivated at Nyama, and it is very uncertain if it would grow at that elevation.

Supplies of barley, flour, and similar articles might be readily transported to Nyama, but their price would of course be greatly increased by the carriage; and to carry grass for fodder a distance of six or more stages would be out of the question; so that under present circumstances the merchants would not use the road.

Another advantage possessed by the Machalong road is, that it passes within 20 miles of Leh, so that one road only has to be kept up for traders going to Leh and Kashmir, as well as for those to Yarkand and Hindustan; and it must be taken into account that many if not most of the merchants both from Yarkand and the Punjab will probably never go right through, but will as at present barter their goods in Ladakh and return to their homes; many too will always want to visit Leh and trade with the merchants from Kashmir and other parts.

It is again a matter of important consideration that the Changchenmo route to Shadula in Yarkand is not yet properly open.

The best line of road is not fully laid out, nor are the necessary arrangements for supply depôts, serais, &c., completed, and it is impossible that this can be all done in the present season; and it will probably take two or three years before the road can be pronounced ready. In the mean time, the traders generally will prefer to take a road they know, in spite of its difficulties and drawbacks, to one with which they are very imperfectly acquainted, and which has acquired a bad name from the disasters which have occurred this season; and for those coming by the Karakoram, the Machalong road is directly in their way from Ladakh to the Punjab, and will always have to be kept up. To the people of the country it is of the utmost advantage that the trade route should pass through their midst, as they then, without any interference from the authorities, make their own arrangements with the traders in regard to carriage, supplies, &c., to their mutual benefit; but it would be a heavy tax on them to have to carry supplies a distance of six or eight marches; and it would be almost impossible for the merchants ever to procure carriage out at Nyama; and although the authorities might force the people of the country to take their yaks, horses, &c., out there for the season, such an arrangement must give rise to oppression and injury, and could never be permanently maintained. It is, however, quite possible that in future years arrangements might be made for meeting the requirements of trade, by the establishment of a new town at or near Nyama, as has already been contemplated by His Highness the Maharajah, and by greatly increasing the cultivation there. Under such circumstances the course of the road might easily be changed, if thought advisable at any future time.

4. From Lukung the road is now completed and in fairly good order as far as

Gogra, in Changchenmo, a distance of three marches. From Gogra there are two routes to Shadula in Yarkand; one of these, which has been frequently followed by traders and others in the last three years, leads over the Lingzithang and Soda Plains to the head of the northern branch of the Karakash River; and down that river to Shadula. The distance is 12 marches; the road is very easy; and the mountain-passes present no obstacles of any kind; but the distance is long, and there is the drawback of scarcity of grass and water on several of the stages, which is greatly intensified by the traders being imperfectly acquainted with the road, and not knowing where to find the best halting places. The road must, in fact, be regularly laid out before it can come into general use. There is a second route from Gogra leading to Malaksha, three stages from Shadula on the old Karakoram route. This road is new and has only this year been discovered. It is more direct than the other, and is superior in many respects, as it avoids the barren elevated plains of Chanthang, except for about 15 miles across one corner of Lingzithang, and generally keeps along well sheltered valleys and by the side of plentiful streams of water; grass and wood are abundant at most of the stages.

This line of road, however, must be thoroughly marked out before the merchants are likely to follow it, as they experience the greatest difficulties from being ignorant of the way, and till this is done the Karakoram route will generally be followed.

5. With regard to the boundaries of the proposed future trade-route between Lingti and the Changchenmo Valley, as a rule and especially when the road traverses barren mountains and desert plains, or passes along uninhabited valleys, nothing more definite can be laid down than a general limit of a "koss" (two miles) in breadth. In such regions, which extend the whole way from Lingti to the head of the Gya ravine—five stages, and again the greater part of the way from Tantsi to Changchenmo—five marches, travellers are often necessarily guided in the direction they take by the presence or otherwise of grass, water, &c., which are found in different localities at different seasons. Thus, between the Lachalung and Taklung Passes, a distance of two days' journey, the traders are often obliged to avoid Rukchen and the Kyangchu Plains altogether, because the water there entirely dries up, and go round by the Zara Valley further to the west. The Rupshu nomad shepherds, who occupy these regions in summer, in the same way move about from place to place as they find water and pasturage most plentiful. From the foot of the Taklung Pass down the Gya Ravine to Upshi on the Indus, the sides of the valley would be the limits of the road. The valley generally varies in width from a few yards to a quarter of a mile, excepting at the villages of Gya, Meru, and Upshi, where the valley opens out, and contains cultivated lands with houses scattered about. It is most essential that these villages, as well as all others that lie in the line of route, should be considered as within the limits of the jurisdiction of the Joint-Commissioners, as all transactions with regard to carriage, supplies, grazing, &c., between the traders and the people of the country are carried on in these villages, and it is in such cases that the authority of the Commissioner is most frequently required. This would in no way affect the internal economy of the country, or the authority and administration of the Ladakh officials in matters unconnected with trade.

From Upshi to Machalong the road keeps down the left bank of the Indus, and lies entirely over waste sandy desert. Here the boundary would be one koss from the edge of the river, as the road is sometimes close to the bank and sometimes a mile or more distant. At Machalong the road crosses the Indus by a bridge, and then passes up the Chimri Valley, and over the Chungla Pass to Durgu, and then up the Tantsi Valley, through Muglib to the head of the Pangong Lake. Along this portion the sides of the valleys generally would form the limits of the road, the villages of Chimri, Sakti, Takar, Durgu, Tantsi, Muglib, and Lukung lying in the line of route. It may be observed that these villages, like almost all others in Ladakh, consist of detached houses lying scattered amongst the fields, often long distances apart, and must be considered more as a collection of detached farms than a single village.

From Lukung, a small hamlet of three houses on the Pangong Lake, the road passes up the valley, and over a low spur to Chagra, and thence over the Masimik Pass to the Changchenmo Valley and Gogra. The only village along this portion is the small hamlet of Pobjung, five miles above Lukung; all the rest of the distance the country is uninhabited—the sides of the several valleys along which it passes forming the limits of the road.

6. *Camping grounds*.—Along the waste plains of Rupshu and elsewhere, and in the uninhabited valleys, it is quite useless to fix particular sites for camping grounds, as the traders must necessarily halt and encamp just where they find it most convenient; but when the road traverses the inhabited parts of the country, the following sites have been selected:—

- 1st.—At Gya, the space of uncultivated ground along the banks of the side stream coming down from the south-west, and just opposite the centre of the village.
- 2nd.—Upshi. The uncultivated land just above the village along the side of the stream.
- 3rd.—Machalong. The open space of waste land on the left bank of the Machalong Ravine, where a serai and depôt are to be built.
- 4th.—Chimri. The open space in front of the present serai.
- 5th.—Zingrul. The level space of ground near the lake or pond.
- 6th.—Tsoltak. The open space near the lake.
- 7th.—Durgu. The open ground on the left side of the river just above the village.
- 8th.—Tantsi. The uncultivated space near the rest-house.
- 9th.—Muglib. The meadow land below the village.
- 10th.—Tsoar. The space of ground near the small lakes.
- 11th.—Zukung. The meadow land above the village.
- 12th.—Chagra. The valley near the rest-house.

Above this all habitation ceases; but serais have been built at Lunkha, Panglung, Pamzal, and Gogra.

7. The following works have this year been carried on in connection with the road:—

The road from Lingti over the Lachalung Pass has been greatly improved, and the necessary repairs executed. The same has been done over the Taklung Pass and down the Gya Ravine to Upshi.

Again, from Chimri over the Chungla Pass to Durgu, the road has been immensely improved by diminishing the gradients and clearing away large blocks of stone, so that the path is now quite easy for laden horses.

Above Durgu, where there was a very steep and difficult ascent of soft deep sand, the road has been carried round, so as to avoid the bad part.

Over the Masimik Pass to the Changchenmo the road has been greatly improved, and is now very good. In all other places between Lingti and Changchenmo the road is very easy and in good order.

8. Serais for shelter have been built at the following places:—

At Gogra in Chanchenmo.

At Pamzal, one stage from Gogra.

At Panglung, one short stage from Pamzal.

At Lunkha, one stage from Panglung, on the south side of the Masimik Pass.

At Chagra, six miles from Lunkha.

At Zingrul, just at the foot of the Chungla Pass, on the south side.

At Sumdo, an encamping ground near the top of the Sachalung Pass.

There are also old-established rest-houses and depôts for supplies at Tantsi, Sakti, Chimri, and Gya.

It is proposed in future years to build serais for shelter at the following places:—

Kiangchu, on the Rupshu Plains, at the spot where water is most plentiful.

At Debzing, at the foot of the Taklung Pass, on the south side.

At Machalong, where the three routes to Yarkand, Kulu, and Leh meet.

This should be on a much larger scale than the others, with abundant store-rooms, where merchants might deposit their goods for the season, or longer if necessary.

At Tsoltah, the small lake north of the Chungla.

Beyond Gogra, as soon as the survey of the road has been completed to the head of the Kurakash River, it is proposed to erect serais in suitable places for the first four stages. These sites cannot, however, be definitely settled till the line of route is quite determined on and the road marked out.



9. The following places have been selected for supply depôts, where stores of barley-flour, and other necessaries, are always to be kept up.

- 1.—*Gya*, five marches from Lingti, and eight from Darcha in Lahul. This is the furthest village in Ladakh on the road to Lahul.
- 2.—*Machalong*, two stages from Gya and one from Leh.
- 3.—*Tantse*, three stages from Machalong on the road to Changchenmo.
- 4.—*Chagra*, two stages beyond Tantse.
- 5.—*Gogra*, in Changchenmo Valley, three stages beyond Chagra. It would also be very advantageous to establish another depôt on the Karakash River.

10. The Commissioners have not this season been able to carry out their plans of extending and improving the road, building serais, and establishing depôts to the extent they had hoped, as, owing to exceptional circumstances, it has been impossible to obtain the requisite labour and materials and assistance from the authorities of Ladakh.

Grain depôts have been maintained at Gogra, Tantse, and Gya during the season, and the traders have availed themselves of them, to a great extent; but even in these the arrangements have been deficient.

11. Much yet remains to be done before the Changchenmo route to Yarkand can be considered properly open and available for general traffic. The road itself must be made and properly marked out, so that people may be able to find their way if overtaken by bad weather.

The arrangements for supplies at the depôts must be permanent, and it is impossible that all this can be done in one season. In the mean time the traders will generally follow the old route by the Karakoram Pass, which they know so well; and it is along the most frequented lines of traffic that the duties entrusted to the Joint Commissioners require chiefly to be exercised.

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ON THE BEST PRACTICABLE ROUTE BETWEEN THE PUNJAB AND TURKISTAN, BY MAJOR T. G. MONTGOMERIE, OFFG. SUPDT., G. T. SURVEY OF INDIA.

April, 1871.

I HAVE the honour to acknowledge your letter of 25th February, informing me as to His Honour the Lieutenant-Governor's request for my opinion as to the conclusions arrived at by the Joint Commissioners about the best practicable trade routes between the Punjab and Turkistan. The subject is one which has received my constant attention, and I have much pleasure in complying with the request.

2. The only new conditions that have been imported into the question since I discussed it in 1861 are, that the heavy transit duties on the Kashmir and Kulu routes from the Punjab to Yarkand have been abolished, the Kulu route has been greatly improved, and a new route from Leh to Yarkand has been opened out by the Changchenmo.

3. I enclose a copy of a memorandum on these routes, which I have drawn up for the use of the Foreign Office, and you will see from it that, notwithstanding the great improvements on the Kulu route from the Punjab to Leh, I still think that the route by Kashmir is vastly superior, owing to its natural advantages. The remarks I made in 1861 with reference to this still hold good—*vide* paras. 14, 15, and 16 of my letter No. 173, which is attached to this—and now that all custom dues on through goods have been removed, there is but little doubt that the Kashmir route will be generally preferred, except by such traders as have a natural connection with Nurpur, Kangra, Kulu, Lahul, &c., either for ordinary trade or for supplying the Punjab with fine wool.

4. There is indeed no getting over the fact that the Kashmir route is the easiest and best supplied as to grass, provisions, &c., and that it is thoroughly open for two or three months longer than the Kulu route, and that, if necessary, men can cross from Kashmir to Leh during the winter by waiting for fine weather. This last season the Yarkand traders who wished to go from Leh to Yarkand at the end of the summer were reported to have been unable to do so, owing to an early fall of snow, and that they consequently had no alternative but to take the Kashmir route or to return to Yarkand. It is difficult to imagine that the bulk of the traffic will take the Kulu route, which is liable to such interruption, when a better route is available. I doubt whether many of the Yarkand traders find it convenient to spend

the whole winter in the Punjab; and if that is the case, even those who are able to come by Kulu will have to return by Kashmir, the Kulu route being generally closed by the snow before traders are ready to return.

5. You will see from my memorandum that I still think that (whether the traffic goes by Kashmir or Kulu) Leh, or some place in its neighbourhood, must necessarily be the depôt for the exchange of goods passing between the Punjab and Yarkand, and, in the case of through traders, must be the place for a prolonged halt prior to crossing the Himalayas to the south, or the Karakoram mountains to the north. In my opinion, no place is likely to answer better than Leh itself; and as it has been established for ages, I think it had better be adhered to.

6. As far as the Kulu route is concerned, I do not think it would be advisable to adopt either of the proposed routes by the Tsomoriri Lake and Puga. They would both be considerably longer than the route now used by Chimray between Lahul and the Pangkong; and they offer no facilities to compensate for the extra distance. Though the slopes on one line may be somewhat better than those on the Chimray route, yet the additional distance is just so much more of bleak, desolate ground.

I do not, moreover, think that it will ever be possible to make those lines better than the old one by Rukchin and Marsalang. I think it may be taken for granted that it will not be possible to cultivate lucerne or other grass in a profitable way at such a place as Nimmo-Mud (Nyoma), which approximates to 14,000 feet above the sea; and I am not at all sanguine as to the possibility of satisfactorily establishing a new depôt at such altitudes—cultivation of any kind being but scanty in Ladakh at elevations over 12,000 feet.

7. In my original paper I did not enter into any detail regarding the routes between Leh and Yarkand. The memorandum I now send gives all the necessary details as to the old and new routes. His Honour will observe that the new Changchenmo route is actually about 100 miles, or 5 marches, longer than the old route, and that for 24 days the halting-places are on an average at a height of about 14,560—the mean height of the first 19 being 15,000 feet—whilst on the Karakoram route they are at about 14,130 for only 19 days.

8. The Yarkandi traders complained very much of the difficulties of the Karakoram route, and more especially of its neglected condition. The Changchenmo line was opened out in order to provide an easier route; and the question arises whether it does do so or not. The extra distance and the sojourn for 5 days longer in such a desolate tract is a serious consideration, even during summer; but in winter the addition must obviously be very much against the Changchenmo route.

9. After a careful perusal of everything that has appeared as to the new route by the Changchenmo, I am inclined to think that the Natives prefer the Karakoram route, and that they have some reason for their preference when using ponies for the carriage of goods; and that it will mostly be for camels that they will use the Changchenmo route, if it eventually is made fit for camels, as seems probable. I do not think their present preference for the Karakoram route is due solely to prejudice and old habits. Custom, no doubt, guides Asiatics more than Europeans, but if a better road between two places is opened to Asiatics, I feel very little doubt but that they would take it.

10. In my opinion considerable reliance may be placed on the sagacity of the hillmen as to the best route between two places. In my original letter\* I remarked on the wonderful directness of the line which the natives had adopted between Kulu and Yarkand, considering the gigantic mountains that have to be crossed, and I doubt if any European could have selected a more direct line between Leh and Yarkand. A glance at the accompanying map shows that the line of the Karakoram route has been well selected, and that it is obviously much shorter than that by the Changchenmo.

11. Dr. Cayley\* states that “the majority of the Karayakash—the men who “hire out their horses to the merchants of Yarkand—are at present against the “Changchenmo route partly from old ideas and prejudices, and partly from being “really terrified at the sight of some 300 carcasses of horses and yaks lying along “the road. These men petitioned against being required to return by it. Dr. “Cayley replied that nothing would be done to force them to take our route more “than another.” And I feel quite certain that neither Mr. Forsyth nor Dr. Cayley intended to force the traders to take the Changchenmo route in preference to the Karakoram; but if serais are built, paths repaired, and provisions are laid down on one route, while nothing is done to the other, it is a question whether indirectly a

\* No. 173, 20th July, 1861, para. 10.

\* In his letter, No. 13 of 9th September, 1870.

very cogent kind of pressure is not actually applied to make the traders take the favoured route. His Honour at any rate will not, I think, be astonished if the site referred to by Dr. Cayley should have confirmed the prejudices of the traders, or at any rate of the owners of baggage animals; and he will probably concur with me in thinking that a very large proportion, if not all, of the traffic carried by horses or yaks will continue to be taken by the Karakoram, at any rate for some years to come.

12. I recommend that some attention should be directed to the Karakoram route, and that it should be somewhat improved by a small expenditure on clearing the path, building serais, and laying down provisions. Mr. Shaw, who returned by the Karakoram route in 1869 will no doubt be able to say whether it can be improved at a small cost, as supposed by Dr. Thomson, Mr. Johnson, and others, and whether the worst part of the route cannot be put into fair order. I apprehend that the glacier on the Sassar pass would be the most troublesome portion to deal with. As to the Shayok River, the only other very troublesome obstacle, I am afraid it would hardly be worth while to attempt anything; but it might be as well to see whether a bridge would be feasible at any point near the place where it is usually crossed. The river narrows in many places above and below, but I know of none near enough. The mere clearance of stones and gravel from the path would be a great boon. The yaks which are employed in the steeper parts suffer more from sharp stones than from anything else, as they are unshod.

13. In making these recommendations as to the Kashmir and Karakoram route, I do not by any means intend to suggest that the exertions to improve the Kulu and Changchenmo route should be relaxed. On the contrary, I think that good service has been done by opening out a second route to Leh, and that a great benefit will be secured if camels are ultimately taken by it from Yarkand to Leh. The improvement of the route should be gone on with as far as a moderate outlay will permit. I notice that Dr. Cayley thinks that the camels which reached Leh from Yarkand last year could easily have gone on to the Punjab by Lahul and Kulu. I should like to know whether this is the case: I should think it very doubtful; and until camels have actually tried, it would be difficult to decide the question. Few can appreciate the immense difference between a path fitted for laden ponies and a road fit for the passage of camels through mountains, such as those south of the Baralacha. The greatly increased breadth required, not only on the path, but up above, to keep the loads clear of the rocks, the style of bridges, &c., add greatly to the cost, and demand a very different class of road. Eventually, camels may come down from Leh to the Punjab; but even last year there were some awkward places for laden ponies; and I doubt if it is likely to be fit for camels for some years to come.

14. You will notice that I do not think there are likely to be many through traders from the Punjab to Yarkand; though there may be more from the Yarkand side, yet not so many as between Yarkand and Kashmir. I am inclined to think that the old system of making Leh the place for exchanging goods from either side is the most natural, and that a large amount of the business will still be settled in that way. The traders then need not be absent away from their country for the whole year.

*Vide trade report.*

15. In discussing the Changchenmo route, it appears to have been forgotten that people are in the habit of passing from Leh to Yarkand late in the autumn, and at any rate during the early part of the winter, if not throughout the winter. For this traffic the winter route by the Karakoram is the only one available; and hence a necessity for paying some attention to the Karakoram route, even if it was not probable that it would be preferred, even during summer, by a large number of the traders, as long as the greater part of the goods is carried on horses and yaks.

16. The easier slopes of the Changchenmo route are no doubt captivating to those who are thinking of a line for camels and carts; but to those who have to walk and to carry their goods on ponies and yaks, it does appear to me that it would only be human nature to wish to get over such a stiff, nasty piece of country as quickly as possible, and either Europeans or Asiatics would think a long time before they added on four or five marches more to it. At any rate, the artificial advantages on either being nearly equal, I think it may be safely left to the Natives to solve the question as to which is practically the best.

17. A memorandum on the report of the Joint Commissioners accompanies this. Should there be any other points connected with the subject that His Honour wishes me to remark on, I shall be happy to do so.

MEMORANDUM BY MAJOR T. G. MONTGOMERIE, R.E., ON THE CONCLUSIONS ARRIVED AT BY THE JOINT COMMISSIONERS APPOINTED BY THE BRITISH AND KASHMIR GOVERNMENTS IN REGARD TO THE BEST PRACTICABLE TRADE ROUTE FROM THE PUNJAB TO SHAHDULA.

20th March 1871.

1st.—As to selection of route between Lahul and Yarkand.

As to selection of route between Lahul and Yarkand, I approve of the Joint Commissioners' recommendation to take the old line from the Baralacha by Rukchin, Gya, and Marchalang to Chimray, or Leh; and I think the reasons for avoiding the alternative lines by Puga are good.

2. For the new, or Changchenmo route, onward from Leh or its neighbourhood, to Yarkand, the evidence as to which is the best line is decidedly conflicting. Judging from the heights derived from Mr. Hayward's work, the variation, suggested partly by Mr. Hayward and partly by Dr. Cayley, is not an improvement on the first-selected line as to height\* of halting-places; and the experiences of Mr. Forsyth and Dr. Cayley, on their return journeys, tend to show that the extra height has the effect that might naturally have been expected—viz. to make the route more difficult during bad weather. Reading paragraph 118 of Mr. Forsyth's report, and paragraphs 5 and 6 of Dr. Cayley's report of 19th August 1870, it appears that great hardships were undergone, and that the very slightest extra misadventure might have produced another disaster among the baggage animals, if not among the men, as Dr. Cayley seems to have thought possible.

3. The personal experience of the Assistant Surveyor, Mr. Reynolds, only extended to four marches on the new line, and five marches on the first line, north of the Changchenmo, and was not sufficient to enable us to decide which line is the best.

4. Dr. Cayley seems, on the whole, to be in favour of the line taken by Mr. Forsyth on his return journey, following three marches of the old Karakoram route from Malakshah to Shahdula. If these three marches of the Karakoram line are adopted, partly on account of its making the Changchenmo route more direct, the question arises whether the still greater directness of the rest of the old Karakoram route would not be a further advantage that would compensate for its difficulties.

5. The Changchenmo route has, however, not been fully marked out as yet; and I am of opinion that, at any rate until it is so marked out, and until the route is fairly established, most of the traffic will go by the Karakoram route, and that, consequently, it would be advisable to pay some attention to the Karakoram route—to improve the path, to see as to the laying down of provisions, the building of temporary serais, &c., as far as a small outlay will go, so as to put the new and old routes on somewhat more of an equality in those respects.

2nd.—As to proposed boundaries of road.

6. As to the proposed boundaries of the road, I am not in favour of any rigid definition, which, on many occasions, might prove awkward. It appears to me that it would be quite sufficient if the jurisdiction of the Joint Commissioners was stated to extend to two miles, or a kos. on either side of any route that is, or may hereafter be, used for through traffic from the Punjab to Ladakh, and from Ladakh to Yarkand.

7. Such definitions as Dr. Cayley gives as to halting-places, villages, &c., about which the Commissioners have no doubt, are useful, but I do not think the traders should be tied down to any halting-places. I agree with Mr. Forsyth in thinking that the Commissioners' jurisdiction should extend to Leh: it would be a mistake if it did not do so.

3rd.—As to works, &c., already carried out and still required.

8. As to the works that have already been carried out, I think they have been judiciously done. As to those that are said to be still required, the places for new serais seem to have been well selected; and as to the proposed large serai at Marshalung, it might be worth while to try the experiment on a small scale; and if the godowns are used for the deposit of goods, the accommodation could be added to from year to year as required.

\* *Vide* Route No. IV.—The average height of halting places on this variation being 16,156 feet whilst of those in Route No. III. it was only 14,900 feet between the same places.

9. The erection of new serais between the Changchenmo and the Karakash will be a difficult matter; and so will be the marking out of the route. For the latter, I presume, cairns of stones at every hundred yards or so will be advisable, and generally the piling of the stones on one side of the path, if there is not enough for both. In parts where stones are not available, some other device must be employed, such as a ditch, mounds, &c.; but whatever mark is employed, it appears that they ought to be tolerably close together, as that part of the country is subject both to soda-dust storms and snow storms—the latter even in summer—during which it is difficult to see even a hundred yards.

10. As to establishing a supply depôt on the Karakash River, it is no doubt a great desideratum; but as the Maharajah has abandoned his guard-house there, I do not see how it is to be carried out. Shahdula would be the proper place for it; but I understand that is now considered to belong to the Yarkand side; and if so, the only way would be to induce the Atalik Ghazi, or his Yarkand Governor, to keep provisions there, and to sell them at a reasonable rate. But if it is not considered to belong to Yarkand, I hardly think the Government could now recommend the Maharajah to resume its occupation, as it must necessarily be risky at such a distance, even if it were not always cut off in the winter from all possibility of being reinforced.

A Yarkandi guard and depôt would be under no sort of control from this side; and in such an isolated position it might prove a worse evil than the want of provisions.

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FURTHER MEMORANDUM BY MAJOR T. G. MONTGOMERIE, R.E.,  
OFFG. SUPERINTENDENT G. T. SURVEY OF INDIA, ON THE  
ROUTES AND TRADE BETWEEN EASTERN TURKISTAN AND  
BRITISH INDIA.

20th February 1871.

I HAD the honour, in 1861, of addressing a letter to the Punjab Government, which I think may be said to have been the foundation of most of the new information which has been collected with reference to the routes and trade between Eastern Turkistan and India. As our information with reference to the above may now be said to be nearly complete, I think the time has arrived to review what I then wrote, and also to remark on the further information which has since been collected.

2. My original letter, with its memoranda, routes, &c., was published among the appendices of the report\* on the trade of the countries on the north-west boundary of British India, which is now difficult to get; and I have consequently thought it as well to reprint the letter, &c., with this, the more especially as they give a summary of the general question up to the year 1861.

\* Drawn up by Mr. Davies and published at Lahor in 1862.

3. My comparison of the various routes between the Punjab and Eastern Turkistan was then only made in detail as far as Leh, the capital of Ladakh. It was estimated that from Amritsar the route by Sialkot, Rajaori, and Kashmir, to Leh, was a distance of 40 marches, or 515 miles; while the route from Amritsar by Nurpur, Mundi, and Kulu, was 41 marches, or 525 miles, showing that the Kashmir route was slightly shorter; while, as far as physical difficulties were concerned, it was vastly superior, or, in other words, naturally the best route. Since this estimate was made, various alterations as to the routes have been made, and better estimates of the distances have been obtained.

4. The Jalandhar Commissioner reports that between Mundi and Kulu a new road has been made over the Bubbu Pass, by which one march of 15 miles has been saved. On the other hand, it, however, appears that the distance between Kulu and Leh is about 308 miles, instead of 287, thus adding 21 miles to the first estimate, leaving the figures much as they were originally. Meantime, it appears to have been forgotten that the Maharajah of Kashmir had taken measures to make the traffic between the Punjab and Kashmir follow the Banihal and Bhimbur routes,

the Banihal route being by far the most direct from the south. My original estimate was made for the Sialkot, Aknur, and Rajaori route; but taking the Banihal line, alters the figures in favour of the Kashmir route by two marches, or about 20 miles, making the distance from Amritsar (by Kashmir) to Leh 38 marches, or 495 miles; while the Kulu route is now about 41 marches, or 531 miles, which, by not going to Mundi, may be reckoned at 519 miles, or 40 marches.

5. As to physical difficulties, the first part of the Kulu route has been improved, and for 14 or 15 marches the road is fit for carts or camels—or, at any rate, it is supposed that it soon will be so, the necessary orders having been given. The Kulu route may consequently be said to be now nearly as good as the Kashmir route by Rajaori as respects carriage by camels, and better as to carriage by cart, the Kashmir route being fit for camels for 15 marches, and for carts for 9 marches only. As regards the second part of the Kulu route, viz. from Kulu to Leh, the path has been considerably improved—a bridge has been made across the Chandrabhaga (Chenab) River, and serais are said to be building at the most desolate halting places in British territory; but for at least 8 desolate halting places in the plains of Rukshu there is as yet nothing in the shape of serais, nor, indeed, protection of any kind, though the route is in that part at an average height of over 15,000 feet above the sea.

6. On the Kashmir route, the second part, from Kashmir to Leh, has also been somewhat improved; serais have been built at the two halting places where villages are not available, and travellers are now certain of protection from the weather for themselves and goods at every halting place between Amritsar and Leh. The suggestions made by me\* in 1861, as to improving the Kulu route, have, as shown above, been partially carried out, though much remains to be done. On the other hand, the Maharajah has also acted, on my recommendation, to improve the Kashmir route, though there is still a great deal to be done. As regards actual distance, there is still a slight difference in favour of the Kashmir route by Rajaori, and a larger difference in favour of the Kashmir route by Banihal.

\* In the 18th para. of letter No. 173, of July, 1861.

7. Though camels can be used on the Kashmir route for 15 marches, and on the Kulu route for about 14 or 15, there is very little doubt but that camels or carts are as yet only employed for 8 marches on the Kashmir route and 8 marches on the Kulu route—that is, as far as Nurpur on the latter—the reason for this being probably the facilities for getting mules and ponies at the places where the carriage is changed; for, of course, there would be but very little good in taking goods on camels to a spot where ponies can only be got with great difficulty for the onward journey through the mountains. However that may be, until quite lately the Kashmir route was the cheapest, and most probably will remain so, owing to its natural advantages.

8. Mr. Forsyth discusses the possibilities of the Kulu route, and thinks that ultimately camels may be taken on it for 23 marches from the Punjab side. That may, eventually, be possible; but, similarly, on the Kashmir route, as I formerly pointed out, camels may ultimately be taken from the Punjab to Leh—that is, for 37 marches. The accomplishment of either event I, however, am inclined to think is still very distant, and in the case of the Kulu route it is doubtful whether taking camels to the foot of a pass will be of much advantage; whereas taking them to the town of Leh—a recognised entrepôt for exchange of goods—would undoubtedly be so. The economical use of camels depends, however, a great deal upon their being able to get proper food; and I do not know how long the ordinary camel (dromedary) of India could go without some kind of grazing; nor do I know sufficiently about the double-humped camel to be certain how much of mountain travelling it can stand; but it is decidedly very hardy, and does not object to the loftiest passes, and stands even snow well, judging from the accounts of Messrs. Huc and Gabet and others.

9. In discussing the question as to the best route between the Punjab and Eastern Turkistan, I, in 1861, came to the conclusion that it was a question between the Kashmir and Kulu routes to Leh, no others bearing any comparison with them either as to facility or directness. I also took it for granted that the route must necessarily run through Leh. Since then, however, the question of another route avoiding Leh has been raised. This was, in fact, a revival of Captain (now General) Cunningham's proposal, to take the route from the Bara Lacha Pass, up the Tsarap Valley, to the Chomoriri Lake, and thence by the Pangkong Lake to the Karakash river. The advisability of this detour always appeared very doubtful to me, as the surveyors had reported that they found the Tsarap Valley, and the Pankpok-la Pass at its head, very difficult; and the question has now been finally settled in the

negative by the results of Dr. Cayley's careful examination, from which he concludes that there is no advantage to be gained by taking that route, the physical difficulties being so great. An alternative route was also proposed, viz. to follow the old route for five marches beyond the Bara-Lacha Pass, and then to turn off to the end of the Pangkong Lake by Puga; but, as will be seen from the map, this route is also circuitous, and, in my opinion, nearly as objectionable as the Tsarap route, owing to the want of any convenient halting place. Therefore, rejecting these two proposed routes, I conclude that the trade route from the Punjab to Eastern Turkistan must go to Leh or its immediate neighbourhood.

10. The question as to establishing a new depôt for goods near Chimray, 28 miles south-east of Leh, in order that traders following the Kulu route may avoid Leh altogether, has been raised; and if it is merely a question of distance, no doubt the Kulu route would benefit by the change. But the advisability of such a measure seems to be exceedingly doubtful. Leh has been for ages the depôt for goods passing between the Punjab, Turkistan, and Tibet; it is a small town, with a scanty population, but provided with a considerable amount of extra accommodation for strangers and their goods, insomuch that a native trader with a tolerably strong imagination might think, when he arrives with a *kafila*, that he is in a moderately well-peopled town, grass, wood, and food being procurable on paying for the same. Having been so long established, the traders like going to Leh, and, if not much oppressed by the petty officials, would probably prefer going there to any place in the neighbourhood.

11. In discussing these routes and their relative merits, it appears to me that the fact that both cattle and men are apt to get worn out on a long and continuous march across lofty mountains seems to have been altogether overlooked. The imaginary through trader is supposed to trudge on, day after day, up hill and down dale, without anything more than an occasional halt, owing to a troublesome river or something of the kind; and his cattle are supposed never to get thin, or to have sore backs, though grass for the greater part of the route is admittedly both scanty and difficult to get, while grain has to be carried.

But what is the real state of the case? Baggage animals that have carried heavy loads from Kangra or Kulu to the Upper Indus Valley, near Leh, are utterly worn out, and a long rest, with plenty of food, is absolutely essential to set them up sufficiently to be able to stand the onward march from Leh to Yarkand; and very much the same may be said as to the men with them, most of whom have to walk the whole distance on foot.

12. On the Kashmir route grass is to be had at every halting place; beautiful yellow lucerne grass is, indeed, to be purchased in Ladakh at all, except two or three, halting places, and at those there is abundance of ordinary grass. Grain, moreover, can be bought readily at all, except two or three, halting places; consequently, baggage animals marching from Kashmir to Leh arrive in very much better condition than those by the Kulu route; but even they require a good long rest to set them up for the onward march from Leh to Yarkand.

13. Whether the Kashmir or the Kulu route is followed, Leh, or some place near it, must be the halting place prior to crossing from Leh to Yarkand.

14. In my original memorandum, my comparison of the various routes from the Punjab was only made in detail to Leh, our knowledge of the routes from thence to Yarkand being at that time very imperfect, and hardly sufficient to allow of a discussion of their relative merits. Since then, however, I have accumulated full information with reference to them. In the first place, I have the account of the Karakoram Pass route from the journals of my first explorer, Hamid, who went to Yarkand; 2nd, Mr. Johnson's route from Leh to Ilchi by the Changchenmo, and from Ilchi back by Sanju and the Karakoram Pass; 3rd, Dr. Cayley's report on the Changchenmo and Karakash route, and on the route to Nubra, &c.; 4th, the routes of Messrs. Hayward and Shaw; and finally, Mr. Forsyth's report on the Changchenmo route, and the variations of the said route. Our information may, consequently, be said to be as complete as it is likely to be for some years to come, and, at any rate, quite sufficient to enable us to discuss their merits.

15. The routes by the Karakoram Pass were, until within the last three or four years, the ones used by the traders between Leh and Yarkand; but since then the routes by the Changchenmo to the Upper Karakash Valley have been partially brought into use. Both these lines join at the Shahdula encamping ground, and I will, consequently, discuss the Leh to Shahdula section first. By the Karakoram Pass there were two routes. The first, or summer route, crossing by a rough pass

north of Leh, descended again to the Shayok River, and the traders were, for the first 8 or 9 marches, in the neighbourhood of villages, and had no particular difficulty to contend with beyond the roughness of the pass and the fording of the great Shayok River. During these nine marches the traders were, moreover, only for one day at elevations over 12,000 feet, and, consequently, both they and their baggage animals were in tolerable comfort; and the latter got so far in fair condition. From the 10th march the great difficulties of the road began, a very difficult pass (the Sassar) being crossed during the 11th march, and grass and fuel altogether failing after the 14th stage, and not being met with again till the 18th stage, and not in abundance till the 20th stage, at Sugot and Shahdula, on the Karakash River. By this route traders from Leh reached Shahdula in 19 or 20 ordinary marches, aggregating about 250 miles. Of these 19 or 20 marches, 8 consecutively were difficult and trying both to man and beast, and were all over 12,000 feet, and generally at an average of 14,130 feet.

16. The winter route over the Karakoram crossed a tolerably easy pass north-east of Leh; and descending at once to the Shayok, the traders followed the course of that river all the way up to the Karakoram Pass, avoiding the Sassar Pass altogether. At the 6th stage they met with the last village; but grass and fuel were generally to be had up to the 14th stage; but thence to the 18th stage both were wanting, being the same stages as on the summer route, and not becoming abundant till the 20th stage, whether the route to Shahdula was taken, or that down the Karakoram River to Khafalung. By the winter route the traders could reach Shahdula in 20 ordinary marches, aggregating 270 miles—somewhat longer than the summer route, but an easier one, owing to its running for a considerable distance along the frozen bed of the Shayok. Of these stages, 9 were under 12,000 feet; and the traders and their animals were so far exposed to no great distress; thence, for 11 marches, the stages being the same as on the summer route, were trying owing to the elevation and comparative want of grass, though the route itself was fairly good. Either by the summer or winter route, the traders had a trying time of it for 10 or 11 days; and, owing to the neglected state of the summer route, there were often considerable losses among the baggage animals; and on both routes there were occasional losses from extra severe weather.

17. As attention was more drawn to the trade with Eastern Turkistan, the difficulties of these routes attracted attention—the worn state of the cattle on the arrival of a kafila in Ladakh being patent to all who ever witnessed it—and the wish to find a better route naturally arose amongst all who had studied the subject; and the route first opened out by Mr. Johnson by the Changchenmo naturally suggested itself. Dr. Cayley, the British Agent in Ladakh, consequently decided to try that route; and after his examination arrangements were made for doing so. It has now been used to a small extent for two or three seasons. The traders cross by a pass south-east of Leh, but descend very little, and for the first two or three marches only are they below 12,000 feet; the last village is met between the 4th and 5th marches, and the last hamlet at the 6th march; but grass and fuel may be said to be tolerably abundant up to the 9th or 10th stage; but from the 10th to the 18th or 19th stage grass is not met with at some halting places, and is but scanty at others; while water is difficult to get, and often bad, and for several days there is great trouble and at times danger from the clouds of soda dust which rise with the wind from the arid plains over which the route passes. From the 19th stage to the 24th the route runs down the Karakash river by a route somewhat difficult in places, which, though bleak and desolate, does supply some patches of grass and plenty of fuel after long stretches of completely barren ground. By this route the traders can reach Shahdula in 25 ordinary marches, aggregating 350 miles. Of these marches, three are under 12,000, but the remaining 21 are all over 12,000 feet, and consequently trying; whilst eight or nine may be said to be very trying.

18. A variation of this route was proposed so as to avoid part of the soda plains; but, though something shorter than the above, Mr. Forsyth's experience of it on his return from Yarkand proves it to be no great improvement on it: the details of both are given in the appendix. The Karakash route, as appears from above, is four or five marches, and about 100 miles longer than the summer route by the Karakoram; but the very trying marches are two or three less; whilst the less trying are more by ten or eleven. Another line down the western branch of the Karakash was tried by Dr. Cayley, but was not found to possess any advantage.

19. Every endeavour has been made to improve the Changchenmo route—serais



having been built at some places, and depôts of grain established as far as Gogra, at the head of the Changchenmo Valley, and the road generally has been put into fair order and is now said to be excellent. The Changchenmo route having been in use but two seasons, there has been little time to gain experience as to how baggage animals are affected by it; but Dr. Cayley reports that, at the end of 1869, out of 120 ponies that went by it, three were said to have been lost. Again, at the beginning of 1870, some of the Yarkandis who tried it are said to have had but a small loss of baggage animals; but others must have suffered very great losses; for further on\* the carcasses of no less than 300 horses and yaks are stated to have been lying along the road, and further losses and serious disasters were anticipated. Mr. Forsyth, in his last report, 45th paragraph, says that many of his baggage animals had died by the time they reached Lokzang, and the remaining ones were in a very exhausted state; and in paragraph 50 more are said to have been lost owing partly to the soda dust: and he states that he saw "the remains of a portion of a former kafila which must have been overtaken and suffocated by the storm." As far as Mr. Forsyth's camp is concerned, the losses are said to be due mainly to the mismanagement of the Ladakh officials; but the other great losses seem to have been such as may occur at any time on the route, which consequently can hardly be said not to be liable to disasters at least as bad as those which were said to have occurred on the Karakoram route.

\* Dr. Cayley's letter No. 13, 9th September, 1870.

20. The above gives generally the state of affairs on both the routes from Leh to Shahdula. All the routes are open during the summer; but the Changchenmo route is stated by Mr. Hayward to be closed during the winter; whilst the winter route by the Karakoram is known to remain open during the whole winter, and has been used for centuries. Possibly the Changchenmo route may be passable during the winter, but, judging from the great number of stages, over 12,000, it appears highly improbable, and Mr. Hayward's remark is most likely correct.

From Shahdula to Yarkand the summer route follows the Karakash River for a short way, and then crosses over the mountains to the Yarkand plains either by the Kilian Pass or the Sanju Pass, according to the season and state of the rivers. The Sanju Pass was used by Messrs. Hayward and Shaw; subsequently by Mr. Forsyth; it was also followed by the Mirza. Their various estimates of the distance give 12 to 15 marches, or from 187 to 230 miles. Muhammad Amin and Hamid both crossed the Kilian Pass, by which they estimated the distance to be 12 marches, or from 180 to 208 miles—being a more direct route, but difficult at times owing to floods in the rivers. Both these routes join at Borah Village, and proceed thence by the same road to Yarkand.

For the winter route from Leh, up the Shayok River, by the Karakoram Pass, and thence down the Yarkand River and across the Yangi Diwan Pass, down the Tiznaf River to the plains of Yarkand at Kargalik, we have only got the evidence of Muhammad Amin, who makes it to be about 36 marches, or 556 miles, which is, no doubt, a fair approximation. It is a longer route, but passable for laden animals during the winter, when the rivers are frozen; but evidently unpassable, or very difficult, in summer owing to the rivers—the Tiznaf River—a large one—having to be crossed at least 60 times.

The summer route by the Karakoram is 32 marches or about 450 miles.

The new Changchenmo route by the soda plains is 37 marches, or about 550 miles.

The winter route by the Karakoram is 36 marches, or about 556 miles.

MEMORANDUM ON CENTRAL ASIA AND ITS TRADE WITH HINDUSTAN  
 BY CAPTAIN T. G. MONTGOMERIE, F.R.G.S., &c., 1st ASSISTANT  
 G. T. SURVEY, IN CHARGE OF THE KASHMIR SERIES.

1. CENTRAL Asia is, I believe, generally understood to be made up by the following countries, viz. Cabul, or Afghanistan; Western Tartary, including Budakshan, Kokan, Bokhara, Khiva, &c.; and Chinese Tartary, or Little Bokhara, including Kashgar, Yarkand, Khotan (or Khotán), as well as Aksu, Ili, &c. These countries comprise an area of about 250 square degrees (= 950,000 square miles), including a large proportion of nearly desolate country and some actual desert. Possibly Ladakh, Little Tibet and Great Tibet might be added to the list, but it is doubtful whether the words Central Asia are used for anything more than a general term to express the little-known countries, north and east of Hindustan, that lie between it and Russia.

2. In order to give at a glance the relative positions of the various places which I suppose to be comprised in Central Asia, I have projected the accompanying map, as all the maps I have hitherto met with are either too small and defective, or so large that the territory under discussion is generally given in three separate maps.

3. By thus combining in one sheet all the countries under discussion, the general direction and length of the routes between Hindustan and Central Asia can at once be made out, and comparisons can be made *inter se*, and also with those between Russia, China, &c., and Central Asia.

4. The trade between Hindustan and Central Asia is at present carried on by means of kafilas, and in some few cases by independent parties of traders. The following are, I believe, the great routes used for the same:—1st, from Sukkur, *viâ* the Bolan Pass, into Afghanistan; 2nd, the route *viâ* Dehra Ismail Khan and the Derbund Pass, into Afghanistan; 3rd, from Peshawar, *viâ* the Khaibar Pass, to Afghanistan (or Cabul); 4th, from Amritsar, *viâ* Kashmir and Ladakh to Yarkand and Eastern Turkistan generally; 5th, from Amritsar, Jalandhar or Ludianah, *viâ* Nurpur, Mandi, and Kulu; thence by Ladakh to Yarkand and Eastern Turkistan generally; 6th, various other routes from the plains across the Himalayas to Ladakh; 7th, routes between Hindustan and Eastern Turkistan, avoiding Ladakh and the Jamu Maharajah's territories altogether; 8th, routes between Hindustan and Lhasa. As to the traffic on the 4th, 5th, and 6th routes, I have made numerous inquiries at different times and from various individuals. They all agreed in stating that the amount coming through Ladakh had diminished very much of late years—that with Yarkand being considerably less, and that with Lhasa being nearly extinguished. The chief articles that are exported from Hindustan to Eastern Turkistan are opium, coarse Amritsar shawls, various kinds of brocades, or kimkab, red leather, cotton, chintzes, sugar, and spices. The chief imports from Chinese territory and Turkistan consist of pushm, or shawl wool, tea, charras (extract of hemp), silk (made up and raw), silver, gold, borax, sulphur, ponies, &c. The exports through Ladakh used to amount to the value of about 3 lakhs; it is doubtful whether it now reaches to 1½ lakhs; the goods exported are in excess of the imports—the difference being made up by the importation of silver and gold. Though the traffic through Ladakh has diminished, a large portion of it has only been diverted to other and more difficult roads, with, of course, an increased cost of carriage, but to what extent I have not the means of ascertaining, though it is well known that the Chinese send a good many things down the Satlej, avoiding the Jamu Maharajah's territories altogether. The routes between Hindustan and Eastern Turkistan, or Little Bokhara, are less generally known; and as I have a personal acquaintance with a portion of most of them, and I have had the opportunity of making numerous inquiries, I am enabled to give the following account of them:—The routes from Hindustan to Eastern Turkistan consist of those from the Punjab and from the North-West Provinces. There are several routes from the Punjab to Eastern Turkistan; but three only are ever likely to be available for traffic—the first is *viâ* Kashmir and Leh; the second *viâ* Mandi, Kulu, and Leh; and the third *viâ* Simla, Garo, and Rudok. The Kashmir route is either direct, *viâ* Skardo or by Ladakh; the Mandi road starting from Nurpur, Amritsar, or Ludiana, goes by Kulu; and the Simla route either *viâ* Sultanpur, Kulu, and the Bara-Lacha Pass or by the Parung La (pass), or avoids Ladakh alto-

gether, traversing the Chinese territories; but all, except perhaps the latter, cross the Karakoram Pass.

5. As to the merits of these routes, it is apparent from a glance at the map that the most direct to Yarkand, taking the sea at Karachi as the starting point, is the route *viâ* Multan, Jhilar, Kashmir, and Skardo; and although the portion from Kashmir *viâ* Skardo to Yarkand is only passable at certain seasons, yet it is, as may be seen from the route map,\* very much the shortest road during the period that the weather is favourable, but it is not generally well adapted for traffic.

6. The next route to the east of this is a variation of the above, viz. the one from Karachi, *viâ* Multan, Jhilar, Kashmir, and Leh, to Yarkand; and this is, in my opinion, not only the shortest, but the best and cheapest route for traffic from the sea to Eastern Turkistan (i.e. to Yarkand, &c). Water communication exists between the sea and Jhilar, and from thence to Leh (Ladakh) the route through the mountains is better than any other that traverses the Himalayas. The road between the plains and Leh crosses the Himalayan range by a very remarkable depression of only 11,300 feet, and none of the passes on it exceed 13,300 in height; and they are, moreover, open for at least 7 or 8 months in the year, and could be crossed at any season in fine weather. There is, moreover, between the plains and Leh but one, or at the most two, halting-places without a village in the vicinity—in itself a very great advantage.

7. The next passes are those *viâ* Kishtiwari and Nurpur by the Butkol, Sachi, and Amasi Passes; but they are very difficult, and are consequently seldom used for traffic, and are not, in my opinion, adapted for it. The next are the various roads starting from Mandi and reaching Leh by the Bara-Lacha Pass. The greater part of the traffic between the Punjab, Leh, and Chinese Turkistan is carried on by the road; and after the road *viâ* Kashmir and Leh, it is decidedly the best route from the Punjab to Eastern Turkistan, Yarkand, &c. Though the passes between the Chenab (or Chandrah Bagha) and the Indus are very high on this route, yet the slopes are so easy that there is but little difficulty in crossing. The route is open for about five or six months, being nearly two months less than the Kashmir route. There are, moreover, nine or ten marches over very elevated bleak mountain-land without any villages. To the east of the Bara-Lacha there is no route well adapted for traffic with Eastern Turkistan, though at present, in order to avoid the duties in Ladakh, some of the easterly passes are used to convey goods.

8. Traffic is at present carried on between the Punjab and Eastern Turkistan, and also with Lhasa; but between Eastern Turkistan, in latitude 36° and longitude 80°, and Lhasa, in latitude 29° and longitude 92°, I know no other place of any great importance at the back or north of the Himalayas that would be likely to afford the base for a large traffic. Kafilas come from Yarkand and Khotan to Leh (Ladakh) every year, and one kafila or more comes every year from Lassa to Leh; and if there were any large or important towns between, it is most probable that we should have heard of them. There is of course some traffic all along the Himalayas in pashm, borax, &c., which are exchanged for British goods and the products of Hindustan. Lhasa can be most conveniently reached from Bengal by Darjiling, Assam, &c.

9. If goods sent by the various routes from the Punjab to Yarkand were freed from all excessive imposts, and some slight improvement was made to the naturally good road, there would be every chance of commanding the greater part of the traffic of Eastern Turkistan and also of a portion of Western Turkistan, more especially that of Kokan and its cities.

10. I have confined my remarks chiefly to Eastern Turkistan, or Little Bokhara, which has hitherto been taken little account of; but from its position I think the trade between it and Hindustan would suit Eastern Turkistan best, more especially as they consume many of the products of Hindustan, which are not produced in Russia at any rate—such as opium, sugar, spices, &c. In the first place, the capital, Yarkand, is (as the crow flies) 390 miles from Jhilar; whereas the nearest point of the Caspian is 1,030 miles; any similar point in China is perhaps 3,000 miles, and is separated from Yarkand by the 30 marches across the great desert of Gobi; and consequently there is but little doubt that the routes to Yarkand favour the trade with Hindustan. As to the length of the three best routes from the sea at Karachi to Yarkand, I have made the following estimates:—

11. The first route from Karachi, *viâ* Multan, Jhilar, Kashmir, and Leh,

\* And the Appendix to this memorandum.

is about 1,550 miles ; the 2nd route from Karachi, *viâ* Multan, Amritsar, Kashmir, and Leh, is about 1,600 miles ; the 3rd from Karachi, *viâ* Multan, Amritsar, Mandi-Kulu, and Leh, is about 1,610 miles.

12. As to Amritsar, which is the great centre of the Punjab traffic, the distance to Leh by the Kashmir route is 40 marches (515 miles) and by the Mandi road is 41 marches (525 miles) over a very much more difficult country.

1st.						
To Multan by river	...	...	...	...	...	MILES. 750
Thence to Jhilam by river	...	...	...	...	...	350
Jhilam to Kashmir	...	...	...	...	...	192
Kashmir to Leh	...	...	...	...	...	256
1st, total	...	...	...	...	...	1,548
2nd.						
To Multan	...	...	...	...	...	750
Thence to Lahor	...	...	...	...	...	300
Lahor to Amritsar	...	...	...	...	...	35
Amritsar to Sialkot	...	...	...	...	...	64
Sialkot to Kashmir	...	...	...	...	...	195
Kashmir to Leh	...	...	...	...	...	256
2nd, total	...	...	...	...	...	1,600
3rd.						
As above, to Amritsar	...	...	...	...	...	1,085
Amritsar to Nurpur	...	...	...	...	...	90
Nurpur to Mandi	...	...	...	...	...	112
Mandi to Sultanpur	...	...	...	...	...	36
Sultanpur to Leh	...	...	...	...	...	287
3rd, total	...	...	...	...	...	1,610

Goods for Amritsar may be brought by the Satlej to Hariki Ghat.

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## EXTRACTS FROM REPORT BY MR. FORSYTH, DATED FEBRUARY 1874.

In forwarding the Treaty of Commerce just concluded with His Highness the Amir of Kashgar and Yarkand, I wish to offer some remarks on the prospects of trade between India and Eastern Turkistan, regarding which very widely divergent opinions are held; one class holding the belief that the people of this country are much below the ordinary Hindu in the scale of civilisation, and that the difficulties of the Himalayan route must ever prove a barrier to extensive trade; the other class going to the opposite extreme and encouraging the British manufacturers to believe that the conclusion of a treaty is only necessary to enable them to ship loads of bales consigned to the Yarkand and Kashgar markets.

2. The truth lies in the mean between these two extremes; and whilst those who depreciate the importance of the trade are probably not thoroughly acquainted with the subject, on the other hand it would certainly save the more sanguine class from disappointment, if before despatching their goods they weighed well the following facts.

3. What strikes every Englishman who has visited the Amir's dominions, is the very comfortable condition of the people and the degree of civilisation they have attained, considering their entire want of contact hitherto with European nations. They are industrious, peaceful, and, as a rule, remarkably intelligent and very energetic, and would be quick to appreciate and adopt all the advantages offered by European science.

4. Russian and English goods are eagerly sought, and though there are certain

prejudices of religion against clothes figured with the resemblances of animal life, there are no such caste difficulties to be overcome as are to this day to be met with in India.

5. The population is much scantier than we had been led to expect, and there is much more land available for cultivation and capable of irrigation by the numerous canals and streams than there are hands for: in fact the prolific crops now raised would feed many more mouths than there are at present. Sheep and fowls are abundant; cows are not quite so plentiful. The disturbances of late years have, of course, much to do with the scantiness of the population, as may be seen in the undue proportion of females to males. This would prove an obstacle to a speedy development of trade on a large scale, but it is an evil which a few years of peace and goodwill will soon remedy. Already the population in the cities of Yarkand and Kashgar is on the increase, and everywhere that we have travelled there is the appearance of a thriving people. The bazaars are well filled, trade is brisk, houses are springing up on all sides, and poverty is said to be on the decrease, so that on this head I can speak confidently.

6. Time and peace only are necessary for the production of a large demand for necessaries and luxuries.

7. The next great drawback is the want of proper currency, in consequence of which all commercial transactions have to be carried on more or less by barter. It is the intention of the Amir to introduce a silver coinage, until which has been fully established merchants must content themselves with taking gold dust, felts, shawls, wool, charras, carpets, &c., in exchange for their European goods. If very large consignments of British manufactures came over, the importers would perhaps find the market swamped by consignments from the Russian side, and they might have difficulty in getting loads in exchange which would fetch any fair price in the Indian markets.

8. The next obstacle is the road over the Himalayas. At present mules and ponies are the only beasts of burden employed; and though the road by Kulu and the Bara-Lacha has been rendered practicable for camels, it is exceedingly doubtful if Indian camels could stand the great cold of the higher Himalayas north of Ladakh.

9. For mules and ponies, the road between Leh and Yarkand passes for days over an inhospitable tract, where grass and grain are not to be found, and it would be necessary for traders to carry supplies with them or to lay them out at convenient distances. From the Yarkand side the difficulty of carriage can be met with more successfully; the double-humped Bactrian camel is to be had in any numbers, and is bred in the Kogyar district. These animals are well adapted for crossing the high desert plains of the Karakoram; and if Mr. Johnson has been successful in finding a road down the Shyok practicable all the year round, there is no reason why camels should not go with their loads to Leh. They have already gone there with ease by the more circuitous Changchenmo route.

10. The Yarkandi ponies far surpass all other animals of their kind as beasts of burden; and, for all animals, the difficulties of the mountain route will be immediately reduced by the opening out of the Kogyar line, by which one low easy pass is substituted for the high and troublesome Suget and Sanju Passes, and the journey will be shortened by three days.

11. The question of the best line throughout to be adopted must be reserved for discussion when all the information requisite for forming an opinion has been collected. But it may be assumed at once that the Kogyar route between Aktagh and Yarkand will certainly be adopted; and if so, then mules from the plains of the Punjab can, without any great risk, make the journey to Yarkand. Last year they came across the Suget Pass as far as Shahidulla, or close to that place, so that they could certainly have crossed the easier pass to Kogyar, and then would have reached the plains of Yarkand.

12. As regards the Ladakh and Kashmir ponies as a means of carriage, the stock is not nearly sufficient for the requirements of the trade as it is at present; and it is not likely that they will increase to any extent, and I look to Yarkand for the supply of carriage.

13. Another supposed obstacle to our trade is the competition of Russia. Undoubtedly Russian goods have obtained the chief place in the bazaars of Eastern Turkistan, and the road between Kashgar and Russian territory offers none of the great difficulties to be met with on the Ladakh route. But it is, I believe, a fact that English goods can be conveyed at a cheaper rate through India and over the Karakoram than through Russia to Kashgar.

English goods under Russian covers are sold here, which shows that our manufactures do somehow or other find their way into this country. Russian chintzes have a large sale here ; but comparing prices, I find that superior English chintzes could be sold at a much lower figure, and still leave the importer a handsome margin of profit.

At present, the few Indian traders who come over with ventures, consider they have not done well if they do not clear 75 or 80 per cent. profit.

Unless, then, the Russian merchants make the same rate of profit, it is clear that English goods ought to hold their own, to say the least, against all others.

\* \* \* \* \*

23. It may, perhaps, appear at first sight that I have little faith in the elasticity of the trade which I am specially empowered to foster by treaties and other facilities. But this is very far from the fact; though I believe I am consulting the real interests of our British merchants and of Eastern Turkistan in putting all the circumstances of the case in a clear light.

24. That the trade is capable of expansion experience has proved. When the subject was first brought to Lord Lawrence's notice, in 1866, the total amount of annual exports and imports at Leh did not exceed one lakh (£10,000); and Wuzir Goshaon, whose opinion was sought by the then Viceroy, was considered to have overshot the mark when he suggested a possible increase to ten lakhs (£100,000) per annum. From the returns published by the Supreme Government we find that within five years fifteen lakhs (£150,000) have been passed, and as the obstacles to which I have alluded are gradually removed the expansion of commerce in this direction may spread to a very large extent.

25. But if British merchants try to act in defiance of all prudence, and without proper arrangements, they are sure to meet with disappointment and will cause discouragement to others.

26. I am led to offer these remarks by the receipt of a letter from a gentleman who signs himself as Director of a Company for trading with Eastern Turkistan, in which he informs me that he purposes leaving the Punjab on the 20th of May next, with 600 loads of merchandise, valued at three lakhs of rupees, and he requests me to order supplies for his animals to be laid out on the road between Leh and Yarkand.

27. It is not for me to offer him advice, and the idea of laying out supplies for him alone is, of course, not to be entertained; but as other merchants may be disposed to follow his example, I think they would do well to ponder over the facts I have put forth in this letter. There is wisdom in proceeding by degrees and not putting too great a strain on a growing structure.

28. Experience tells me that to convey 300 loads from the Punjab to Yarkand requires an immense amount of forethought and arrangement, as well as a considerable expenditure, without which disaster would have been inevitable in crossing from Leh to Yarkand.

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30. To meet the wishes of the various Chambers of Commerce, I am making as complete a collection as I can of samples and specimens of all goods in use in this country, which are capable of being manufactured profitably in England or India. The information regarding the travelling stages for merchants, &c., will be given when I submit my report on the various routes over the Himalayas. Meanwhile the following hints and facts may be considered useful.

The number of stages is 75.

31. A mule or pony ought not to be compelled to carry more than 225 lbs. or 2 cwt., and spare animals in the proportion of 5 per cent. should be taken. The hire of a pony or mule from the Punjab to Yarkand is Rs. 70, or £7.

32. Goods consigned from England for the Yarkand market should be packed in bales of 1 cwt. each, wrapped in skins or other stout material, to resist damp as well as the thorny bushes in the valleys, which are very destructive. Spare pony or mule shoes, at the rate of three sets per animal, should be taken; and it is advisable to have amongst one's followers one or more men who can do farriers' work.

33. In selecting goods for the Yarkand market patterns with figures of birds or animals should be eschewed; stripes find more favour than checks; bright colours are much preferred by the people here; black is not at all approved; tweeds are not appreciated. Glaces, chintzes, and all kinds of cotton goods are in great demand, though a common kind of cotton cloth is largely manufactured at Khotan, and is even exported to Kokan.

34. All goods should be of the best quality, good prices being readily paid for fine cloth, whereas inferior cloths and sized piece-goods, though even low priced, are not in favour.

35. Having alluded to the fairs in Asia I may give facts, as the result of my observation, which appear to account for their extensive use, and afford at the same time an insight into the character of the people.

36. There are not many large towns in Eastern Turkistan, or villages of any size, such as are to be found in India, but the cultivated portion of the country is studded with separate farms and homesteads, many hundreds forming a kind of circle, or what in India would be called *pergunnah*.

37. As there is no village bazaar such as we understand in India, in order to supply their wants a custom has grown up of holding weekly markets at different spots in the *pergunnah*. Thus, as we passed along from Sanju to Kashgar, we came across many places called *Ekshumba* or *Doshhumba Bazaar*, i.e. held on Sunday or Monday, and so on. Here, for instance, within a radius of 25 miles, there is a bazaar held at one place or another every day in the week except Friday, to which the peasantry flock with their sheep, fowls, cotton clothes, boots, and other articles of daily consumption or requirement. Even in the large cities one day in the week is devoted to the bazaar, when the chief business seems to be transacted. Frequently, when I have had occasion to send to the city of Kashgar for an article, I have been told that it will not be procurable till Thursday, the market day. In this respect and in many others we may welcome a renewal in these parts of our recollections of old England.

38. It is hardly necessary for me to do more than point to the peace and security to property which all this betokens: when a peasantry can live thus unprotected in solitary farms or in small hamlets, there must be little fear of robbers or of violent crime. No need here evidently for enclosing themselves within walled towns, or for the erection of forts, for protection from internal commotions. Though there is no Arms Act in the country, weapons are never carried by the people, and the appearance of arms is a sign that the wearer is employed on duty for the Government.

39. Violent crime is almost unknown and thefts are rare. The Amir has acquired a character for excessive severity because he punished theft with death. He is undoubtedly a terror to evil-doers, but is acknowledged to be just in his punishments, and the result is a complete stoppage of crime. The peasantry are unmolested; and when peaceful industry is thus allowed to thrive, we may with justice form high expectations of the advancement of the people, and be encouraged to aid in the work of improvements.

40. The country is said to be rich in mines of copper, iron, lead, and coal; so that, by the aid of European science and skill, machinery of all kinds may be introduced, and would be quickly appreciated where hands are so scarce. The habits of the people, too, are all favourable to industry. Instead of each man cooking his own food, and thus spending a valuable part of the day in culinary occupations, as is the case in India, there are innumerable restaurants and bakeries, and bread and meat pies are hawked about the streets, and a very cheap dinner is thus provided for the masses.

41. In conclusion, there is one point on which any British trader or traveller purposing to visit this country ought to be informed, and which he would do well to bear in mind. The people of Eastern Turkistan, though good-natured, friendly, and hospitable to Europeans, own to no inferiority of race, and will not submit to be roughly treated. They meet Europeans with perfect politeness but on terms of equality, and any attempt at *hauteur* or *domineering* will be quickly and fiercely resented.

### III.—TRADE WITH TIBET.

FROM A. MACKENZIE, Esq., Secretary to the Government of Bengal, to the SECRETARY TO THE GOVERNMENT OF INDIA in the Foreign Department.

Darjiling, dated 23rd June, 1873.

2. Both the Government of India and Her Majesty's Secretary of State have repeatedly expressed the great interest which they take in this subject, and the wish that no favourable opportunity should be neglected of promoting the development of commercial intercourse between British India and those trans-Himalayan countries which are at present practically closed to us. The question has been lately, His Honour observes, exciting interest in England, and it is stated in the public prints that His Grace the Secretary of State has favourably received a deputation which waited upon him to discuss it. The subject would seem, upon the occasion referred to, to have been looked at rather with respect to the closure of the routes through Nepal; but it is really, as the Lieutenant-Governor hopes to show, no question of admission into or through Nepal or Bhutan either, as we have in our own hands by far the best points of contact with and access to Tibet. It is simply a question whether the Chinese or Tibetans will let us in. If only they will remove the embargo at present imposed upon the entry of our trade, there are, by the routes alluded to, no serious difficulties or dangers of any kind to overcome, and none of the risks of collision which exist elsewhere.

3. Tibet is a perfectly civilised and well-regulated country, with which our hill people are in constant communication, and which they know about as well as Englishmen know France. When Europeans go to the frontier and try to cross it there is no display of violence or disturbance. They are civilly turned back with an intimation that there are orders not to admit them. All our inquiries lead to the belief that the Tibetans themselves have no objection to intercourse with us. The experiences of Hooker and Blanford among recent travellers, and of Bogle and Turner in the last century, are singularly at one upon this point. The Suba of Kamjabong, an officer of rank, who met Mr. Blanford on the frontier in 1870, assured him that the Tibetans had no ill-will to foreigners, and would, if allowed, gladly receive Europeans. He communicated freely information corroborative of the accounts of Turner and Hooker. It will not be forgotten also that the first overtures of friendly intercourse came from Tibet, to Warren Hastings in 1774. Mr. Bogle, the gentleman sent by the first Governor-General to reciprocate these advances, resided for six months at the capital of Tibet, where he met with uniform hospitality and kindness. In 1783, Captain Turner was received with similar courtesy and cordiality, and bears testimony to the fact that "The Tibetans are a very humane, kind, people" (page 209 of his book). He writes, "humanity and an unartificial gentleness of disposition are the constant inheritance of a Tibetan. I never saw these qualities possessed by any people in a more eminent degree. Without being servilely officious, they are always obliging; the higher ranks are unassuming; the inferior respectful in their behaviour" (page 350).

No doubt French missionaries in the extreme south-east corner of Tibet, near China, have given the local Tibetans there a different character; and have attributed to Tibetans, not to Chinese, their expulsion. In fact, they were allowed to live quietly in places under Chinese direct Government, but not in Tibet. Though Huc and Gabet were more civilly received, they soon left Lhassa, and missions certainly do not seem to have got a footing in Tibet. It may well be that while the Chinese are notoriously indifferent about religion, the Tibetans, having a very living religion of their own, may be more intolerant in such matters. That is a very difficult question in dealing with them; but if they admit us for purposes of trade and travel, the question whether their local laws forbid the preaching of another religion and proselytism may be kept apart, as one separate from, and not concluded by, our admission to travel in the country.

4. The fact appears to be that the prohibition to intercourse with Tibet which now exists is simply part of the Chinese policy of exclusion, imposed on the Tibetans by Chinese officials and enforced by Chinese troops stationed in



Tibet, as described in the enclosures of your letter, No. 1284P, dated 23rd June 1871.

Personally, and looking at the matter from a Chinese point of view, the Lieutenant-Governor cannot wonder that they should wish to keep out Europeans, and to avoid the complications which they have had with foreigners in China, where so many reckless and indiscreet European adventurers are seeking to explore a rich country with a somewhat turbulent native population. But in Tibet there is not wealth enough to attract many adventurers; there is room only for a moderate and legitimate commerce; and among a people so good and well regulated as the Tibetans His Honour believes there would be no such difficulties. If the road were opened it would be used only by fair traders and by responsible Government servants, or travellers, under the control of Government, going in search of information or for change of climate.

5. In the despatch from the British Consul at Peking, dated 18th October last, it was stated that while the Regency lasted it was hopeless to press these matters upon the Chinese authorities. The Emperor has, however, since then come of age, and the Lieutenant-Governor can, with a clear conscience, ask that steps should now be taken to press for an order of admittance to Tibet. The most emphatic declaration might be made that, having our natural and best boundary in the Himalayas, we could not, and would not under any circumstances, encroach on Tibet. It might be pointed out that, looking only to mean considerations, there is not enough there to tempt our cupidity; and that the physical obstacles in the way would render it impossible that we should desire to send troops over the mountains. We might offer to arrange that none save hillmen or classes domiciled in Tibet should be allowed to go in without a pass, which would be given under such restrictions that Government would be responsible for the conduct of the holder.

6. The Lieutenant-Governor earnestly trusts that Her Majesty's Foreign Office will now seriously press the authorities at Peking to allow a renewal of the friendly intercourse between India and Tibet which existed in the days of Bogle and Turner. Perhaps it might be suggested that, now as then, such intercourse might be useful for settlement of questions with Nepal and Bhutan as well as for purposes of trade.

Between Tibet and Assam lie several semi-savage tribes (Akas, Duphlas, Abors, and Mishmis), some of whom certainly are in contact both with Tibet and British territory. In discussing recently the advisability of punishing some of the Duphla villages for a raid on the plains of Assam, the Commissioner expressed a doubt whether an expedition into the hills might not bring us into collision with Tibet. The Lieutenant-Governor hardly thinks that there is much danger of this, as regards the Duphla country, because the tract lying behind their section of the Himalayas is described by Huc, on his journey from Lhasa to Batang, as wild and uncultivated, traversed by a post-road running through sparsely scattered tribes, and maintained only by Chinese military posts. But it may be assumed that wherever the Himalayan tribes are actually in contact with us on the one side, and with the Tibetans on the other, they may be kept in order by concert between the two powers. The Lieutenant-Governor believes this would be the case as regards the Bhuteas, and in the extreme east among the Mishmis this is certainly the case. The Mezhow Mishmis, who murdered the French missionaries, Krick and Bourry, in 1854, were punished both by us and by the Tibetans, and the consequence is a most salutary dread on their part of using violence. This is very singularly brought out in the narrative of the attempt made under the orders of the Commissioner of Assam, by the Khampti chief, Chousam Gohain, to penetrate into Tibet by the Brahmaputra route in 1869, as reported in my letter, No. 2329, dated 10th November of that year.

7. Leaving out of view Ladakh, no longer Tibetan, and the high sparsely inhabited province of Dingcham, in which the great rivers Indus, Satlej, and Brahmaputra rise, to flow in opposite directions, the civilised, educated, cultivated, and inhabited portion of Tibet seems to consist mainly of the "Tsang" or Jigatzi Province, and the "U" or Lhasan Province. The "Tsang" district contains, besides its own chief town, Jigatzi or Digarchi, Teshu Lumbo, the ecclesiastical capital of Thibet, and the city of "Giantchi," one of the largest marts in High Asia, famous for its woollen fabrics and pony market. North of it lie the salt districts, from which much salt and soda are exported across the Himalayas, as well as to all parts of Tibet. Jewels, clay teapots and pipkins, coral, woollen cloaks, ponies, salt, and soda may be said to be the chief articles of trade in which Jigatzi and Giantchi deal.

Lhassa, at a lower elevation, enjoys a more temperate climate, and from Jigatzi to Lhassa runs the Yaru or Brahmaputra in a navigable stream, down which merchandise is conveyed in boats of leather on wooden frames, at the rate of 40 miles a day. Between "Tsang" and "U" rise the Kamba Mountains; but across these run, besides the river route, several roads, along which the traders of these regions find no difficulty in conveying their goods from Lhassa westward, bridges or ferries being provided by the Government on the Tsangpo and other streams that intersect the route.

8. It is the Tsang province of Tibet that lies nearest to Darjiling and Sikkim. At this point, south of Giantchi, the snowy range makes a sudden bend to the southward, and a projecting angle of Tibet runs nearly up to our frontier, interposing between Sikkim and Bhutan, as shown in the annexed rough sketch.

9. Nepal lies much further to the west, and the route therefrom across Tingri Maidan to Jigatzi is notoriously high and difficult, besides being much longer than that by Phari and Chumbi. A good deal of traffic with Patna, Benares, and Upper India has always passed from Tibet through Nepal; but the construction of various means of communication in Bengal has altered the conditions of the trade, and there is now no possible inducement for our merchandise to choose that long and difficult route. The Nepalese themselves have long had intercourse with Tibet, and many Nepalese traders (Newars) are settled in Lhassa and other parts of Tibet. Hence trade with Nepal has been more or less allowed, while the Sikkim route was discountenanced, lying, as it at one time did, through a disturbed and almost uninhabited country to a jungly part of Bengal; and latterly, from jealousy of our getting in, the foreign traders resident in Tibet, as well as all our own subjects, except Bhuteas and Lepchas, are prevented from using this route. It is freely used by the hill Bhuteas and Lepchas, and at this moment Tibetan salt from beyond Jigatzi is more common in the Darjiling bazaar than our own salt. The Tibetans, however, or rather their Chinese governors, will not, on protectionist principles, admit our tea across the passes. An absolute embargo is laid on everything in the shape of tea. The removal of this might well be made a subject of special negotiation by the Foreign Office.

10. There can be no doubt that by far the easiest routes into Tibet are through the Sikkim passes. We are now making great efforts to promote trade and intercourse with Yarkand and neighbouring countries, which are only reached by a very long journey of several hundred miles, over a succession of passes 19,000 feet high. But we may reach civilised Tibet by a route of about 100 miles (including twistings of a hill road), and over a single pass 12,000 or 13,000 feet high. Immediately beyond that pass, and after a small descent, are Chumbi, the summer residence of the Sikkim Rajah, and other places in the strip of Thibetan territory which projects towards us as described above. That Chumbi is no great distance from Sikkim is shown by a passage in Blandford's "Journey through Sikkim" (*Asiatic Society's Journal*, Part II. No. IV. 1871). He despatched a messenger one morning from the west side of the Jelepla, the most southerly of the Sikkim passes, to Chumbi for flour. The return messenger with the flour reached his camp, which had moved meantime some miles to the northward, by 2 P.M. on the following day. The distance of Chumbi could, he says, have scarcely been more than 20 miles at the outside. In fact, it is little more than a long day's march from any of the passes from the Tankrala to the Jelepla. From Chumbi to Phari is said to be a day's journey for an unladen hillman—probably a very long day's journey—by a road which ponies and laden animals can easily travel. Phari, at the head of this valley, is a place of much trade, at the junction of the roads from Sikkim and Bhutan. It is circumstantially described by Turner (page 198), who came there from the Bhutan side on his way to Teshu Lumbo. It stands in a plain, but the country round is barren, lying on the upper limits of profitable cultivation, and close to the watershed of the streams running north and south. From Phari to Jigatzi and the Brahmaputra the route is fully described by Turner, and the road is perfectly plain and easy, and passes in great part through cultivated lands.

11. There is probably one exit to the plains of Bengal lower than by the Sikkim passes, as the stream which runs by Phari and Chumbi comes out into the western section of Bhutan, and is known as the Ammochie. But the Lieutenant-Governor has not been able to trace any mention of communication by this route. The stream must have a tremendous fall, some 10,000 or 12,000 feet, and probably drops through impracticable gorges, so that, as is often the case

in these mountains, the route over the shoulder of the hill is the easiest. Several accounts show that the Bhuteas go over the snowy passes on their side to Phari. But the Bhutea country is much more difficult than the valley of the Tista, and we have no need to envy that route even if it were open to us.

None of the accounts that we have point to the existence of any good route from Western and Central Bhutan direct to Lhasa. All the routes from Punakha of which we have any knowledge seem to go from Punakha and Paro to Phari and Jigatzi, and thence to Lhasa; and, as already explained, the best route to Jigatzi is in our hands. Pemberton distinctly and circumstantially relates that, while between Dewangiri and Tassgong, in the extreme east of Bhutan, he met with much traffic from Tibet; when he got west of Tassgong he saw none whatever, and he was unable to learn of any practicable route in the central part of the mountains of Bhutan. In the east the much-traversed Tassgong route above referred to used to lead to a very active trade mart at Dewangiri—a post now belonging to us—which from neglect has fallen into disuse.

The Lieutenant-Governor hopes to restore this frontier mart and connect it with the plains by a good road next cold season. The Government of India is aware of the proposal for stationing a guard at Dewangiri, which is only awaiting the submission of Major Graham's final report on the Bhutan boundary demarcation to be definitely settled.

See letter from this Government, No. 1035, dated 15th March, and preceding correspondence.†

12. Nearly adjoining the Tassgong route, and still further east, is that by Towang from Lhasa, down which crowds of Tibetans come to the annual fair at Udalgiri in the Durrung district of Assam (described by Colonel Hopkinson in the *Indian Economist* for 1871, and in the official memorandum on the North-East Frontier). The Towang country is held by Bhuteas who are entirely independent of Bhutan proper, and directly under Tibet. On all occasions Tibetan officials take part in whatever is done there. This last season, when Major Graham was settling the boundary, Tibetan officers came to superintend the matter, superseding the local Sath Rajahs or chiefs. He writes:—"These men, four in number, came down to see me, and I found they looked like priests, and appeared from their presence and manners to be men of some distinction and position. They were treated with great respect by, and took precedence of, the Rajahs; and, lastly, the Rajahs said the strangers had come from Lhasa on a tour of inspection. One of them in particular appeared to be above all the others."

13. Here, then, as pointed out by Pemberton, we are in actual contact with Tibet. The Tassgong and Towang routes probably join in the hills, and may be considered to be the great eastern route to Lhasa. The Lieutenant-Governor is collecting information about it; but this is certain, that every cold season men, women, and children come freely down to Assam, *viâ* Towang, with ponies and other animals, whose good case proves that they have had tolerably easy travelling. If they come down, our people could go up, if only the Chinese authorities would let them.

14. East of the Towang Pass we have Duphas and Abors, through whose country we cannot pass; and Huc's account of the journey from Lhasa eastward shows that there is no country there worth getting to even if we could. But again, at the head of the Assam Valley the Mishmi country communicates with Batang, a dependency of the Szechuen province of China. At the Sudya Fair, a Chulkatta Mishmi appeared dressed in a thoroughly Chinese costume, and inquiry made elicited the information that there was a considerable traffic between the eastern Mishmis and the Lama country, as they called it (correctly enough, as Batang is Tibetan in language, &c.). Twenty-four days' journey with loads was given as the distance between Sudya and the Chinese plains, *viâ* the Mishmis' village, and the first place of any importance under Chinese government was styled by them Alupu or Alopoh. The Lieutenant-Governor has not, however, been able to identify this town. The Mishmis come down freely to the Sudya Fair, and it is probable that in this direction we could easily get to Batang if allowed to enter by the Chinese. Indeed, our emissaries have been to the Tibetan frontier, where they were stopped and turned back.

15. The Lieutenant-Governor hopes the above will make it clear that we have no occasion to negotiate with any intermediate foreign or native power whatever for a passage into Tibet, but only with the Chinese-Tibetan authorities themselves, as, at all the best passes, we are practically in direct contact with them.

16. The Lieutenant-Governor cannot but think that we might have much easier, pleasanter, and more profitable communication with High Asia by this way

than further west. Turner's account of the Jigatzi and Teshu Lumbo country, though old, is quite circumstantial, and entirely agrees with more modern accounts. All that we can learn at Darjiling—and much inquiry has been made—corresponds very exactly with Huc's account of Lhasa. There is a large quarter of that town inhabited by Kashmiri traders who traffic with Ladakh, and to some extent with India, through Nepal, but are not now allowed to use the Sikkim route. These enterprising men are ready to our hand, familiar with the trade and the routes, and would at once open a through intercourse if permitted. The Bhuteas, too, are all very enterprising traders in their small way. All the Bhuteas that we know here, as well as those of the Towang side, are much more of the character of the Bhuteas of the Kumaon passes and Western Himalayas (so well known) than of the ill-conditioned tribe dominant in the centre of Bhutan proper. People here say that about a thousand Nepalese Newars are resident in Lhasa and Jigatzi for trade. The same people have a large proportion of the shops in the Darjiling bazaar. Lately one or two Newar traders set up in Phari; but, free trade not being allowed this way, they went away again. No doubt if the road were open the Newars would be active traders.

17. Altogether there can be no question that if the route were opened, the means of carrying on trade would be abundant; and Leeds, Manchester, Birmingham, and other English goods might be sent across, as well as Indian indigo and Darjiling tea, in large quantities; while we should get back much wool, sheep, cattle, walnuts, Tibetan cloths, and other commodities.

18. Apart from trade, it would be an enormous advantage to our officers and the many European residents in moist Bengal to be able to visit and travel in high and dry Tibet. The nearest part, the Chumbi Valley, would be the best of all for a change of climate, and being a mere tongue of Tibetan territory, away from the rest, free entry there would least excite the jealousy of the Chinese. While Phari is very high and dry, and the pleasant country on that side is further north, the Chumbi valley is somewhat lower, and though protected by the Snowy Range from the monsoon, it has showers enough to give it trees and flowers, and corn and grass, and must be, by all accounts, a very agreeable residence.

19. Besides permission from China to enter, one more thing is wanting for intercourse by the Sikkim route, viz. a road. Once in Tibet the roads are comparatively easy, and there is little difficulty in getting along. But this side of the passes, though the way is not long and not at all specially difficult, there are the usual drawbacks to Himalayan travel, and beyond our road to Dumsong the traffic is confined to Bhuteas' backs. Dumsong is about 50 miles from the nearest passes, and most of the route between lies in Sikkim. Under the treaty with Sikkim, however, "in the event of the British Government desiring to open out a road through that country with the view of encouraging trade, the Sikkim Government will raise no objection thereto, and will afford every protection and aid to the party engaged in the work. If a road is constructed, the Government of Sikkim undertakes to keep it in repair, and to erect and maintain suitable travellers' rest-houses throughout its route. Moreover, if the British Government desires to make either a topographical or geological survey of Sikkim, the Sikkim Government will raise no objection to this being done, and will afford protection and assistance to the officers employed on this duty." Our present relations with Sikkim are such that the Lieutenant-Governor has felt warranted in assuming throughout this letter that a route which passes through that country is practically entirely in our hands. The Sikkim durbar have in their recent intercourse with His Honour at this place manifested such a generally friendly spirit, and such a genuine willingness to meet the views of Government on this and kindred points, that there can be no doubt they see clearly on which side their own interest lies in this matter.

20. The Lieutenant-Governor has already proposed to send Mr. Edgar, C.S.I., the Deputy Commissioner of Darjiling, into Sikkim after the rains to inquire into this question of trade and trade routes, and other cognate matters. The Lieutenant-Governor would like a surveyor to accompany Mr. Edgar and prospect the easiest route for a road to the easiest Tibetan pass.

21. Along the northern and eastern frontier of Sikkim there is a constant succession of routes leading at greater or less altitudes into Tibet by the various passes through that southerly bend in the great range which has been alluded to, and which is seen facing Darjiling to the east and running north and south in a well-

defined line. The most southerly pass of which we have any definite information is the Jelepla, about 45 or 50 miles from the Darjiling post of Dumsong (formerly a subdivision). It is stated by Blanford to be about 13,000 feet high. This and another neighbouring pass to the north (the Gnatui-la) are, he says, rarely interrupted by snow for many days together at any time of the year. Through them would probably run the most direct and easiest route to the Phari Valley. The next pass is the Yakla, about 14,000 feet high, and after that the Chola, nearly 15,000 feet high, but which was wholly bare of snow in November. Through the Chola runs the direct route from Tumlung, the capital of Sikkim, to Chumbi. Hooker reached Chola on the third day's march from Tumlung, and Chumbi is not far on the other side. North of Chola again lies the Tankrala, which is 16,083 feet high and is said to be the most snowy pass in Sikkim. It is also difficult of access and unsuited for traffic. At the head of the Lachung, the eastern branch of the Tista, in the north-east corner of Sikkim, is the Donkiala, lying under the great Peak of Donkia and above the Tibetan lakes of Cholamu. The altitude of this pass is 18,466 feet. A little further to the west lies the last of the Tibetan Sikkim passes, Kongralama, 15,745 feet high, at the head of the Lachin, the western branch of the Tista. The Donkiala and Kongralama are chiefly used by Tibetans, who bring their cattle to graze in Sikkim, and by the inhabitants of the Lachin-Lachung valleys, who, twice a year, carry wood into Tibet, and bring back loads of salt in return.

22. The Himalayas in this quarter are not nearly so rocky and are much easier to work for roads than the Western Himalayas. There is an easy and nearly level track from near the proposed terminus of the Northern Bengal Railway up the valley of the Tista and Rungit, along a great part of which a pony can now be galloped, while a portion which had fallen into temporary desrepair is being re-opened. Then there is a road from the lower Tista to Dumsong, and thence to the Jelepla Pass, but that route involves a good deal of up-and-down before reaching the passes, and it may be better, as suggested by Major Lance, when in charge of Dumsong in 1868, to carry the road up the Tista to its junction with the Rongchi, and thence along the latter stream, round the foot of Dumsong, till it reaches the sources of that river near Jelepla. Or it may be found better to go even further up the Tista, and thence up some other valley or spur to the passes. The Tista's tributaries from the east run down from the Tibetan passes or their neighbourhood, and the spurs between the tributaries run up to the mountain range between the passes. A well-designed road up the Tista Valley, and thence along a side valley or spur, would reach the passes by a varied but nearly continuous ascent. Say we come 50 miles up the Tista Valley by an ascent of from 1 in 100 to 1 in 50, till we reach a height of say 3,500 or 4,000 feet. Thence there would be an ascent of about 9,000 feet to the passes. Fifty miles of road with that ascent, and a slight descent on the other side, would bring us into the Chumbi Valley.

23. These are the facts as the Lieutenant-Governor can gather them from the accounts available to him. He believes that the time has come when we may fairly press upon the Chinese Government the abandonment of its policy of exclusion so far as Tibet is concerned, and he feels convinced that by Sikkim, by Towang, and possibly by the Mishmi country, we have to our hand routes of fairly easy access into Central Asia which it would take but a little time to make avenues of a prosperous trade. At any rate His Honour thinks it most desirable that the Sikkim routes should be examined, since, even if the trade is not thrown open to us directly, any radical improvement of the road must lead to a considerable increase of indirect traffic, and, perhaps, by bringing the Tibetans down to the plains, pave the way for a more liberal policy in the future.

I have the honour to be, Sir,

Your most obedient servant,

A. MACKENZIE,

*Junior Secretary to the Government of Bengal.*

From C. T. METCALFE, Esq., Offg. Commissioner of the Kuch Behar Division, to the SECRETARY to the GOVERNMENT of BENGAL, Political Department.

Darjiling, the 16th August, 1873.

I HAVE the honour to forward for your information copy of a report received from the Deputy Commissioner of Darjiling.

1. The letter first refers to a rumour, since confirmed by a letter from the Sikkim Rajah, that Nepal has sent an ultimatum to Lhassa, and that the Nepalese envoy was preparing to leave the country.

2. With reference to the 3rd paragraph of Mr. Edgar's letter, I am not apprehensive of the Bhuteahs taking any aggressive action against Sikkim.

3. Regarding the intended resignation of the Deb, the facts, as stated by Sangsumgase Pengu, a man who is spoken of as more than ordinarily honest and straightforward for a Bhuteah, and who was formerly Subeh of Buxa Dvar, and lately visited Darjiling to buy cloth, are that the Deb, who was formerly the Penlow of Tongso, a man of imperious and cruel temper, has made himself so obnoxious to the higher classes that they have entirely withdrawn themselves from the Deb.

4. The Deb, finding himself as it were placed in Coventry, has withdrawn himself from the Durbar chamber, and carries on public business in his own house, and has, in reply to the sullen behaviour of the Chief, expressed his intention of resigning in favour of Ganten Numgye, the present Deb Junpen.

5. The relations between Sikkim and Tibet are as follow:—

Before the English possessed Darjiling, Tibet regarded Sikkim as quite beneath her notice, and held but little communication with her; but since the British have approached closer to the Tibetan frontier, Tibet has made advances to Sikkim and sought closer friendship. I learn that yearly there is now an interchange of presents.

6. It would be advisable for the Deputy Commissioner to address a formal letter to the Sikkim Rajah regarding his proposed visit as soon as the date shall have been fixed.

7. Sikkim is undoubtedly uncertain how Tibet may view her friendly intercourse with us, and I gather from the purport of the letter that the Rajah has addressed to Lhassa that he, in intimating the probable visit of the Deputy Commissioner and the opening of a road through Sikkim, has attempted to prove that it would all be for the advantage of trade with Tibet. I believe no reply has as yet been received from Lhassa.

8. The only move that the Tibetans have made is to erect a stockade at Kankagong between Renchengong and Chumbi. The Jelep Pass, which has hitherto been little used, is now daily traversed, the Yakla having been almost abandoned. By the former pass, Chumbi, in Tibet, is only two days' journey from Renok, and at the foot of the pass, on the eastern side, is the monastery of Renchengong. It seems to have lately struck the Tibetans that the pass was quite unguarded. The cold is said to be so intense, with entire absence of all vegetation, as to render it impossible to station a guard on the pass itself; but a suitable spot has been selected in the valley.

9. The Jelep Pahar answers the purposes of a trijunction pillar between Sikkim, Tibet, and Bhutan. The Bhuteahs, seeing the importance of the pass, now desire to erect a custom-house for the levy of duties; to this the Tibetans have refused sanction.

10. The political significance of the erection of the stockade is that the Tibetans are clearly desirous of barring the entrance of any Englishman into Tibet. That exclusive policy has hitherto chiefly emanated in my opinion from Chinese influence at Lhassa.

11. It was undoubtedly due to the Chinese representative that Abbés Huc and Gabet were sent back from Lhassa after the Tibetan regent had agreed to open a communication for them with British India. Till our Government can communicate direct with the Delaie Llama at Lhassa, there is no immediate probability that the prohibition against travelling in the interior will be withdrawn.

12. The following incident, taken from Abbé Huc's Travels,\* is probably the keynote of the Tibetan policy of exclusiveness:—

“ After recognizing the principal points of Tibet on the map, the regent inquired whereabouts was Calcutta. Here, we said, pointing to a little round speck on the borders of the sea ; and Lhasa—where then is Lhasa ? Here it is. The eyes of the regent went from Lhasa to Calcutta and Calcutta to Lhasa. The Pelings of Calcutta are near our frontiers, said he, making a grimace, and shaking his head ; no matter, he added, here are the Himalaya Mountains.”

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FROM J. WARE EDGAR, Esq., Deputy Commissioner of Darjiling, to the COMMISSIONER of the KUCH BEHAR DIVISION.

Darjiling, the 13th August, 1873.

In my letter No. 2C of this day's date I have set forth at some length the information which I have been able to collect regarding the present relations of Tibet and China, and the position of the young Delai Llama ; but I have received some other items of intelligence which I think it best to report separately.

2. There is a rumour here, among both Nepalese and Bhuteahs, that Sir Jung Bahadur has sent an ultimatum to Lhasa, threatening an invasion unless he gets redress for the wrongs which he alleges Nepal has suffered at the hands of the Tibetans. This report has not been confirmed in any of the letters from the Sikkim Durbar, or in the private letters from Tibet which I have seen. If it be true, it would seem to indicate that there is no likelihood of a rupture between Nepal and Tibet this year. For by the time the answer, supposing it to be unfavourable, can reach Nepal, it is probable that the season will have so far advanced that the Tingri Maidan will be impracticable for an army.

3. Every letter I get from the Sikkim Durbar contains some mention of the uneasiness felt about the intentions of the Bhuteahs. The Rajah says in one letter that saltpetre is being collected in large quantities in Bhutan, but he does not know for what purpose it is meant. In another he states that the rumours of the intended resignation of the Deb gain strength, but that nothing is known about his probable successor. The Rajah thinks that there is no one in Bhutan upon whom the slightest dependence can be placed, and he thinks there are signs of internal dissensions.

4. The Rajah of Sikkim has sent me a rather unintelligible account of a conversation he has had with the Jungpens of Phari, relative to the visit which it is proposed I shall make in the cold weather to Sikkim. He says that he told the Jungpens of his reception at Darjiling, that he expected a visit some time this year from a British officer, and that the Government of India desired friendly intercourse with the Government of Tibet. To this the Jungpens, according to the Rajah, said that they had constantly heard from their childhood of expected visits from British officers who had never come ; that they did not believe in the visit now talked of ; and that *they* would not stultify themselves by sending information to their Government which the event would be certain to falsify. With reference to this the Rajah suggests that I should write a letter to him, formally, under my official seal, stating that I mean to go into Sikkim, the date of my proposed visit, and how far I propose going. He proposes to show this letter to the Jungpens and urge upon them to communicate its contents to the Court of Lhasa.

5. I do not clearly understand what all this means, and nothing in my private letters throws any light upon it. Of course it is quite possible that the Sikkim Durbar are themselves a little uneasy about the aim and scope of the proposed visit to Sikkim, and that they, not desiring to show their own suspicions, pretend that they want the desired explanations for the benefit of the Tibetans. But it may be the case that the Government of Tibet is not altogether averse to opening communications with us, and that the local officers, knowing this, would be really willing to forward definite intelligence of what I propose doing to Lhasa.

If the Jungpens had no doubt about following the old exclusive policy in the event of my going as far as the frontier, I do not see what advantage the Sikkim Durbar could expect from my sending a formal statement of what I propose doing.

6. I have also been informed that the Jungpens meditated spending some months this year at the monastery of Renchengong, which is at no great distance from the

Jelep Pass. They have never done this before, and the move may be connected with the information received from the Sikkim Rajah. But it is not possible for me at present to guess at its political significance, if indeed it has any.

7. If there are any grounds for the opinion that there is a reaction in Tibet against Chinese influence, and that this is in any way connected with the assumption of executive power by the Delai Llama, it becomes doubtful whether our object of opening up communications with Tibet would be furthered by any assistance which the Court of Pekin might be induced to give.

I would therefore suggest the desirability of our making no attempt to bring pressure on the Imperial Government until we have clearly ascertained whether its interference would be likely to have a good effect on the Government of Lhassa.

*P. S.*—Since writing the above I have received a letter from the Sikkim Rajah, stating that the Nepal resident at Lhassa, whom he calls Captain, has had a dispute with the Tibetan Government, and was said to meditate returning to Nepal. He was unable to give particulars.

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## EXTENSION OF TRADE BETWEEN INDIA AND CENTRAL ASIA, NEPAL, AND TIBET.

No. 10, dated, India Office, London, 4th June, 1873.

From the SECRETARY OF STATE FOR INDIA to the GOVERNMENT OF INDIA.

I herewith transmit, for the consideration of your Excellency's Government, a Memorial, which has been presented to me by the Society for the Encouragement of Arts, Manufactures, and Commerce, on the subject of measures for the extension of trade between India and Central Asia, Nepal, and Tibet.

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## MEMORIAL.

From the SECRETARY of the SOCIETY for the ENCOURAGEMENT of ARTS, MANUFACTURES, AND COMMERCE, to the SECRETARY OF STATE FOR INDIA,

Sheweth, &c.

That the Council of this Society have on several occasions had under public discussion the expediency of extending the trade with Central Asia, from the North West Provinces of India to Turkistan, and from the Eastern Provinces of Bengal, *viâ* Nepal and Tibet. They beg leave to call the attention of your Grace to the following points, the present time appearing to be peculiarly favourable for taking action in connection therewith :—

1. The importance of procuring increased facilities for trade between India and Yarkand by the improvement of roads, bridges, and shelter places.

2. The importance of obtaining a commercial treaty, on the footing of the most favoured nations and people, with the present Ruler of Kashgar, the Atalikh Ghazi Yakub Beg.

3. That as an alternative to the at-present difficult Ladakh route, consideration be give to the route by the Chitral Valley, in the hope that the efforts of the Indian Government may secure it as a commercial route in safety and under protection.

4. That it is essential the Indian Government shall use every effort to obtain from Nepal free passage for merchants and goods to the Tibetan frontier in return for the full and free access enjoyed by Nepal to our territories.



5. That it is desirable to obtain better access on the Sikkim side to Tibet, where obstructions are raised on the plea that the Chinese authorities object to the trade.

6. That with the view to promote the traffic by the Sikkim route, the completion of the Calcutta and Darjiling Railway, so long since approved by the Government, should be carried into effect without delay.

7. That efforts be made to obtain the removal of all obstructions to trade with Tibet through Bhutan, from Eastern Bengal and Assam.

8. That a mart be established on the Sikkim frontier, after the example of Kiachta, on the Russo-Chinese frontier.

9. That application should be made by Her Majesty's Envoy at Peking to the Chinese Government to remove all obstructions, and to grant full permission to trade along the whole frontier of Tibet.

10. That Consular Agencies be established with the Chinese authorities at Lhasa, the capital of Tibet, and Digarchi, the next principal city, and generally wherever such agencies can be advantageously employed for the promotion of commerce.

Your Memorialists, therefore, pray that your Grace will take the foregoing statements into your consideration, and be pleased to adopt such means as to your Grace may seem fit for attaining the objects aforesaid.

And your Memorialists will ever pray, &c.

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## TRADE BETWEEN INDIA AND TIBET.

FROM OFFICIATING SECRETARY TO THE GOVERNMENT OF BENGAL, to SECRETARY TO  
THE GOVERNMENT OF INDIA, Foreign Department.

13th October, 1873.

I AM directed to acknowledge the receipt of your memorandum dated the 3rd instant, forwarding for report extract, paragraphs 5 to 10, of a memorial which has been presented to the Secretary of State for India by the Society for the Encouragement of Arts, Manufacturers, and Commerce, on the subject of promoting trade between India and Central Asia, Nepal, and Tibet.

2. The memorialists ask (1) that steps may be taken for the removal of obstructions now opposed to the entry of trade into Tibet through Sikkim; (2) that the completion of the Darjiling Railway already approved may be carried into effect without delay; (3) that the opening up of the routes to Tibet through Bhutan from Eastern Bengal and Assam be brought about; (4) that a mart be established on the Sikkim frontier; (5) that Her Majesty's Envoy at Peking be moved to address the Chinese Government to open up to trade the frontier of Tibet; (6) that Consular Agencies be established at Lhasa, Diagarchi, &c.

3. In reply, I am desired to express the Lieutenant-Governor's conviction that this Society has taken a most just view of the measures which should be adopted for the purpose of promoting trade with Tibet and Central Asia, and I am to invite attention to my letter, No. 692T, of the 23rd June 1873, from which it will be seen how nearly the views of the Society fall in with what has already been proposed by the Lieutenant-Governor on the subject. His Honour begs again that the proposals therein made may meet with the favourable consideration of the Government of India, and be forwarded to Her Majesty's Secretary of State in reply to the present call for report. The Lieutenant-Governor's views about the Northern Bengal Railway have been repeatedly laid before the Government of India.

4. The only somewhat new point now urged by the Society is the establishment of a mart or fair on the Sikkim frontier on the model of Kiachta on the Russo-Chinese frontier. The Lieutenant-Governor has no information about the Kiachta mart; but Mr. Edgar has been instructed that he should, in his visit to Sikkim now about to be undertaken, direct his attention to this matter and enquire very specially into the possibility of arranging for the opening of such a mart.

5. The Lieutenant-Governor considers that the proposal to establish Consular Agencies in Tibet is a good one, if it could only be carried out, but he fears that pressure would have to be brought to bear upon the Court at Peking.

6. I am to take this opportunity, with reference to your letter, No. 1498P, of the 6th July 1872, and previous correspondence, to forward the accompanying copy of a letter, No. 258T, of the 3rd instant, from the Officiating Commissioner of Kuch Behar, requesting sanction to a sum of Rs. 800 being placed at the disposal of the Deputy Commissioner of Goalpara for the purpose of establishing a fair at Dutma, the old head-quarters of the Eastern Duars District. As the Commissioner is of opinion that Bhuteas from the Lotka and Bushen Sing Hills would patronise the fair, and as it may bring down also some traders from Tibet, the Lieutenant-Governor has, in anticipation of approval, sanctioned the expenditure, which the Government of India will no doubt grant from the Imperial revenues.

7. It is, however, by Dewangiri that a trade route to Tibet through Bhutan will most easily be opened, and the Lieutenant-Governor has already reported that he is going to do all he can to make this place accessible.

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FROM OFFICIATING COMMISSIONER OF KUCH BEHAR DIVISION, to SECRETARY TO THE GOVERNMENT OF BENGAL, Judicial Department.

Darjiling, 3rd October, 1873.

WITH reference to your letter, dated 16th July 1872, on the subject of opening up trade and intercommunication with Tibet, and the encouragement of trade by the establishment of fairs in our territory on the borders, I have the honour to inform you that it appears, from enquiries instituted, that the Bhuteas from the Lotka and Bushen Sing Hills come down through the Chirung and Russo-Duars, and the chiefs of those places expressed great delight when informed by the Deputy Commissioner of Goalpara, that it was proposed to establish a fair on the frontier.

2. The Deputy Commissioner reports that, after due enquiry, he finds that Dutma would be the place most convenient for holding the fair. This place was the head-quarters of the Eastern Duars District when it existed, and there is a road leading from Bilaspur to the Brahmaputra, almost due north of Dutma, which, though out of repair owing to the abolition of the Eastern Duars as a district, could be repaired; and with this communication restored, the Deputy Commissioner states he has reason to believe, from what he has heard from the Marwari traders, who are somewhat numerous there, that they would resort freely to the fair.

3. The Deputy Commissioner reports that he proposes to open the fair some time in February next, but he has not yet settled the exact time and date, and asks for Rs. 800 to be expended as necessity may require.

4. I have approved of the suggestion to hold the fair at Dutma, and solicit the favour of your moving His Honour the Lieutenant-Governor to sanction the expenditure of Rs. 800 by the Deputy Commissioner for this purpose.

5. An early reply to this communication is solicited to enable the Deputy Commissioner to make the necessary arrangements.

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FROM SECRETARY TO THE GOVERNMENT OF INDIA, Foreign Department, to SECRETARY TO THE GOVERNMENT OF BENGAL.

Fort William, 21st January, 1874.

I AM directed to acknowledge the receipt of your letters, dated 23rd June 1873, and 13th October 1873, on the subject of the opening out of a trade route with Tibet and Central Asia.

2. His Honour the Lieutenant-Governor's account of the countries contains matter of much interest. The information at present available, however, is somewhat indefinite, and His Excellency in Council is of opinion that, before it is possible to frame any scheme for the development of trade, it is necessary to obtain more accurate information regarding the condition of the countries. Doubtless Mr. Edgar, during his recent visit to Sikkim, has collected much information as to the routes in that direction, and His Excellency in Council will await his report with interest. A copy of your letter, No. 692T, dated 23rd June, will be forwarded to Colonel Walker, of the Trigonometrical Survey, for his opinion and suggestions as to the exploration of the routes and passes. His Excellency in Council considers that one or two intelligent natives might with advantage be employed by the Government of Bengal to penetrate by the Towang and Eastern Assam routes.

3. His Excellency in Council, however, on the information we at present possess, is disposed to think that the best trade route to encourage would be that by Darjiling, which will be greatly facilitated by the railway lately sanctioned. It appears to His Excellency in Council that considerable obstacles stand in the way of opening out a successful route through Dewangiri, as it passes for many marches through Bhutan territory, where merchants would be exposed to vexatious annoyances and exactions. These, however, are questions which cannot be decided until more exact information has been obtained.

4. With reference to paragraph 6 of your letter, No. 39T, dated 13th October, 1873, it appears to His Excellency in Council that the expenditure of Rs. 800 for the fair at Dutma should properly be debited to Provincial, not Imperial, revenues.

5. A copy of your letter under reply has been forwarded to the Secretary of State for India for submission to the Foreign Office and communication to Mr. Wade, Her Majesty's Minister at Pekin.

FROM SUPERINTENDENT, GREAT TRIGONOMETRICAL SURVEY OF INDIA, to UNDER-SECRETARY TO THE GOVERNMENT OF INDIA, Foreign Department.

Dehra Doon, 10th February 1874.

With reference to your No. 212P., dated 21st ultimo, forwarding for my information a copy of letter No. 692T., dated 23rd June last, from the Government of Bengal, and calling on me for an opinion and suggestions as to the exploration of the routes and passes leading into Tibet from Bengal, I have the honour to state that none of the routes mentioned by His Honour the Lieutenant-Governor have as yet been surveyed throughout by the native explorers of this department; but a survey has been made of the course of the Sangpo or Brahmaputra River from its source, meridian  $81^{\circ}$ , down to the meridian of Lhassa,  $91^{\circ}$ , by means of which the positions of a large number of places—Lhassa, Shigatze, Teshu, Lumbo, Ziantchi, &c.—through which the routes in question must eventually pass, have been fairly well mapped.

2. A survey has also been made of a route from Darjiling to Shigatze, through the Nepalese Districts of Taplangjong and Waling Sam, and over the Tipta-la Pass into Tibet, the details of which are given in an Appendix to Major Montgomerie's Report of the operations of this department for 1871-72; this route is the closest on the west to any of those mentioned by His Honour; but the fact that it passes, though only for a short distance, through part of Nepal, would probably be considered a fatal objection to it. But the report of the exploration of this route is of interest in connection with the routes immediately to the east, through Sikkim to Shigatze, because Major Montgomerie has concluded from it that the northern boundary line of Sikkim extends considerably beyond the range of mountains which has hitherto been accepted as the boundary line, and that it embraces a portion of the plateau on which the eastern affluents of the Aran River take their rise, and extends up to the range of hills in which all streams flowing from the south into the Sangpo River take their rise. Thus, if Major Montgomerie is correct, Tibet can be entered at a point within 50 miles, as the crow flies, of Shigatze, from Sikkim territory, through which the British Government has the right to construct a road; whereas, if Tibet is entered at the Jalepla Pass, a distance of fully 180 miles will have to be traversed to reach Shigatze, through regions in which the Government does not possess the right to construct a road.

3. As regards the routes into Tibet from the Duars and the Assam valley, I am sorry to say that all attempts which have hitherto been made to secure the services of native agents, to be trained with the object of exploring those routes, have failed; the assistance of the district officers has been solicited, but the almost invariable answer has been that men are not to be obtained for the purpose. Fresh efforts are, however, being made to get some men, and I trust that, with Colonel Keatinge's assistance, they may now be procured.

*No. 557, dated Fort William, 2nd March 1874, endorsed by Foreign Department.*

Copy forwarded to the Bengal Government for information with reference to letter from this office, No. 211P., dated 21st January 1874.

## IV.—REPORT ON THE SUDYA FAIR.

From Colonel HENRY HOPKINSON, Governor-General's Agent North East Frontier,  
and Commissioner of Assam, to the SECRETARY TO THE GOVERNMENT OF BENGAL,  
Judicial (Political) Department.

6th March 1873.

\* No. 3P, dated 21st  
February, 1873.

I HAVE the honour to submit the accompanying annual report\* in original, on the Sudyā Fair, which was held on the 10th February last.

2. The second paragraph of Major Clarke's letter may seem obscure to the Government, as it did to me on first perusal; but I take it to mean that official interference on the proceedings of the fair, in respect to the regulation of transactions and the conduct of the games and sports, occupied only one day, instead of extending over two, as formerly.

3. The fair appears to have gone off successfully, to have attracted a larger number of traders than have attended at previous fairs, and to have been thought of greater importance by the hill tribes. I hope that the brief reference made by Major Clarke in the 3rd paragraph to the trade in India-rubber may recall to the recollection of Government the unsatisfactory footing on which the trade now stands, and the dangerous embarrassments it may cause in the conduct of our relations with the hill tribes. I am not in sufficient possession of the exact particulars to communicate them yet to Government, but a vague report only yesterday reached me, that some persons, supposed to be in the employment of an English planter, had gone into the Abor hills for rubber, contrary to the orders of the district officer, and had there come into collision with the Abors. This is just the sort of incident that might set the whole Abor frontier in a blaze. Besides, the Government are suffering not inconsiderable loss and waste by the free trade in rubber that is now going on and which we are powerless to check. I am told that the last private steamer that left Assam had as much as a thousand maunds of rubber on board.

4. The incident related by Major Clarke, in the 11th paragraph of his letter, is a painful but a very characteristic one; it shows what barbarians we have to deal with; the miserable Naga slave was sick or lame, or for some cause could not keep up with his master on his march, and so his master slew him.

From Major W. C. S. CLARKE, Deputy Commissioner of Zillah Luckimpur, to the  
PERSONAL ASSISTANT TO THE COMMISSIONER OF ASSAM.

Camp Sudyā, the 21st February 1873.

I HAVE the honour to submit the annual report on the *mela* at Sudyā which was held on the 10th February.

2. Owing to the immense number of persons assembled, their uncleanly character, the want of being able to make them attend to convenient as well as sanitary arrangements, and the expense of their entertainment, the fair only lasted for one day instead of two; and it was found more advisable to let them sell their commodities at their own pleasure and time, and in their own manner, instead of appointing a particular day when all who wished to trade with the hill tribes might assemble together with them at an appointed place, and the whole be subject to some surveillance, for the preservation of order, as also for their mutual protection.

3. A very large number of Chullikatta Mishmis, understood to be belonging to the friendly clans, with a small number of Digaru Mishmis, visited Sudyā before the *mela*, bringing India-rubber, wax, skins, and other produce. These bartered their goods and returned to their hills; and from a short time previous to and during the *mela* there were no less than twenty-two khels or villages, or clans, represented by, as near as we could take count, 991 Chullikatta Mishmis, exclusive of thirty-eight persons, forming a deputation from the tribes under ban, or a total of 1,029 of the Chullikatta tribe.

4. Of the Digaru Mishmis 5 khels were represented by 298 persons; and of the Miju Mishmis there were 67 persons only present.

5. Of Singphos and Khamptis from the khels, resident in British territory, there were present 300 persons.

Of Abors and Miris 50 of the "Jelee," "Molok," and "Kachungs," who are a sort of low caste Singphos, and in appearance are something between the Singphos and Nagas, and who reside on the south bank of the Buri Dehing and beyond the

Naga tribes and Phakials from that direction, there were about a hundred souls. Appended for ready reference is a statement, showing the names of tribes, clans, and chiefmen, and their numbers.

6. The Chullikatta, Digaru, and Miju Mishmis brought down India-rubber and beeswax, and the Singphos and Khamptis also brought wax in large quantity. The three Mishmi tribes brought down also Musk-balls, coats or jerkins of Mishmi manufacture, and a good deal worn by the Domes, Miris, and other classes in the vicinity of Sudyā and the hills; and Mishmis, Singphos, and Khamptis all brought the Khampti daos, manufactured in the upper Khampti country. The Singphos and Khamptis brought also ivory. The total value of these commodities has been roughly estimated by me, in consultation with the traders and others, to be about Rs. 25,700. In exchange, the tribes took away with them the evi cloth of Assam, broadcloth, salt, "kerahis," brass dishes, "tusola," brass lotas, silver earrings, beads, "thalis," or plates of a kind of amalgam or bell-metal, brass-wire, and opium. The goods bartered for and taken away by the Mishmis are estimated to have been worth Rs. 17,630. Some Rs. 40,000 or upwards in value of one kind and another has therefore changed hands. Something has been taken away in money, but money has also been spent to a small extent in the purchase of cattle; and some Mishmis have gone on to the Muttock districts for further purposes of trade.

7. This shows an increase of many times over the amount and value of transactions at the fair of 1871-72, and the evident wish for an active and extensive trade with the markets of the plains may be looked upon as a good guarantee for the maintenance of friendly relations with us on the part of these rude hill people.

8. The races and games, and mela proper, were restricted on this occasion to one day. Though liking the sports and entering into them with great eagerness, the Mishmis were evidently wishing to be off with their purchases, and it was in every way expedient not to delay them.

9. Among the Chullikattas there was a stranger, who appeared in a dress which showed he came from a part nearer the borders of the country beyond the Mishmi Hills than the valley of Assam, so Chinese was it in character. He was, however, stated to be a Chullikatta Mishmi, and when I saw him without his fine feathers, I no longer doubted the fact. His name was Diju Tayu of the Khel Mitayu, from a village named "Ehni" (or Ehngi), about fourteen marches hence, and within five days' journey of a high range clothed during the cold part of the year with deep snow, from which five days' journey, it was said, would bring the traveller to the Llama country.

He left before I could have a talk with him; but his brother, Kondi Tayu, who, with some eight or ten relatives, stayed behind, stated that persons from Llama traded with their part, bringing with them vessels of a description of China-ware and of bell-metal, dao-swords of foreign manufacture, axes, woollen cloaks, white and coloured, and that they took away with them "Mishmi tita" (a species of bitter used as medicine), tiger-skins, mejoti (brown madder), musk balls, coats of Mishmi manufacture, ivory, bees-wax in small quantity, and Eri, and other cloths and textures bought in and brought up from the plains of Assam. They also informed me that the first place of any importance reached across the hills and in the plains beyond, was called "*Alupu*" (or *Alopoh*).

10. As usual, before the tribes left, I received visits from all the chief men. All seemed to have been pleased at their entertainment and the business done by them. The Singphos and Khamptis are a little sore about the prohibition to cut rubber when and where they like, and are jealous of the money made by its collection by the Mishmis. However, as they live in the plains and are British subjects, their case is quite different to that of the Mishmis, who live in the hills, and over whom there is no control.

11. After the "mela" the Mishmis were started off in batches, and everything seemed to have ended well, when, two days after the mela, and when the last batch (excepting a very few persons) had been gone only a few hours, news was brought in of the murder, a few miles out of Sudyā, of a wretched Naga slave belonging to some Mishmi master. The body was brought in, and an inquest held; and on evidence throwing strong suspicion on one Kae-mekoh, the slave's owner, the inspector, with a small force, was despatched after them. He was unable to apprehend Kae, or ascertain anything about the matter, and returned the evening after. After consultation with some of the friendly chiefs, still in the station, one by name Koludoi, leaving his son, his nephew, and an uncle, as a guarantee of his good faith, offered to go up and bring down the murderer, and what evidence he could procure as to the

commission of the deed, in order to his being dealt with for the foul act by the authorities within whose jurisdiction it had been committed; and this matter will be specially reported on in due course. Meanwhile, I trust Government will think, on the whole, that the annual fair is generally tending more and more to cement present friendly feelings with the hill people, and that the information now given is of some interest.

*Statement showing the Khels and names of chief men amongst the Chullikatta, Digaru, and Miju Mishmis who were present at Sudya on account of the Mela.*

Khels.	Name of chief men.	REMARKS.	
<i>Chullikatta Mishmis.</i>			
1. Mega*	... Lodah.	} Total Chullikattas, 1,029.	
2. Mesoh*	... Tanki.		
3. Langi	... Kaludoi.		
4. Lepah	... ..		There were no chief men of this tribe.
5. Mejoh	... ..		Ditto ditto.
6. Metoh*	... Ejodah.		
7. Medoh*	... Nasi.		
8. Metati*	... Dijoh.		
9. Mitaloh	... ..		Ditto ditto.
10. Mederi	... ..		Ditto ditto.
11. Mekeseh	... ..		Ditto ditto.
12. Maloh*	... Edah.		
13. Mipeh*	... Asoka.		
14. Mipoh	... Jadoh.		
15. Milih	... ..		Ditto ditto.
16. Memi	... ..		Ditto ditto.
17. Mitayu	... Dijoo.		
18. Medah	... Lakoh.		
19. Pooloo*	... Jera.		
20. Mokola	... ..		
21. Mikoh	... Kae		... The suspected murderer.
22. Menah	... Hoosah		
<i>Digaru Mishmis.</i>			
1. Tayeng	... Koroosa. Kaweso. Gresoh.	} Total 298 persons.	
2. Maro	... Tisoh.		
3. Toosee	... Som.		
4. Takaling	... Bailong.		
5. Simdah	... Onilong.		
<i>Miju Mishmis.</i>			
Mijoo	... { Sissoh. Mioosoh.	} Total 67 persons.	
<i>Singphos.</i>			
Singpho	... { Ningro Samon, Wakhel Ningranong. Lotoong and other minor headmen.	} Total 300 persons (Singphos and Khamptis.)	
<i>Khamptis.</i>			
Khampti	... { Chowsam, Chowmang- theh, Chowsengtheh, and other minor head- men.		
<i>Abors.</i>			
Mebu	... Bapok and Jonkir.	} Both these belong to the Bor Abor division of Abors. Their errand was to induce the Chullikatta Mishmis to come and trade direct with them, the Siluk Abors (also Bor Abors) not allowing the Chullikattas to cross their country to go into that of the Meboo and Padoo tribes.	
Padu	... { Marasong, Komedong, and Tippum.		
Abors, Miris, Jelis, Moloks, Kachangs, and Phakials, about 150 persons.			

W. C. S. CLARKE,  
Deputy Commissioner.

ROUTE of marches from Sudyā to the village of "Ehugi" or "Mitayu Ehugi," the residence of the Mishmi Chief, Dijoo Tayu, who, with his brother Rondi Tayu and ten or twelve other persons of his village, came down to the mela at Sudyā in February 1873.

The village of Mitayu Ehugi is situated about fourteen marches through the hills, on the stream known as the "dreuh" or "dreuh machi" (machi means river or water).

From Sudyā—

1st day	is reached	Methunkhua.
2nd	"	Jitaru (the Dikrang).
3rd	"	Lakoh Medah's new village on the Issipani.
4th	"	Asopani.
5th	"	Oungni, the village of Labhi, Lakoh's uncle.
6th	"	The village of Adolo-mipoh.
7th	"	Apolong (Kaludoi's father's village).
8th	"	Lopo, Atapu Mijoh's village.
9th	"	Tangnu Meya's village.
10th	"	Khampti Meleh's village.
11th	"	Ambea Meloh's village.
12th	"	Atasu Tayu's village.
13th	"	Eteleh Mikoh's village.
14th	"	Diju Tayu's village, Mitayu Ehugi, whence it is ten days' journey to the plain country beyond the hills on the north. The hills crossed are deeply snow-clad in some ranges during the cold season. "Alupu" is given as the name of the first place of importance reached in the plains beyond the hills.

W. C. S. CLARKE,

Deputy Commissioner.

Statement showing Commodities brought down by the Mishmis and other tribes and their value at Sudyā.

Name of articles.	By whom brought.	Quantity.	Rate.	Price.
India rubber ... ..	Chullikattas ... .. Digarus ... ..	220 maunds.		Rs.
		80 "		
		300 " ...	Rs. 30 a maund...	9,000
Beeswax ... ..	Chullikattas ... .. Digaru and Mijus ... .. Khamtis and Singphos ... ..	150 "		
		50 "		
		50 "		
		250 " ...	" 50 "	12,500
Musk-balls ... ..	Chullikattas ... .. Digarus and Mijus ... ..	100 number.		
		20 "		
		120 " ...	" 5 a ball ...	600
Coats and mats of Mishmi manufacture ... ..	Chullikattas ... .. Digarus ... ..	Rs. 500		
		100		
				600
Khampti daos ... ..	Digarus and Mijus ... .. Singphos and Khamptis ... ..	400 number.		
		200 "		
		600 " ...	Rs. 3 each ...	1,800
Ivory ... ..	Singphos and Khamptis ... ..	5 maunds.	" 240 per maund,	1,200
		Total ...		25,700

*Statement showing Commodities taken away by the Mishmis and other tribes in barter for their produce and their value at Sudia.*

Name of articles.	By whom purchased or taken away in barter.	Number or quantity.	Rate.	Price.
Eri-cloths of Assam ...	Chullikattas ... ..	500		Rs.
	Digarus ... ..	150		
		650... ..	Rs. 10 each ...	6,500
Broad-cloth ... ..	Chullikattas ... ..	100 pieces in lengths of 2 yards.	" 6 "	600
Salt ... ..	Chullikatta and other Mishmis	400 maunds .	" 7 per maund	2,800
"Kerahis" ... ..	Chullikattas ... ..	1,000 number .	Re. 1 each in average.	1,000
"Tosolas," or brass balls	Chullikattas ... ..	10 maunds		
	Digaros ... ..	2 "		
		12 " ...	Rs. 50 per maund	600
"Lotas" ... ..	Chullikattas ... ..	3 "	" 50 " "	150
"Thalis," or plates of a description of bell-metal.	Digarus ... ..	1 maund .	" 80 " "	80
Silver earrings of Assam manufacture.	Chullikattas ... ..	100 pairs ...	" 3 per pair...	300
Beads of all kinds, including agate, cornelian, &c. ... ..	Chullikattas ... ..	.....	.....	2,500
	Digarus (chiefly cornelian) ...	.....	.....	1,000
Brass wire ... ..	Digaros ... ..	.....	.....	200
	Besides the foregoing, there was estimated to be taken by the Khamptis and Singphos—			
	Cloths of all kinds ... ..	.....	.....	1,400
	Opium ... ..	.....	.....	500
		Total ... ..	.....	17,630

W. C. S. CLARKE,

*Deputy Commissioner.*

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