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MAIN LINES OF COMMUNICATION

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BETWEEN

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THE INDUS AND THE HINDÚ KUSH-HELMAND.

PART I.—NORTHERN ROUTES.

PREPARED IN THE INTELLIGENCE BRANCH OF THE QUARTER MASTER  
GENERAL'S DEPARTMENT IN INDIA.



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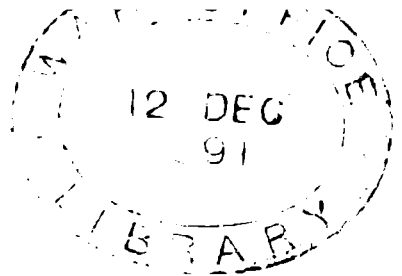
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# MAIN LINES OF COMMUNICATION

BETWEEN



# THE INDUS AND THE HINDÚ KUSH-HIMALAYAS

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## PART I.—NORTHERN ROUTES.

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PREPARED IN THE INTELLIGENCE BRANCH OF THE QUARTER MASTER  
GENERAL'S DEPARTMENT IN INDIA.





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## INTRODUCTION.

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**T**HIS pamphlet is not a general Route-book, but is intended to give as full an account as possible of all the main routes—those which might be used by troops—leading from our frontier to the great outer line of defence represented by the Hindú Kush and the Helmand. In examining the strategical conditions of the theatre of war enclosed by this line and the Indus, no other routes but those described need be taken into immediate consideration.

The following general summary of the relative importance of these routes and their bearing on strategical conditions may be of some use to those who have not already studied the subject.

*Route No. 1, Murree to Gilgit via the Kamri Pass.*—This road is practicable for mule or pony carriage only beyond Bándipúra. It is closed by snow from November to June, at all events for troops or convoys. Its only value is with reference to Gilgit. The bearing of Gilgit on the defence of the Passes is fully discussed in the Secret Report on the strategical aspect of the Eastern Hindú Kush. The best defensive position on the line Bándipúra-Gilgit is the Hatú Pír, just above the junction of the Astor and Indus rivers.

*Route No. 1A, Gilgit to the Kilik Pass.*—This is only of importance with reference to the possible advance of an enemy by the Kilik Pass. It is not a route that would ever be used by our troops. It is unfit in its present condition for laden animals. For further information *vide* the Secret Report.

*Route No. 1B, Gilgit to the Baróghil.*—This also is only of importance with reference to the movements of an enemy. It is only fit for foot passengers and unladen horses. The Darkot Pass is closed by snow from November to June or July. For further details *vide* the Secret Report.

*Route No. 2, Peshawar to the Doráh Pass viá Dír and Chitrál.*—This is the great caravan route between Peshawar and Badakhshán. It is practicable for mule traffic, but very difficult nevertheless. The route between our frontier and Dír, practically speaking, is closed for any but a strong column owing to the fanatical and turbulent spirit of the inhabitants. It is not therefore likely to be of any value to us. From December to April it is closed by snow at the Lowarai Kotal.

*Route No. 3, Jalálábád to Chitrál viá Asmár.*—As we must deny the route from Badakhshán to Chitrál to an enemy (*vide* Secret Report), this route becomes of very great importance. *It is the only one to Chitrál which is open throughout the year.* It is far shorter, and less difficult on the whole, than the Gilgit route, though at present not fit for mule traffic. It is safer for a small column than the Dír route.

*Route No. 4, Pesháwar to Kábal viá the Khaibar.*—This road is so well known that it scarcely needs detailed description. The great natural features on this line are of course the Khaibar hills at its eastern end and the Karkacha range at its western end. It is believed that the Amír is making a road from Bagráam down the Panjshír river to Jalálábád. This projected road completely turns the Kábal-Gandamak section of Route No. 4; it may therefore ultimately become of greater strategical importance than the main route to Kábal, but *at present* the Khaibar hills represent our defensive line and the Karkacha hills the preparatory position from which we should take the offensive towards Kábal and Bámián. Should Russia occupy Afghán Turkistán, this Karkacha range—*i.e.*, on the hills about Gandamak—will play an important *rôle*.

*Route No. 4A, Basawal to Jalálábád.*—Is merely an alternative one to the above between the places named.

*Route No. 5, Kábal to Bámián viá the Shibar Pass.*

*Route No. 5A, Ghorband Valley to Khinján viá the Kaoshán Pass.*

*Route No. 5B, Ghorband Valley to Surkháb viá the Chahárdar.*

These three routes may be collectively defined as the Ghorband group of passes across the Hindú Kush. The Shibar



leads towards Bámián and is by far the best. The highest altitude reached along this route is only 9,800', and it might soon be made a good wheel road. *Traffic goes on by it all through the winter*, except for a few days at a time when rendered impassable by new and soft snow. Although the Shibar route crosses the main axis of the Hindú Kush, it can scarcely be said to cross its ridge, as at this point, as well as at the Irák and Háji Gak, there is a distinct break in the range, and the point where the summit is reached is scarcely noticeable. The Kaoshán and Chahárdar, on the other hand, are passes over the main ridge, and not through breaks in the mountain chain. The Chahárdar route was that taken by the main body of the Boundary Commission when returning to India. It reaches a height of 13,900' above the sea. This pass is consequently only open from May to November. The Amír is constructing a road by this route, but nevertheless it can only be regarded *as a subsidiary line to the Shibar*. As it now is, laden camels would experience great difficulties by the Chahárdar route.

The Kaoshán route is even higher, the highest point being 14,340'. It used to be considered the best natural caravan route east of the old Bámián road, and is practicable for laden camels.

It will be observed that all the Ghorband and Panjshír routes (the Kháwak, &c.) meet at Chárikár. The vicinity of that place would therefore be the position for a force watching the passes over the Hindú Kush east of the old Bámián route.

*Route No. 6, Kábal to Bámián viá the Unai and Irák Passes :—*

*Route No. 6A, alternative route viá the Háji Gak.*—These are the old caravan routes between Kábal and Turkestán. The altitudes reached on them are low, and they may be considered open for ten months of the year, but for troops they would probably not be practicable till May. The Irák appears to be higher, though less difficult, than the Háji Gak. Both passes are, however, very easy, and have been frequently traversed by wheeled guns. Road-making would, however, no doubt be required, whenever it was desired to take guns over. The head of the Maidán Valley, which is about half-way between Kábal and the Unai Pass, would seem to be about the best position for a force watching this line of approach.

*Route No. 7, Kohát to Kábal viá the Kúram.*—This route is so well known that comment seems superfluous. It may be as

well to note, however, that its great value to us in 1879 was solely due to the fact that we had a strong force quartered so far up the line as Alí Khél. Under ordinary circumstances, the best and most direct route from British territory to Kábal must always be the Khaibar.

*Route No. 7A, Bannú to Thal.*—Is merely a feeder to the above, and serves the Bannú garrison.

*Route No. 8, Bannú to Ghazni viá the Tochi Valley.*—This, with the exception of the Khaibar line, is probably the shortest route leading from our old frontier to the Kábal-Kandahár front. Its length is about 187 miles, and certainly not more than 200 miles. It appears to be a singularly easy line, fit for laden camels, passing through Dáwar by the Tochi valley and over the Kotanai Kotal, which is not much more than 8,000' above sea-level. The ascent and descent of that watershed appears to be singularly easy, and possibly in the future this may prove to be the best alignment for a railway into Central Afghánistán. Water, forage, and fire-wood are, it seems, plentiful along this route. It therefore offers many advantages, but unfortunately it has never been traversed by any European, and for immediate operations this line, though possibly the best, cannot be recommended, as it would not be safe to rely on our present information. Its value, however, as an alternative line should not be lost sight of. By it the troops from the Deraját garrisons could be rapidly placed at Ghazni, where they would form a support to the right and left wings of our army at Kábal and Kandahár.

*Route No. 9, Dera Ismail Khán to Ghazni viá the Gomal.*—This is Broadfoot's route. It is the one followed by the *Povindahs* in their annual migrations, and it may therefore be presumed to be an easy camel road, perhaps the easiest of all. It is, however, nearly 300 miles in length, and a very circuitous one for any but troops stationed at Dera Ismail Khán; and even if the objective were Ghazni, it would seem more advisable for the troops from Dera Ismail Khán to march to Bannú and thence by the Tochi route, as that route would probably prove a march or two shorter than the Gomal; besides which it would certainly be advisable to move through the intervening country in force, and it would be far easier for a suitable column from the frontier stations to concentrate at Bannú than at Dera Ismail Khán. As far as distance

goes, it is much the same for the Dera Ismail Khán troops whether they march by route No. 8 or Route No. 9, but for the Kohát and Bannú troops it would add nearly 200 miles if route No. 9 were adopted in preference to route No. 8.

*Route No. 10, Dera Ismail Khán to Kandahár via Marúf.*—This route seems to offer a very direct line for a force marching on Kandahár, but we know so little about it that it would at present be either rashness or a waste of strength to use it, according as the force were weak or strong.

The general conclusion to be drawn from a study of the theatre and the routes through it is that for an advance on Kábal, *the Khaibar line is under present conditions the one to take.* By adopting it we cover the direct line to Peshawar, mask the new road which the Amír is constructing down the Panjshír valley, and give support to any column in the Chitrál direction. These are advantages which the Kuram route never could give.

If an occupation of Ghazní should be necessary, the Tochi route appears preferable to any other.

As regards routes 9 and 10, whatever advantages they possess, these are counterbalanced by the fact that they traverse regions inhabited by unruly tribes on whom we cannot rely. Of course if these tribes eventually come under our control the situation will be altered, and it may then be advisable to use these routes; but for the present, at all events, they may be disregarded.

The great point to remember in connection with these routes is that now that our railway system is completed to the Khojak, and the Russian railway to the Oxus, *the direction of their line of attack has shifted from the Herát-Kandahár line to the Bálk-Kábal line,* and that consequently the Khaibar route has regained its old importance; and it is to perfecting our arrangements in that direction that our efforts should now be chiefly directed.

E. G. BARROW, *Captain,*  
*Depy. Asst. Qr. Mr. Genl.,*  
*3rd Section, Intelligence Branch.*

H. A. SAWYER, *Major,*  
*Asst. Qr. Mr. Genl., in charge, Intelligence Branch.*



# MAIN LINES OF COMMUNICATION

BETWEEN

## THE INDUS AND THE HINDÚ KUSH-HELMAND.

### Route No. 1.

FROM MURREE TO GILGIT *via* BÁRAMÚLA, BÁNDIPÚRA, AND THE KAMRI PASS.

*Authority*—CAPTAIN BARROW.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.												
		Inter-mediate.	Total.													
1	DEWÁL . . . .	10½	...	From Murree the road descends by an excellent well-shaded pack road; at 3 miles pass the flats (the Murree cricket ground and racecourse). This makes a good camping ground. Water from springs. Seven miles further on is Dewál. The road descends throughout, but the gradients are easy. At Dewál there is a dák bungalow and post office. The village is a small one, and the camping ground very confined. Water from springs. Wood plentiful. Other supplies procurable.												
2	KOHÁLA . . . .	9	19½	The road descends the whole way to the Jhelum river, except in places where the spur along which it is carried flattens out for a short space. The gradients are easy, and the road may be characterized as a well-constructed pack road. The new cart road now (1885) in course of construction lies at a lower level. At 7 miles cross a ravine from the left by a temporary suspension bridge. At Kohála there is a dák bungalow and post office, as well as a small river-side village. Supplies scarce; excellent firewood. Water plentiful. Camping ground confined. The last 2 miles into Kohála are along the right bank of the Jhelum river by the new cart road. There is a new dák bungalow on the Kashmír bank of the Jhelum at Basála, 1½ miles further on, which is a better stage for ordinary travellers.												
3	DULAI . . . .	12	31½	Cross the Jhelum, which is here a rushing river about 80 yards wide, by a fine suspension bridge fit for cart traffic. From here there is a cross-country coolie-path by— <table style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: right;">Miles.</td> </tr> <tr> <td>Dána . . . . .</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Mairi . . . . .</td> <td style="text-align: right;">7</td> </tr> <tr> <td>Chikar . . . . .</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Hatti . . . . .</td> <td style="text-align: right;">10</td> </tr> <tr> <td>TOTAL . . . . .</td> <td style="text-align: right;">29</td> </tr> </table>		Miles.	Dána . . . . .	6	Mairi . . . . .	7	Chikar . . . . .	6	Hatti . . . . .	10	TOTAL . . . . .	29
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Dána . . . . .	6															
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TOTAL . . . . .	29															

1½ miles from the bridge pass Basála, a small hamlet with a good dák bungalow. Troops marching by this road might encamp, part at Kohála and part at Basála.

The road is level along the left bank of the Jhelum up to the 8th mile, when it descends by a zigzag to the bed of the Agar (or Azi), which is crossed by a fine new wooden bridge. Just before reaching the zigzag, pass the old deserted bungalow at Chatrkalas, where there is a large and good encamping ground.

## Route No. 1—continued.

At Dulai there is an excellent furnished bungalow, but space for encamping is limited. The road throughout is a fine broad carriage road, but is not yet quite fit for cart traffic, as it has still to be metalled. It will be ready in 1887.

4	DOMÉL . . . . .	9	40½	Good level road the whole way, along the left bank of the Jhelum and about 50' above it. About half-way pass the deserted stage of Rara, opposite which the Kaghan river joins the Jhelum. Towards the end of the march the valley opens out somewhat, and a fair amount of cultivation is met with.

Domél is a small village at the junction of the Jhelum and Kishanganga opposite Muzaffar-ábád. There is an excellent new dák bungalow, and supplies are fairly plentiful.

Good and ample encamping ground. The country round is fairly open, and there is much cultivation.

5	GARHI . . . . .	13½	53½	Just beyond the dák bungalow pass by the suspension bridge across the Jhelum. This bridge is practicable for pack mules. It leads to Muzaffar-ábád, distant 1½ miles. For 10 miles the road follows the line of the new cart road, but owing to its incomplete condition and many diversions, it is

extremely bad. At 7 miles pass the old stage at Tindali. The last 2 miles are level and easy. There is an old and very bad bungalow at Garhi. The camping ground is, however, very extensive and good. Forage excellent. Firewood plentiful. Water from Jhelum.

6	HATTI (3,200') . . . . .	9	62½	On the whole a tolerably easy march through a picturesque country; there are, however, one or two very steep and rocky ascents and descents; by far the worst is about half-way, where a narrow rickety bridge crosses a deep ravine. At Hatti there is the usual dirty bungalow and a charming

little camping ground, but the space is very limited. Water, wood, and forage abundant. On the plateau above Hatti there is additional space for camping, but no shade.

7	CHAKOTI . . . . . b	13	75½	Ascend to the plateau above, where there is a small encamping ground. At 2 miles there is a rough and rather stony descent to a ravine crossed by a rickety bridge.

The rest of the way is fairly easy and is in places well shaded by trees. The road is carried along the hillside high above the Jhelum, and there are many very unnecessary ups and downs. There is a bungalow, but no regular camping ground, at Chakoti. There is, however, ample space in the fields on the plateau below the village. Supplies scarce. Water plentiful from streams.

8	URI . . . . . b	14½	90	A tiring march with several ascents and descents. Four considerable streams are crossed in the first 10 miles. The road is in fair order and there is a tolerable amount of shade. At 13 miles a broad stream is crossed by a wooden bridge, after which there is a very stiff ascent to the plateau on which

Uri stands. The camping ground is on the plateau close under the fort, and is an excellent one, affording ample space. Water from springs. Uri is a large village where supplies are procurable. Near Uri the Jhelum can be crossed by a rope bridge, and here too the road by Púñch and the Háji Pír joins in. The fort at Uri is a wretched tumble-down construction of mud and rubble. It is armed with one brass 6-pr. and a few *shér bachas*.

9	RÁMPÚR . . . . . b	11	101	Cross the plateau and descend by a zigzag to the Sháh Kabúta, a considerable affluent, which is bridged. The road then rises for several hundred feet and follows the left bank of the Jhelum through the most magnificent scenery. The road is fairly easy. Pass the old ruined bungalow of

Urumba at 9 miles. At Rámpúr there is a large bungalow much shaken by the recent earthquakes (1885), and a very fine encamping ground shaded by *deodárs*. Supplies scarce. Water plentiful.

Route No. 1—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
10	BÁRAMÚLA 6	14½	115½	At 1 mile cross the Harpetkai stream by a wooden bridge. A little further on pass a grand old Buddhist temple. At 10 miles near the village of Kechama the defile opens out into a broad, oval, cultivated plain surrounded by low wooded hills. The road leads down to the bridge, which crosses

the river draining this valley, and then ascends to the Báramúla pass about 500' above the plain. The ascent is not half a mile long, and is tolerably easy, though the road is often very narrow; the descent is somewhat similar. After which a mile of level road leads to the Jhelum river.

The town of Báramúla is situated on the right bank of the Jhelum, which is crossed by a *kadzl* bridge. The *dák* bungalow and camping ground are on the left bank; the latter extensive and good. Forage and supplies of all sorts plentiful. From Báramúla take boat across Wular lake to Bándipúra. Any number of boats can be collected by giving due notice.

11	BÁNDIPÚRA	25	140½	Bándipúra is a small village at the northern end of the Wular lake. It is reached by boat from Srínagar in about 12 hours and is the usual starting-point for Gilgit or Skardu. It stands amidst much rice cultivation. Water, supplies, and firewood abundant. Elev. 5,200'.
12	TRÁGBAL	9	149½	On leaving Bándipúra the road runs along the foot of some stony hills on the right for half a mile, passing Naupur, a hamlet of 10 houses. At ¼ a mile cross the Madmati, a swift stream about 20' wide and 1½' deep, by a frail wooden bridge practicable for laden mules. The road then goes

through irrigated fields for about a mile, passing *en route* the hamlets of Khararpúr and Sarwehan (8 or 10 houses each). At 1½ miles cross the Búdkal Nadi, 3' deep, but a rapid torrent and quite unfordable. The bridge is a wooden one about 7' broad and 20 yards in length. At 2½ miles Mehtargaon, a hamlet of 12 houses. Just short of this the road begins to ascend. Pass hamlets of Dar Muhamad and Králpúra. At 4½ miles hamlet of Nangaum, where there is sufficient space for a small camp. Water, forage, and firewood plentiful. The road now becomes very steep indeed, the gradient being about 1 in 7. At 7½ miles pass a *dák chowki* on the left of the road, which now enters a fine forest. The road still ascends, but not so steeply as before. At 8½ miles the top of the ascent may be said to have been reached. Just beyond this the forest opens out into glades suitable for encamping. In the further glade (at 9 miles) there is a large pond at which animals can be watered. Forage and firewood abundant; no supplies.

13	GURAI OR GURI (8,790')	11	160½	From Trágbal there is a very steep ascent through forest for several hundred feet, then fairly level open ground for a quarter of a mile, and then a very steep rocky ascent to the level of the pass (2½ miles). Here there is a <i>dák chowki</i> . For the next 2 miles the road is fairly level, winding
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among the open rounded tops of the watershed. Pass the Trigonometrical station, which lies a few hundred yards to the left of the road and 200' above it (elevation 11,950'). The road after crossing the watershed commences to descend gently by a long, narrow, bare spur for another 2 miles. It then becomes steeper, and, finally re-entering the forest, descends by a series of abrupt and very difficult zigzags to the level of the Búrzil or Zotkasu stream at Zotkasu, which is merely an open fan of ground with a *dák chowki*. Here cross a tributary of the Búrzil by a narrow wooden bridge; the stream is, however, fordable. The road now lies along the left bank of the river for a couple of miles, descending a thousand feet in those 2 miles. The camping ground at Gurai is fairly good. Forage and firewood plentiful. Water from the river. The best ground lies across the Gusain torrent, which here joins the Búrzil from the west, a wooden bridge crossing it.

This march, though only 11 miles, is a very severe one. The ascent and descent are about as bad as they can be, and when the pass is covered with snow four difficult miles are added to the other difficulties of the march, besides which the Búrzil valley is very subject to avalanches and snow-drifts. Colonel Lockhart's mission, crossing the Trágbal on July 5th, was 8 hours *en route*. The snow, however, was abnormally heavy and late.

## Route No. 1—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
14	KANZLWÁN . . .	6	166½	Road lies along the left bank of the Zotkusu stream and is fairly easy, except here and there where some small mountain torrent has to be crossed or an avalanche obstructs the way. At 5¼ miles the road quits the river bank for a short distance in order to cross a projecting spur; a short zigzag on the other side brings it again to the level of the river. At 5¼ miles cross the Zotkusu river, where an island divides its stream in two parts, by a couple of narrow wooden bridges, each about 4' broad and 12' to 20' long. At 6 miles Kanzlwan, a camping ground in the angle between the Kishan Ganga and the Zotkusu. Ample space for a regiment. Firewood and forage abundant. This is an unnecessary stage,— <i>vide</i> foot-note.*
15	GURAI (8,160') . . .	9½	176	Cross the Kishan Ganga immediately on leaving camp by a single-span bridge about 6' wide; animals must be led over singly as it sways a good deal. The river bed is here about 70 yards broad. At 2 miles pass hamlet of Nelgnon (4 houses). At 3½ miles cross to the left bank of the Kishan Ganga by a single-span bridge 40 yards long and 10' broad. Here again animals must be led over singly. At 5½ miles the road ascends by a steep path to the top of a spur, whence it descends to the Gurais valley, which is about 5 miles long and 1 broad. The valley is well cultivated and affords splendid pasturage. It contains, besides the Gurais fort, 4 or 5 small villages of log huts. At 7½ miles Walpúr (25 houses). At 6 miles Khandial (30 houses), about ¼ mile to the right of the road, is passed. At 8¼ miles close to a <i>ziarat</i> a rapid torrent 2½' deep is crossed; though fordable, a bridge is very desirable. At 8¾ miles village Danwar (28 houses). At 9½ miles the road passes between the half-ruined fort of Gurais and the river, which is here crossed by a single-span bridge 40 or 50 yards long, the camping ground being on the right bank. This ground is bare, stony, and hot, and the meadow-land west of Walpúr is far better suited for camping. Forage and firewood plentiful. Supplies procurable. Millet, buckwheat, and peas alone are grown. The valley is bounded on the south by wooded mountains, on the north by great steep cliffs of limestone.
16	BANGLA (8,660') . . .	9	185	On leaving camp the road follows the right bank of the Kishan Ganga for a mile and a half. At Achur, a Bhot village of 8 houses, it turns up the Búrzil valley, which is a narrow defile bounded by mountains rising 4,000 or 5,000' above it. At 3¼ miles pass village of Chewal (40 houses). At 4¼ miles cross Búrzil stream by a wooden bridge 12 yards long and 5' broad. (Animals must be taken over singly). At 5½ miles across to right bank by a similar bridge. At 6½ miles pass hamlet of Dudgai, where there is a <i>dák chowki</i> and 3 or 4 houses. At 8 miles pass hamlet of Zean or Zingai (5 houses). At 9 miles reach camping ground at Bangla, or, more properly speaking, Hanrai, the true Bangla being a mile further on. The camping ground is on a grassy sloping shoulder or ledge, several hundred feet above the Búrzil river. Water from a mountain torrent. Forage and firewood plentiful. The road, though a mere path, is fairly good throughout and presents no difficulties.
17	JARJÚ (11,174') . . .	3½	188½	The road follows the river bank for a mile, being usually a hundred feet or so above it. At 1 mile a camping ground (also called Bangla) is reached. The space here is somewhat restricted and the ground a mile back is preferable. The road now turns sharp to the left (northwards) and ascends the hill. At 1½ miles pass Gurikot, a hamlet of 8 houses about ¼ a mile to the left. At 3½ miles reach Jarjú, an undulating grassy plateau with an excellent and plentiful water-supply. This would necessarily be the stage for any large force, as Mehtar Doban, 3 miles further on, is not suited for a large encampment.

\* For troops, all things considered, it would perhaps be better to adopt the following stages, *viz.* :—

1. Trágbal . . . . .	9
2. Garal . . . . .	11 20
3. Gurais, <i>viz.</i> , meadows west of Walpúr . . . . .	13 33
4. Bangla . . . . .	11½ 44½

This would reduce the number of stages by one without unduly distressing troops or animals. The stage between Gurais and Kanzlwan is needlessly short.



## Route No. 1—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
18	KÁLAPÁNI . . .	13	201½	The road still continues to ascend for about a mile. It then winds in and out, up and down, across the spurs from Gatumi or Gotamara mountain for several miles. At 3 miles pass the camping ground of Mehtar Doban situated in a sloping bay of the mountains; at 5½ miles reach the crest of the Kamri pass (13,100'). The road so far is by no means difficult when clear of snow, but under snow is very difficult indeed. From the <i>kotal</i> the descent is very easy for about ¼ of a mile. The path then enters an excessively steep ravine, down which it zigzags for about 400' (vertical). At 6½ miles strike the left bank of the Kamri Dara, which is here forded. For the next 4 miles the road follows the left bank of the river and is fairly easy. It then re-crosses to the right bank. At 13 miles cross the Kálapáni, an affluent from the last, by a wooden bridge 20 feet long and 3 feet broad. There is an excellent grassy camping ground suitable for a large force. Forage abundant. Water from river. The Kamri Dara, the roughest, is a narrow valley averaging ¼ to ½ mile in width, between bare rocky hills rising about 3,000' above it.
19	SHANKAR GHAR . . .	11	212½	Road along the right bank of the Kálapáni (or Kamri Dara) at first easy and level. At 2½ miles cross a projecting spur by a very steep and difficult zigzag. At 5 miles cross a fine torrent draining from the south-east. At 8 miles cross the Loriahálo river and pass the camping ground at that spot. The river is about 3' deep. The bridge 4' wide and 30' long. The camping ground is not a good one. At 10 miles pass the fine open plateau of Loyin Hudar on the opposite side of the valley. Here there are a few houses and a little cultivation. From this there is a route up the fine valley to the south-west which leads to Kanzlwán by what is known as the Gugai route. At 11 miles reach Shankar Ghar, a miserable hamlet in the centre of a fine open plateau on the right side of the valley. Excellent camping ground; water and forage abundant. The valley throughout this march is about ¼ a mile wide, and there are no difficulties except the zigzag mentioned above.
20	RATTÚ (8,600') . . .	12	224½	Road along right side of the valley fairly easy. At 1 mile pass Ispéh (8 houses), a plateau opposite. At 1½ miles Gomai (10 houses). At 3 miles the scattered hamlet of Dirlé (14 houses). The road now becomes rather bad. At 7 miles cross to the left bank by the usual single-span timber bridge. At 8½ miles pass village of Tsain on opposite bank. At 9 miles Guriál (5 houses). At 10½ miles enter the open ground in the angle between the main valley and the Mír Malik Dara. Here there is ample space for encamping a large force. Forage plentiful.
21	GURI KOT (9,800') . . .	12½	237	Cross the Mír Malik Dara (unfordable) by a bridge 45 feet long and 4 feet broad. Pass village of Rattú (15 houses); at 1¼ miles Maichah (25 houses). At 3 miles Chugám (22 houses). This is the usual stage instead of Rattú, but it makes the march very long, and is besides a very bad and small encamping ground. Quarter of a mile further on pass a bridge across the main river, but do not cross by it. At 5½ miles cross the Rúpal river by a bridge 45 feet long and 4 feet broad. River unfordable. Grand view of Nanga Parbat up the valley. A mile further on a steep spur is crossed by a stony and difficult zigzag. At 7½ miles pass the junction of the Bolashbar <i>nálá</i> which comes down from the south-east. At 8½ miles cross the river by a bridge 5' wide and 60' long (single span). At 10 miles re-cross to left bank by a bridge 30' long. At 11½ miles first hamlet of Gurikot, which with its fields and houses is scattered over about a mile of ground. Camp on the polo ground at the further end of Gúrikot, just beyond the old half-ruined native fort or <i>kot</i> . Supplies scarce. From here onwards the river is known as the <i>Astor River</i> .
22	ASTOR (7,800') . . .	5½	242½	A short and fairly easy march. At ¼ a mile pass Kinedás (12 houses) on the opposite bank, and at 2¼ miles Phiné (10 houses) also on opposite bank. At 3½ miles reach the Balan plateau, which extends for over a mile, the road skirting its fields and houses, of which the total number is about thirty

## Route No. 1—continued.

For the next mile or so the road is carried along the slopes skirting the Astor river. At 5½ miles reach Idgáh, where there is a large orchard and the Astor polo ground, which together form an excellent camping ground. Astor itself is a mile further on.

23	DASHKIN (7,900')	12½	255
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Starting from Idgáh at 1 mile reach a deep and narrow ravine with steep banks, on the opposite side of which is the fort and town of Astor or Husora. The fort is quite untenable against modern firearms. The garrison live in the town, just beyond which there is another deep ravine to be crossed, Astor being situated on a spur between these two ravines. The road now winds along the steep, arid, rocky slopes which hem in the Astor river. Between the 2nd and 3rd miles pass the two hamlets of Los (8 or 10 houses each) on the opposite bank. At 4½ miles cross the Astor river by a bridge 4' wide and 80' long. At 5 miles re-cross to left bank by a similar but shorter bridge. At 9¼ miles Harcho (25 houses). At 10 miles Giskomb (10 houses). Close to both these villages there are bridges about 20' long across side torrents, which, though but 2' or 3' deep would be very difficult for animals to ford. At Dashkin there are 25 houses, a *búrj*, and 4 water-mills. Camping ground in the terraced fields which surround it. This march is a very trying one for man and beast, and in some places it is incredibly bad, considering it is supposed to be a made road.

24	DOIÁN (8,500')	8	263
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Nearly 2 miles of steady ascent by a tolerable road, then turning a spur enter a pine forest in a bay of the hills. Wind through this for about 3 miles, fording several shallow streams. Pass the upper hamlet of Turbling (6 houses) standing on open ground at 5½ miles. Descend into a deep ravine with a steep and difficult ascent on the far side, at 6½ miles reach the top of a long spur whence there is a grand view of the Indus and the Snowy Range north-east of Gilgit. From this point there is a steady descent to Doián, a village consisting of 6 houses and a couple of *búrjs*. A garrison of 50 men is maintained here as a protection against Chilási raids. Camp in the terraced fields close by. Better ground might be found a little higher up the stream. Water good. Forage and firewood abundant on the hillsides a little above Doián.

25	DASHKAT (4,200')	8½	271½
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From Doián the road leads up the hillside for 2½ miles by a narrow and in places difficult path to a point just below the summit of the Hatú Pír (10,250'). It then descends the bare rocky slopes of that mountain by a very steep and stony path (gradient, generally speaking, 1 in 4) for about 5 miles, when the Astor river is reached. This is quite the worst part of the road between Kashmír and Gilgit, and is especially trying as there is no water *en route*. Laden animals take about 3 hours to descend, while the ascent is a terrible one. The Astor river runs in a deep trough with terrific force. It is crossed by a single-span bridge about 6' broad and 120' long. There is also a rope bridge. On the cliff above on either side are towers to protect the passage, which together have a garrison of 25 sepoyes under a native officer. The place is known as Rám Gáht or Shaitán Nára.

There is no room to encamp. The road now mounts the cliff (200') and then winds along it till the descent to the Dashkat *nálá* is reached. Camp may be pitched either here or in the angle between the Astor river and the Indus. In either case the camping ground is a hot, dusty, stony one. Nothing but water procurable.

26	DAROT or SAI (4,250').	9	280½
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On leaving the Dashkat *nálá*, the road ascends a hundred feet or so to the plateau above, and for the next 5½ miles is fairly good, traversing what on the frontier would be known as the Maira, a desolate stony plain at the foot of the hills. It then crosses the Bunji *nálá*, a clear, shallow, rapid stream, about 100 yards wide. Ascending the opposite bank, cultivated fields and plantations are entered. At 6 miles Bunji Fort. Water and shade abundant. A mile or so beyond, and 700' below, is the ferry across the Indus; there two boats are maintained, each capable of carrying 20 maunds, or 4 horses at a time. On the opposite bank, at the junction of the Sai stream, is the Sai Fort, which commands the ferry, but is a place of no strength; 1½ miles up the left bank of the Sai *nálá* is Darot, a hamlet with an abundant supply of good running water round which there is ample space to encamp. If preferred, camp might be formed at Búnji.

## Route No. 1—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
27	PARI (4,330') . . . . .	10	290½	Through abandoned fields for about a mile, crossing two fine water-courses, then across the Sai <i>nálá</i> by a bridge 3' broad and 36' long, water 3' deep. The road now turns up the left bank of the Damot <i>nálá</i> . At 1½ miles Damot (14 houses), with orchards and cultivation about it. The road now bends north-west returning to the Sai <i>nálá</i> , the right bank of which it follows till Chakarkot (20 houses) is reached at 5 miles (elev. 5,050'); there cross to the left by a bridge 30' long and 3½' wide. The river is only 2 or 3' deep, but is rapid and generally difficult to ford. At Chakarkot there is a nice encamping ground. After crossing the river the road turns south-east, and then ascends the watershed between the Gilgit and Sai valleys. Ascent easy for several hundred feet, then a mile of fairly level ground, then another straight ascent to the crest of the watershed (5,700'). From this point there is a sharp and very rocky and difficult descent of 1,000' to the stony plain below. Two miles from the foot, Pari is reached, a rocky, arid spot close to the river, from which very muddy drinking water is obtained. There is a <i>dák chowki</i> at Pari, no other houses. Road generally good except the descent mentioned.
28	MINÁWAR (5,050') . . . . .	14	304½	Road good over <i>maira</i> for 4½ miles. The hills then infringe on the river and the road becomes very bad, being carried along the steep slopes of the hills 100' or so above the river. Frequent ascents and descents. At 7 miles pass Chamogáh (10 houses) on opposite bank. At 10½ miles there is a bad descent to the river bed, which is followed for ½ mile. Then commences a rocky ascent, which ultimately becomes frightfully steep, narrow, and tortuous, only just practicable for laden animals. At 12 miles reach the summit. The Gilgit valley now lies spread before one and the road descends gradually into it, crossing several ravines. At 13½ miles cross the Mináwar <i>nálá</i> , a stream of excellent water flowing in a deep ravine, and at 14 miles camp in a plantation. Good water from irrigation channels. Ample space around for a large camp. The village of Mináwar lies nearly a mile to the south-east (25 houses).
29	GILGIT (4,890') . . . . .	8	312½	Road across the plain, 8' wide and good throughout. At 2½ miles pass village of Sakwar. The next 3 or 4 miles are over a bare stony waste. At 6 miles enter cultivation, passing the village of Jutil, which lies half hidden by fruit trees. At 8 miles pass the fort of Gilgit, which is garrisoned by about 1,000 of the Maharája's troops. There is a good camping ground in a grove a few hundred yards further on. Abundant water and shade. Supplies procurable.

## Note on Road.

## SRINAGAR TO GILGIT.

The road over the Kamri pass would not be difficult in ordinary seasons, but when covered with snow it is more or less impassable for troops. The road between the Kamri pass and Astor has been constructed without the slightest attention to gradient. It is often nothing better than what in India would be called a *pagdandi*. Water throughout is plentiful. Forage and firewood are obtainable in large quantities, but other supplies are scarce, as the villages in the valley are few, small, and poor.

Beyond Astor to Gilgit the road may be characterised generally as a footpath indifferently made, but fit for pack-mules and ponies if led separately and not chained together. There is, however, one portion of the road—that down the Hatú Pír—which presents difficulties of the worst description. So bad indeed is it, that I cannot conceive any portion of it being forced by an enemy from the north if resolutely defended by a small force.

The Astor river is, if the bridge at Rámghát be destroyed, in itself a very formidable obstacle. It is a raging torrent about 40 yards broad and 6 or 7 feet deep, which can only be crossed by a bridge, while there are no large trees or other material suitable for bridging to be obtained in the neighbourhood. A boat or raft could not live in such a torrent.

The Indus also presents a very formidable obstacle to an enemy. There are only two small boats obtainable along this portion of the river, and rafts could only be constructed with great difficulty and delay. The strength of the current would also render them very unmanageable. The carrying capacity of the boats employed is 20 maunds or 4 horses.

*Route No. 1—concluded.*

If it were not for the political aspects of the question, and the loss of prestige involved, one could hardly, in my opinion, find a better place to dispute the advance of an enemy than the country between the Indus ferry at Bunji and the top of the Hattú Pír. This tract presents three distinct lines of defence of enormous natural strength, viz. :—

The line of the Indus.

The line of the Astor river.

The Hattú Pír (10,250').

Beyond the Indus the road is fairly good except between Pari and Mináwar, where there is an extremely bad bit (*vide* report) which would require the service of sappers if it were intended to pass a large body of troops and animals over it.

J. F. MANIFOLD, *Captain, R.A.*,

*Attaché, I. B.*

*omit*

*omit*

Route (No. 1A)

FROM GILGIT TO (KILIK PASS *via*) HUNZA.

*Authority—CAPTAIN BARROW.*

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate	Total.	
1	PILCHÉ (5,000')	6½	...	Cross the Gilgit river opposite the fort by a rope bridge. Horses can ford the river in winter. Along the left bank of the river for 2½ miles. Then up the right bank of the Hunza river. On the opposite bank at the junction is Dainyúr, a fort village with 50 houses. Here there is a rope bridge across the Hunza river. The road to Pilché is good throughout. Pilché is a sandy waste near the river. Water and firewood only obtainable.
2	NOMAL (5,200')	8	14½	In winter road fairly good throughout, as it lies in the bed of the river, but in summer a path winding along the cliffs, which is not so good, has to be taken. At 6 miles pass Jutal (12 houses) on opposite bank. Nomal is a scattered village of about 90 houses, with a wretched mud fort garrisoned by a detachment of Kashmír troops. From Nomal a foot-path leads to Bargú. Supplies procurable.
3	SAFÍD PÁNI (5,500')	8	22½	At ¼ mile from camp cross the river by a rope bridge: horses ford. From 1½ to 2½ miles pass through the deserted fields of Matun Dass (?), of which the fort is still standing. Cross a deep ravine. The rest of the road is easy. Safíd Páni is a barren open space opposite Gwech, which commands it. There is, however, a splendid supply of the best spring water and plenty of firewood. The road so far is quite practicable for laden animals, except at the fords. The summer road from Nomal is along the right bank to Gwech, and is very difficult.
4	CHALT (6,120')	6	28½	At ¼ mile cross to right bank by a rope bridge: horses ford. At 1½ miles a bad, but short, <i>pari</i> , very difficult for horses; men on foot can go along the base of the cliffs. At 2½ miles there is another short <i>pari</i> , which is extremely difficult and quite impracticable for horses, which must be swum round. In summer this bit of the road is quite impassable, and men <i>on foot</i> have to take a path going high up the hillside: horses cannot go at all. The rest of the road is easy, except that in one place an avalanche of snow, which falls every year, has to be crossed. Chalt is a double fort, standing on the two banks of the Chaptot ravine, and is garrisoned by a detachment of Kashmír troops, though otherwise Nagar territory. Supplies and firewood procurable. Water plentiful. The place contains about 50 houses.

## Route No. 1A—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
5	MAYÚN (6,650')	7½	36	Cross the Chaprot ravine on leaving camp, and at 1½ miles ford the Budlas stream down its left bank for ½ a mile, then ford the Hunza river. At 3 miles cross again to right bank by fording. Just beyond this there is a bad <i>pari</i> ; horses must be led over carefully. Road now in river bed for 1 mile, then over gently sloping but rock-strewn ground. Then another <i>pari</i> , and then the fields of Mayún. Cross a deep ravine and camp close to the fort (60 houses), which stands on a promontory 300' above the river. Opposite, on the Nagar side, is the fort of Nilt. Supplies procurable. In summer, the first mile after the Budlas ravine is almost impracticable, as the river is unfordable and the only path is most dangerous, even for experienced mountaineers.
6	HINI (7,000')	6½	42½	The first 4 or 5 miles are a succession of difficult <i>paris</i> , the road often not a foot wide and quite impracticable for laden animals, though horses may be brought by it with care. The next 2 miles are over a stony undulating plateau and then the fields of Hini, a large village (130 houses) with two forts. Water plentiful but muddy. Supplies obtainable. At ½ mile pass Tol, at 2½ Gulmat, at 6 Pisan. All villages on the Nagar side.
7	<del>ALIABÁD (7,150')</del> HUNZA	<del>11½</del>	<del>54</del> 54	After the first ½ mile, which lies through fields, the road runs along the face of a cliff for about 4 miles, being several hundred feet above the river, with many ups and downs, in places very narrow and difficult for ponies; the next mile is over a stony slope, but otherwise easy. At 5 miles Motzábád, a poor-looking place with a couple of forts, no trees to speak of. At 5½ miles the Hunza valley comes in view. Cross the deep broad Hunza ravine (in summer unfordable) by a bridge or by fording, and at 6½ miles reach the plateau of Hasanábád, the first of the Hunza villages. There is only one path to it, up the cliffs which bound Hunza, and this is guarded by a fortified post. Through fields the rest of the way. <u>Aliábád is a large fort with about 100 houses. Excellent encamping ground, the best in the valley.</u> The Hunza fort is about 3½ miles further on, the road lying the whole way through terraced fields: supplies procurable. <span style="float: right;">(At 7½ miles is 7150ft above the sea)</span>
8	ATÁBÁD (7,650')	9	59½	Starting from the fort, through fields and houses for ½ a mile, then down a steep hillside for several hundred feet, then through fields to Altit (1½ miles), a fort village with about 50 houses. At 2½ miles road descends into a deep ravine by a steep path difficult for laden animals, then along bed of river for nearly a mile, and then up the hillside again to Muhamadábád (4½ miles), village with 30 houses. At 5 miles, very stiff descent to river bed, which follow for 1½ miles. From here a very steep ascent to the crest of a broad spur (7 miles), then for 1 mile comparatively easy going, then a steep descent to the broad sandy bed of the Hunza river, over this for about a mile. Camp in river bed, at foot of hill on which is the fort of Atábád (30 houses). Forage and firewood procurable; good water from spring.
9	GÚLMIT (8,200')	9½	69	Road in river bed over sand for 2 miles, then a short but difficult <i>pari</i> for half a mile, then easy again. At 3½ miles road bifurcates; the path to left is for men on foot only—that to right for horses. The latter crosses the river by a difficult ford and continues on left bank 5½ miles, when it re-crosses the river about a mile below camp. Road good throughout, but impracticable in summer on account of the depth of the river. The foot-path along the right bank is very difficult, being a succession of rocky staircases and <i>paris</i> ; it is absolutely impassable for horses. The last 1½ miles are easy. Gúlmít is a scattered place with a couple of forts (one in excellent order) and about 150 houses. Supplies obtainable.

Note.—The road between Muhamadábád and Gúlmít is quite impracticable after the 1st May for any but foot-men.

## Route No. 1A—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
10	PÁSÚ (8,200')	8	77	This stage is practicable for laden animals. Down hill and across a stream. At 1 mile a path branches off to the left to Ghulkin, distant 1 mile. At 2 miles cross a stream issuing from the base of a great glacier a few hundred yards west of the road. At 4 miles Susaini (10 houses). Short
<p>ascent from village. Road now runs along an undulating plateau several hundred feet above the river. At 6½ miles steep descent to rocky bed of the stream which issues from the Pású glacier. Cross this and camp in plain beyond the village. Pású contains about 40 houses. Supplies, &amp;c., scarce, but procurable.</p>				
11	KHAIBAR (8,700')	10½	87½	At 3 miles a great glacier, at least 1½ miles broad, has to be crossed. Impracticable for horses, which must ford the main river just above Pású, as well as the Shimshál river 2 miles above it. The horse road then goes along the river bed for 3 or 4 miles, fording the stream several times.
<p>This is impracticable after the 1st May. The foot-path, after crossing the glacier, goes along the foot of the hills for 5½ miles. It then turns up a narrow ravine for a few hundred yards and then ascends to the Khaibar plateau. At 5 miles the horse road joins in. The road generally may be characterised as stony; gradients easy. Khaibar is a miserable hamlet; supplies scarce.</p>				
12	GIRCHA (8,900')	8½	96	The foot-path along the right bank is quite impracticable for horses, which have to ford the river at 2 miles, and go along the left bank, where the road is easy: the horse and foot paths rejoin at Múrkhún. As regards the latter, at ½ a mile cross a side stream by a good bridge over a level
<p>plateau for 1 mile, and then along the river bank. At 2 miles horses have to ford to left bank. At 3½ miles pass a rope bridge, and at 6 miles ford the river to Múrkhún (15 houses). The horse road here joins in. The next 2 miles are easy and level. Here a cliff abuts on the river, and horses have to ford twice, as the path along the cliff is only practicable for men on foot. At Gircha there is a fort, as well as about 40 houses. Supplies procurable.</p>				
13	MISGÁH (10,200')	12	108	Up left bank of river. At 2 miles Sat (20 houses), at 3 miles junction of Chapúrún and Khúnjúráb <i>nálás</i> . Up the former is the road to the Irshál pass. The road to the Kilik goes up the latter for 4 miles, crossing and re-crossing from side to side. Horses keep almost entirely to the river bed, having to
<p>ford at least a dozen times. Foot-men avoid half of these by taking a difficult path along the cliffs. This bit of the road is a defile between high cliffs, usually quite impracticable for horses after the 1st May, and difficult even for men on foot, on account of the swollen state of the river. At 7 miles the road leaves the Khúnjúráb, and turns north-west up a deep narrow valley for 3 miles. Horses have to cross the stream and go along the left side of the valley, 400' above it, re-crossing the stream, and rejoining the foot-path at the 10th mile. Here there is a short, steep ascent of 300' to the plateau opposite Misgah—over which for ½ a mile—then a deep drop into the same <i>nálá</i>, and a final ascent to Misgah.</p>				
<p>Camp on the side stream at the far end of the village, which consists of a fort and about 50 houses. Firewood and forage plentiful; supplies scarce.</p>				
14	MÚRKÚSH (12,000')	12	120	First 4 miles north-west to the junction of two streams, then turn north, up the left bank of the stream, from that direction. At 5 miles ford stream. at 8 miles a grazing ground with sheep-pens, &c. At 10 miles a thick birch and willow wood, and at 12 Múrkúsh, a grazing ground close
<p>to a wood similar to the last. Firewood plentiful. The road on the whole is fairly good with no steep gradients, but it is very stony in places.</p>				

*Note.*—From the foot of the Kilik pass to Sarhad-i-Wakhán it is 7 marches or 87 miles *oid* Wá Khujrái,

## Route No. 1A—concluded.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
15	BUN-I-KOTAL-I-KILIK (14,600').	8	128	At $\frac{1}{2}$ mile cross stream from Kilik by a rickety bridge; horses must ford. Then comes a short stiff ascent of $\frac{1}{2}$ a mile, after which the gradient is easy and gradual, but the road is very stony in places. The camping ground is bad; no firewood and very little forage.

The road generally from Hunza to the Kilik is fairly easy in winter, and even laden animals may be taken by it, but, as a rule, after the 1st May, or even earlier, it is quite impracticable for horses or other animals.

J. F. MANIFOLD, *Captain, R.A.*,

*Attaché, I. B.*

## Route No. 1B.

FROM GILGIT TO BARÓGHIL *via* YÁSÍN AND DARKÓT PASS.

*Authority*—CAPTAIN BARROW.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
1	HANZIL (5,150')	7 $\frac{1}{2}$	...	On leaving Gilgit, pass by a good lane for a couple of miles through orchards and cultivation. At 2 miles pass Naupur, a small village on a spur above the road. At 2 $\frac{1}{2}$ miles cross the Kergah <i>nálá</i> by a frail wooden bridge. Pass Basin Bála and Pásín, two small villages on either side of the Kergah
<i>nálá</i> . The rest of the way the road lies close to the river, the hills closing in and forming a defile. Though stony, the road is on the whole fairly good. At Hanzil the camping ground is hot and treeless, but the water from streams is excellent. The village is a small one of 8 or 10 houses.				
2	SHARÓT (6,080')	9 $\frac{1}{2}$	17	Immediately on leaving camp there is a steep narrow ascent which is very trying to laden animals. In fact for the first 5 miles it is bad throughout, being a succession of steep and rocky ascents and descents. At 5 $\frac{1}{2}$ miles the road enters the bed of the river, of which several channels have to be
forded, the water nearly 3' deep, with a swift current.				
On quitting this, the most difficult portion of the road commences, namely, the <i>pari</i> or cliff opposite Borgú. The road now becomes as bad as it can be. At 7 miles it bifurcates; the lower path is fit only for foot-men, and even for them is bad, as several cornices have to be passed and ledges of rock clambered over as best one can. The upper road involves a terrible climb, but is passable by baggage animals. The last mile into Sharot is easy through cultivation. Shade and water ample and good—the latter from the Sharot <i>nálá</i> . Sharot is a prosperous village of 40 houses.				
3	DALNATÍ (5,800')	6 $\frac{1}{2}$	23 $\frac{1}{2}$	Cross the Sharot <i>nálá</i> and at $\frac{1}{2}$ a mile pass the village fort of Shikaiot, and at $\frac{3}{4}$ mile ford the Shikaiot <i>nálá</i> . Then over a sloping plain for a mile or so. At 2 $\frac{1}{2}$ miles the village of Gulpúr. The road again crosses a level steep of cultivated ground, and at 4 miles commences to wind along the cliffs

opposite Cher Kala, the chief place in Purival. Except in one or two places this *pari* is an easy one. At 5 $\frac{1}{2}$  miles pass the large fort and village of Cher Kala, which is reached by a rope bridge. Here there is a Kashmír garrison of 100 sepoy. The last half mile to camp is easy. Dalnatí is a large open plain on the banks of the Dalnatí stream. Water excellent. Forage and firewood plentiful.

## Route No. 1B—continued.

No. of Stages.	Names of Stages,	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
4	SINGAL (6,200')	8½	32	Pass the 2 or 3 houses which form the hamlet of Dalnatí, and at ¼ mile cross the rapid Dalnatí stream by a bridge 30' long by 4' broad. Opposite the mouth of this stream is the small village of Hamchil. The road now crosses a stony plain for a mile or so; it then ascends a spur and winds along the hillsides. At 4 miles pass Tapoke, on the opposite bank, a hamlet of a dozen houses; at 5 miles the road again descends to low ground and passes through the fields surrounding Gich (10 houses). On leaving Gich there are two paths, the one by the river a very difficult foot-path, the other practicable for laden animals, but very rocky and involving an ascent of a thousand feet. At 6½ miles descend into the valley. The remainder of the march is quite easy. Singal is a village with fort surrounded by gardeus. Water and shade excellent. Forage procurable.
5	GAKÚCH (7,200')	8	40	Cross the Singal torrent by a bridge 3' wide. Road quite easy over level ground as far as Gulmatí, a hamlet of 20 houses 3 miles from Singal, opposite which is Bubar (25 houses). After passing through Gulmatí the road continues fairly easy for a couple of miles, the ground on the opposite bank being cultivated almost continuously. At 5 miles pass Gújar (20 houses); shortly after this the road ascends 700' to the plateau on which Gakúch is situated. The last 2 miles are level and easy, partly through cultivation. Gakúch is a large village with fort containing about 800 inhabitants. Water plentiful; supplies procurable. The surrounding hills are quite bare, but the immediate neighbourhood of Gakúch is cultivated.

*Note on road from Gilgit to Roshan.*

The valley through which the road passes is a narrow defile bounded by arid and rocky mountains. In places fans of alluvial soil are formed at the mouths of streams; these are occupied by villages and are as a rule well cultivated and covered with a profusion of fruit trees, chiefly apricot, apple, and walnut. The rest of the country is entirely devoid of vegetation: supplies, forage, and even firewood, are consequently only obtainable in moderate quantities.

The road throughout is a stony narrow path, in places very bad, particularly where spurs project towards the river, forming cliffs locally known as *paris*. At such places two paths usually exist: a lower one cut along the face of the cliff which is fit only for men on foot and is in many places dangerous even for them, very specially where projecting knobs of rock have to be passed; and an upper one which avoids the cliff by climbing up a thousand feet or so and crowning the shoulder of the spur. This upper path is supposed to be practicable for laden mules. It is, however, most difficult and really fit only for coolie traffic. With laden mules or ponies accidents must occur.

We did the distance (40 miles) from Gilgit to Gakúch in 5 marches, and though these stages appear short, I do not see how they could be altered, as the road is very difficult. Three miles from Gilgit the valley narrows and becomes more or less of a defile the rest of the way. Imagine the Khaibar pass between Lala Beg and Alí Masjíd, with a foaming river 80 yards wide rushing down it, and you have some idea of the Puniál. There are half a dozen places where a few hundred men might stop an army.

6	HUPAR . . . .	9	49	On leaving Gakúch the road goes over stony, undulating slopes; but at 1½ miles it crosses a deep ravine, and at 2 miles passes the hamlet of Aish. At 2¾ miles another deep ravine is crossed. Up to the sixth mile the road lies along a broad shelf or plateau, about 1,200' above the river, which is here broad and lake-like, and dotted with islands. At 6 miles there is a very steep and difficult descent of 1,200' to the river bank. Road now level. At 7½ miles cross a narrow torrent by a bridge. At 7¾ miles the road bifurcates; the lower path is only fit for men on foot, and is in places very dangerous; clefts in the face of the rock have to be clambered up by means of notched posts. The path winds along the cliff at varying heights from the level of the river to 500' above. The other path is just practicable for laden ponies, but is very steep and rocky. It rises a good thousand feet above the river, and thus avoids the cliffs. This place is known as the Hupar <i>pari</i> . Reach camp at 9 miles. The camping ground is a level dusty strip along the river bank. The heat in summer is intense here, owing to the bare rocky mountains which hem it in. There is, however, a splendid stream of ice-cold water from the south-west.
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## Route No. 1B—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
7	ROSHAN . . . .	12	61	The road is fairly level throughout, running close alongside the river the whole way, and nowhere are there very high or steep ascents and descents, but the path is terribly rough and rocky, being over the <i>débris</i> of landslips for at least half the way. At 5 miles there is one short but rather bad rock-staircase. At 7½ miles pass village of Sama, on opposite bank: at 10 miles the hills on the right recede, and the road crosses a sloping stony plain. At 11 miles cross a rapid stream in a deep ravine. The road then passes along a cliff, about 60' above the river, which it crosses by a rope bridge. At 12 miles Roshan. The village is surrounded by cultivation and fruit trees. The fort is a picturesque pile of stones and boulders, built on a rock overhanging the river. A splendid supply of pure water from a stream just beyond the village.
8	JANDROT OR JINJAROT	9	70	Road fairly good throughout. The hills recede somewhat, and the road goes for the most part over gently-sloping undulations. On leaving camp cross stream by a rickety bridge; this stream may, however, be forded, as it is only about 3' deep. At 5 miles Gupis, a village of 10 or 12 houses, surrounded by cultivation and fruit trees. The rest of the way the road, though easy, is very stony. At 7 miles pass the junction of the Yásín and Ghizar rivers, where there is a considerable widening of the river and many small islands. At 8½ miles the road ascends a spur, on which is the small village of Jandrot (8 houses).
9	GENDAI . . . .	10	80	Descend by a fair path for 1½ miles to the Ghizar river, which cross by a rope bridge. Horses are swum across. On the opposite bank is Khalta, a village of about 40 houses, amidst cultivation and fruit trees. From Khalta there is a steep and rocky ascent of about 1,100', very difficult, but practicable for ponies. The path then becomes fairly level for a mile or so, and then there is a stiff descent of a thousand feet to the Yásín river, which is crossed, at 5½ miles, by a rickety bridge 22 yards long. The last 4¼ miles into Gendai is fairly easy and level, but stony; two or three small streams of good water crossed <i>en route</i> . Gendai is a village of 11 houses with a good deal of cultivation and fruit about it. Camp in the fields.
10	YÁSÍN . . . .	6	86	For 2½ miles over the rocky <i>débris</i> of successive landslips, passing at 1¼ miles the hamlet of Nú on the opposite (right) bank of the river. At 2½ miles cross the Yásín river by a bridge about 20 yards long and 4' wide. The road now enters cultivation, and for the rest of the way is a path winding through the fields. At 3½ miles pass through Dumán, a village containing about 50 houses, and at 6 miles reach Yásín fort. The valley from the bridge to Yásín is about 1¼ miles in width, and is level and fertile. All the cultivation is on the right bank. Fruit trees are abundant, particularly apricot, apple, and walnut. Yásín fort is a square of about 100 yards side, in a very dilapidated condition.
11	HANDÚR . . . .	13	99	At ¼ mile ford Nasbur river (there is a bridge about ¼ mile up the river), ascend cliff on opposite bank, and over a barren desert plain (the Dashti-Táns), about a mile wide, for 2 or 3 miles. At 2½ miles pass ruins of an ancient fort. Traces of irrigation exist, and the plain was evidently once cultivated. On the opposite side of the valley is the village of Guhjalti. Descend to river, and at 3¼ miles cross by bridge 20 yards long. At 4¼ miles village of Sandi. Opposite Sandi the river bed widens to a thousand yards. For 1 mile, by narrow lanes, through village of Saudi and surrounding fields. At 5½ miles cross a stream (fordable), up which there is a road practicable for horses to Chatorkand in the Ashkúmn valley. On the opposite bank of this stream is Manduri. Along river bank for a mile, then across a landslip, opposite the mouth of the Tui Mulla (distance 7½ miles). Over sloping barren ground for 1½ miles. At 9¼ miles cross to right bank of Yásín river by a bridge 4' wide by 50' long. Barkúlti fort forms a <i>tête-du-pont</i> cross to the bridge, the road actually pass-

## Route No. 1B—concluded.

ing through an outwork. The fort is a rectangular building, 40 yards by 25, 6 towers, the whole in very good order. Half a mile further on is Barkúlti village, the residence of Alí Mardán Šbáh, the ex Mír of Wakhán. A mile beyond the river passes through a gorge 20' wide; here there is a bridge. The rest of the way to Handúr is more or less throughout cultivation. Handúr is a fertile place with abundance of fruit. The Bargúlti fort is also known as Kala Mír Wali.

12	DARKÓT . . .	10½	109½	By a lane through fields. At 600 yards pass hamlet of Babrikot (3 houses), on opposite bank; at ¾ mile cross river by a bridge of 25 paces span; over rough <i>débris</i> of landslips. At ¾ miles Amulchat, cultivation and fruit trees. Cross stream from right. At 6¾ enter the Marang jungle, which is a low swampy tract of dense undergrowth, with willows and birch, the path winding through it for about 3 miles. At 9½ miles ford Dadang Balsi stream from east, or cross by a bridge ¼ of a mile up-stream. At 10 miles pass through the fields of Darkót. At 10½ miles camp on north-west side of village. The valley from Handúr upwards is from 300 to 400 yards wide, hemmed in by bare, rocky, precipitous mountains, thousands of feet high. At Darkót the Yásín valley may be said to commence, as it stands in an amphitheatre of mountains watered by three main streams which together form the Yásín. The village contains about 40 houses, with a good deal of cultivation and a profusion of willow trees. From Darkót, besides the Darkót pass to Baróghil, there is a route practicable for horses up Dadang Balsi and over the mountains into the Ashkúman valley.
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13	CAMP: 1½ MILES SOUTH OF KOTAL (13,600').	7	116½	Up the stony bed of the Darkót Darn, in which there is much low jungle. Between the 1st and 2nd mile cross two channels of this river, each about 20 yards broad and 2' or 3' deep, difficult to ford on account of the current. At 2½ miles ascend for about 300' to the crest of a spur which here closes the valley, the river being confined to a narrow impassable gorge between precipitous cliffs. This spur was once fortified, and is known as Darband. Descend a hundred feet or so and pass through a cultivated strip of land, with 3 or 4 houses, known as Garkushi, a <i>dándá</i> of Darkót. At 3¾ miles cross the Darkót stream, which is here only about 20' wide, and not 2' deep. The ascent to the Darkót pass may be now said to begin; about the 4th mile are several clumps of birch and larch trees, and as forage too is plentiful, this spot is often used as a stage preparatory to crossing the pass. The path up is at first a very fair one, though steep, and as the hillside here is covered with earth, no doubt a good road could be made. At 5½ miles bare rock takes the place of earth, and the road becomes very steep and bad. At 6 miles pass Garm Chashma, a hot spring ¼ mile to the left of the road. The road gets worse and worse as one ascends, and though laden animals do use it, it can scarcely be called a mule road. Camp on a ledge of rock and boulders at the edge of a glacier. As the ledge is only about 30' wide and encumbered with rocks, there is only room for a very small body of men. To bivouac is a necessity, as nowhere can space for a tent be found.
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14	DASHT-I-BARÓGHIL OR CHATIBOI (11,960').	9*	125½	Cross a glacier, then along natural embankment of rocks and boulders, then over a snow-field to the crest of the pass, which is 15,000' above the sea and 1½ miles from camp. From near the crest a road goes off to the right which leads by a circuitous path to Sarhad-i-Wakhán. This is locally known as the Sowár Shúi, and for the last few years this route has been used in preference to the Baróghil, on account of the broken bridge across the Yárkhún river. From the crest the road to Baróghil presents the appearance of a smooth snow-field, about a mile wide, with an average gradient of 4°, and hemmed in by rocky mountains from three to seven thousand feet above it. After 2 or 3 miles of this snow-field a glacier takes the place of the smooth snow, fissures appear and then deep crevasses, which at length compel one to leave the glacier and follow an extremely rough rocky path along the glacier embankment on the right or over the stony slopes at the foot of the mountains. At 8 miles the path enters the grassy slopes of the tongue of land between the Chatiboi stream and Yárkhún river. This tongue is known as the Dasht-i-Baróghil, though the real Baróghil plain commences on the north side of the Yárkhún river. Water, firewood, and forage all good and abundant. The Dasht is a great grazing ground.
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\* This 9-mile march takes at least six hours, and is very difficult for laden animals.

## Route No. 2.

FROM PESHÁWAR TO DORÁH *viá* DÍR AND CHITRÁL.*Authorities*—ROUTES IN ASIA; BARROW.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
1	NAGUMÁN RIVER .	8	8	Road made and good, passing immediately under the fort of Pesháwar, and at 3 miles crossing the Buhni, a small stream always fordable. A mile or so further on cross another small stream by a fine <i>pakka</i> bridge of three arches built by the Sikhs, and at 5½ miles, near to the village of Khazána. Ford the Sháh Alam branch of the Kábal river, with generally 2 or 3 feet of water in it. At 8½ cross the Naghumán, or principal branch of the Kábal river, by a bridge of boats.
2	TURANGZÁI . . .	12	20	Road merely a country one, crossing innumerable water-cuts, very bad for guns. Country richly cultivated and covered with villages. At 1½ miles ford the Adozai branch of the Kábal river. At 8½ miles, after passing the villages of Dubb, Sewari, Boks Jana, Hariána, Guggur, and Soakur, ford the Swát river opposite the village of Tarnao (this ford is practicable during 8 months of the year). At Turangzái forage and provisions abundant. Water from a branch of the Swát river.
3	JALÁLA . . . . .	14	34	A large village, situated on the left bank of the Chalpáni <i>nálá</i> , from whence its inhabitants are supplied with water. The road from Turangzái is a beautiful one, traversing the uncultivated plain of Hashtnagar. At 2 miles from Turangzái the road crosses a deep ravine which has been made practicable for guns, and again, immediately before arriving at Jalála, the road for about ½ mile winds down the bank of the deep mountain torrent on which Jalála is situated. From Jalála the Ránízai country is reached
4	DARGAI . . . . .	14	48	The road is good throughout, practicable for laden animals. Country for 4 miles undulating, but after passing Shergarh (the last British village) it becomes hilly, broken, and raviny. Road very fair, crossing a difficult ravine with banks from 30 to 50 feet high. Immediately before reaching Shahkót, this ravine would require a great deal of labour to make it passable for guns. Six <i>nálás</i> crossed. Country hilly, broken, and raviny. Road tolerable.
5	MALAKAND KOTAL .	9	57	From Dargai to the foot of the <i>kotal</i> is 4½ miles, the first 2½ of which are open, crossing one deep and a few small ravines. As the angle formed by the Dargai spur and the main range is neared, the road becomes commanded by the lower spurs on both sides, especially by two, one of which extends almost across the little valley. After passing these two spurs, the road runs into a little basin at the apex of the valley, and, passing a tank of water, turns short round to the left to ascend the <i>kotal</i> . So far the road somewhat resembles the approach to the Kohát pass from the Kohát side, though the greater portion of the latter is perhaps more commanded. The ascents of the two <i>kotals</i> also resemble each other, except that the Malakand is considerably longer, and the road is only wide enough for the passage of a pair of bullocks at a time. Horsemen pass over it, as do camels but traders generally make the loads very light before commencing the ascent. On the crest of the <i>kotal</i> two huge masses of rock encroach considerably on the roadway. Beyond them is an open space, which affords encamping ground for 300 or 400 bullocks, and close by is a small spring of water and a few Gújars huts. The hills right and left, though rugged and steep, are everywhere accessible to good light infantry, and there is a pathway which, leaving the road about a mile from the bottom of the <i>kotal</i> , leads right up the face of the hill to the huts at the spring. The main road is here and there commanded from spurs on both sides, but all these can be crowned without difficulty. It has been remarked that heavy guns might be placed on the low hills, so as to fire to and command the very top of it and the hill on the left, as the pass was accessible to good light infantry at many points to a distance of two miles to the left of the pass.

## Route No. 2—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
6	KHAR . . . . .	6	63	The descent from the <i>kotal</i> is neither so long nor so difficult as the ascent. The road runs right down the face of the hill two thirds of the way, and, after a zigzag or two, again takes a straight course. It is not commanded on either side, and in many places six bullocks can go abreast. The village of Khar is about 3 miles from the foot of the <i>kotal</i> . This is by far the best road into Swát, and the one chiefly used by traders from Pesháwar and the Kohát salt mines. It is also the only road fit for the passage of a body of troops with any baggage.
7	ALADAND . . . . .	6	69	A village of 300 houses of stone and mud, about 1½ miles from the left bank of the Swát river, road to it good. Residence of the chief of the Ránízai branch of the Yúsafzái clan.
8	UCH . . . . .	9	78	The road goes straight for the Swát river, which is crossed on rafts. Uch or Uchchinai consists of 4 villages, one of which belongs exclusively to Saiads, and the other three exclusively to Patháns.
9	SHAMSHIKHÁN . . . . .	15	93	Cross an easy pass into Talash, then continue down its valley to Shamshikhán on the bank of the Panjkóra.
10	MIÁN KALA . . . . .	12	105	Cross the Panjkóra to Kotkai, then through a valley to Mián Kala. The town of Mián Kala has about 1,000 houses built of stone, cemented with mud. It is the largest town of Bajáur.
11	KAOBAT . . . . .	12	117	The road goes up the Jandul valley. This village (of 120 houses) is notorious for thieves.
12	JANBATAI . . . . .	12	129	Ascend to the Janbatai pass and then descend to the village. Both ascent and descent are very stiff; but there are springs of water on the way. The north side of the pass is a dense pine forest.
13	SURBAT . . . . .	12	141	The road goes down to the Baráwal valley; half-way cross at Bándá the frontier of Dír. A village.
14	DÍR . . . . .	12	153	Cross the Dír river at junction with Panjkóra and continue up its left bank to Dír. Dír is a village of about 400 houses, and is situated on the right bank of the river. A considerable fort of mud and stone stands on a mound and protects the village. Dír is one of the principal marts of the country. Thence are roads leading to Chitrál, Swát, and Kunar. The former is infested with Káfir robbers. It can be said to be open for only about 2½ months,—viz., from the end of May to the middle of August.
15	KASHGARAI . . . . .	9	162	The road goes up the Dír valley. From this place guards are always taken.
16	GÚJAR . . . . .	12	174	A village only inhabited during the summer months. The road ascends up a glen to Gújar.
17	ASHRATH . . . . .	21	195	The road ascends the Lahúri or Lowárai pass, which is difficult, and then descends to Ashrath. The march is a very tedious one, and is dangerous from the depredations of Káfirs. Ashrath village is the resort of Káfir robbers, and is the place most dreaded by the merchants who travel by this route.
18	KALA DRÓSH (DARÚSH) (4,320').	12½	207½	The path descends to Mirkani, distant 3 miles. This hamlet consists of two or three houses. From here a road goes to Asmár working along the south bank of the river ( <i>vide</i> Route No. 3); at 4 miles the road, which so far has been difficult for laden animals, becomes easier; at 5 miles pass

Kála Nagar, a fort and village on opposite bank; also Badugal, a hamlet of Saiads on the hill just above the road to the right. At 9½ miles ford Beori Gol, a rapid stream about 20' wide. From here to Darúsh the road is principally along the sandy bed of the river.

## Route No. 2—continued.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
19	GAIRAT . . . .	9½	217	The road leads through fields, and up a spur which involves a stiff climb except when the river is fordable. At 2½ miles cross the Shishi Dara, a rapid river about 20 yards wide. In summer this stream is not fordable, but there are two bridges. At 4 miles a rocky spur, called the Topkhána-i-Kaisu, projects into the river, the path over which is narrow and difficult for laden animals.
				At 5 miles Kaisu, a fair-sized village, is reached. There is a foot-bridge across the river at this point. From here the road to Gairat is easy, with the exception of a difficult ascent for 100 yards. The village is small and situated on a promontory about 100 feet above the river. Opposite is the mouth of the Barir valley of Kaláshgúm.
20	BRÓZ . . . .	7	224	At 1½ miles a precipitous cliff abuts the river bed. This is usually turned by going along the pebbly bed of the river, but in summer the spur must be crossed by a steep path. Beyond this is Spálasht, a fort whose fields have lately been swept away by the encroachments of the river, the bed of which is ½ a mile wide.
				Opposite Aián the road leads along the face of the cliff. The path is very narrow and dangerous for laden animals. The road again descends into cultivation, but after a short time rises about a hundred feet above the river, and for the last two miles passes through fields to Broz, a village of 300 houses in all, with supplies plentiful.
21	CHITRÁL (4,980') . . . .	10	234	For the first two or three miles the road is through fields; it then goes along the river side, and, crossing the low rocky spur, descends to the village of Chumarkon (5 miles). It then crosses a broad, grassy undulating spur, which closes the Chitrál valley on the south side. Coming down from here the Joghur stream is forded, and at 6½ miles the village of that name is reached. It contains about 100 houses. Doshá Khél (7½ miles) is a small hamlet just beyond.
				The road now goes along the steep hillside 200' above the river. At 9 miles reach the fields of Daníl, and passing through by narrow lanes, the bridge at Chitrál is reached at 9¾ miles. Camp close to the fort. Supplies are plentiful. The village contains about 100 houses.
22	SHOGHOT (6,200') . . . .	12¾	246¾	Up the Chitrál valley through the barren ground alongside the river. At about 2½ miles from Chitrál bridge pass the junction of the Mastúj and Lúdkho rivers, just beyond which is a spur which offers a very strong defensive position with reference to an advance by either river. At 3½ miles pass Sín (40 houses). At 7½ miles Sháli (12 houses). Between 8 and 10 miles pass the hamlets of Bartoli, Randúl, and Parcheli. At 11 miles the road avoids a bad cliff by crossing and re-crossing a branch of the river by two short bridges. At 12 miles cross the Lúdkho by a rickety pole-bridge, and at 12½ the Ujar Gol. Shoghot is a small village of 40 houses, opposite which, on the right bank of the Lúdkho, is Awi (20 houses). At Shoghot there is a fort about 40 yards square, with towers at the angles. The position is an excellent one for checking an advance from the Doráh. The road above Sín is in places very bad; animals have to be unladen on account of the narrowness of the path where cliffs abut on the river. The Lúdkho river is fordable except in summer. There is a bridge practicable for animals at Sín, and a foot-bridge at Parcheli. The road throughout lies in a narrow defile bounded by precipitous mountains. At Shoghot ample room to encamp; water good; supplies and firewood procurable.
23	DRÚSHP (7,000') . . . .	10¾	257½	The road goes alongside the river bed for 400 yards, then mounts the cliff on the right for several hundred feet by a very steep and difficult path. The descent is worse, being carried down the face of a smooth cliff by a narrow cornice or pathway supported by short struts unladen horses can,

*Route No. 2—continued.*

however, be taken by it. It then passes along a steep shaly hillside. At  $1\frac{1}{4}$  mile reach the Arkari river, about 15 yards wide, and go up its left bank for  $\frac{1}{4}$  mile; cross over by a bridge 60' long. Up the Arkari valley is the road to the Nuksán, Agram, and Khatinza passes. At  $1\frac{1}{2}$  miles a small hamlet of Andartli, the headquarters of the Arkari district. At 2 miles ford the Lúdkho river or cross by a bad foot-bridge. The road now follows the right bank, and in places is very bad indeed. At  $2\frac{1}{2}$  miles pass Ruji. At  $6\frac{1}{2}$  miles Mugh. At  $8\frac{1}{2}$  miles Mujgan. These villages each contain 10 or 12 houses; all three are on the left bank. Just before reaching Drushp the road crosses the river by a rickety bridge about 60' long and 3' broad. Drushp contains about 60 houses and an insignificant fort which is the residence of the Governor of Irijgám. Ample space for encamping. Water-supply good; supplies and firewood procurable.

24	BARZÍN (8,000')	7	264 $\frac{1}{2}$	A little more than a mile beyond Drushp are some hot springs, a few hundred yards to the right of the road, just beyond which is the village of Izh (30 houses), on both sides of the river. Izh, on the opposite bank, stands at the mouth of a fine valley, up which there is a route, practicable for
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horses, over the Shúi pass into Káfiristán. Between 2 or 3 miles pass through Barmanú and Jhita, then ford the river (there is a bridge for foot-passengers. At 4 miles there is a bad ascent and descent, where a rocky spur abuts on the river, opposite Rui (40 houses). At this point the road can be very effectually defended against an enemy coming from the Doráh. The road now enters the Parabek plain, which is about  $\frac{1}{2}$  of a mile broad, and 2 or 3 long. At  $5\frac{1}{2}$  miles pass the fort of Parabek with Gistonu on the opposite bank. Through fields, passing through Gufti (15 houses) at 6 miles. Barziu is a small village at the end of the Parabek plain.

25	SHÁH SALÍM (10,800')	10	274 $\frac{1}{2}$	Ford the river, and go up the right bank for $1\frac{1}{2}$ miles. Ford the river again. At $2\frac{3}{4}$ miles Darband, a worthless line of fortifications in an excessively bad position. At 4 miles recross to left bank. There is a foot-bridge at this point. Pass through Amírdil, a hamlet on a hill, and at 6 miles
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reach Gabar, a fort lately erected, in which about 30 families reside. Opposite this fort is a narrow valley, up which is a route to Káfiristán by the Zidig Kotal. Below Amírdil the valley is very stony, and destitute of herbage or trees. Above Gabar for  $1\frac{1}{2}$  miles the road is fairly level, and passes through or alongside a jungle of willow and birch trees. Either bank of the river may be followed. At  $8\frac{1}{2}$  miles pass through Digiri, a Káfir settlement, and at 10 miles cross to left bank by fording, and ascend to the camping ground of Sháh Salím, famous for its hot springs. Forage and firewood plentiful. Supplies must be brought.

26	LAKE DUFFERIN, or HAUZ-I-DORÁH.	8 $\frac{1}{2}$	283	Just beyond camp ford the Uni stream, up which there is said to be a path turning the Doráh. The ascent now commences in earnest. It is not very steep, except here and there, and though the path is a rough one, it is perfectly practicable for laden animals. At 1 mile pass the camping ground of
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Kárazu, beyond which firewood is very scarce. At  $1\frac{1}{4}$  and  $3\frac{1}{4}$  miles respectively pass the mouths of the Artzu and Ustich valleys on the opposite side of the river. Up these two valleys there are foot-paths to Ahmad Dewána in Káfiristán. At 6 miles reach the *kotal* (14,800'), the last 2 miles being very stony. In summer the pass is free from snow. The descent is very stony and troublesome, but the ground is open, and the gradients not too steep for laden animals. At  $1\frac{1}{2}$  miles below the *kotal* cross a shallow torrent which flows down to the Hauz-i-Doráh. Half a mile beyond there is a very steep descent to the lake, which is about  $1\frac{1}{2}$  miles long, and nearly half a mile broad.

The Doráh, generally speaking, may, allowing for its elevation, be considered an easy route. For laden animals there are no difficulties to speak of west of Parabek, and between Chitrál and Parabek the difficulties might easily be remedied with a little labour; the road throughout, to within a mile or two of the pass, may be defined as a defile between high, bare, rocky mountains.

The Doráh is certainly the best known route across the Hindú Kush, as the value of the Baróghil is discounted by the difficulties of the Darkot. (Authority for route from Chitrál to Doráh, Captain Barrow.)

*Note.*—The mission encamped close to Parabek Fort, but Barzin divides the distance better.

J. F. MANIFOLD, *Capt., R.A.,*  
*Attaché, I. B.*

*Alternative Route.*

FROM PESHÁWAR TO ASHRATH *viá* ABAZÁI.

Authority—MR. MCNAIR.

No. of Stages.	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate.	Total.	
1	KÁBAL RIVER (left bank of).	10 $\frac{5}{8}$	...	Encamp on the left bank of the Naghumán branch of the Kábal river; supplies must be taken from Pesháwar; water plentiful; country level, open, and cultivated; road very fair. Leave the trunk road by the fort. At 2 $\frac{1}{2}$ miles cross the Badní canal (bridged), and at 4 miles the Sháh Alam (fordable)
at 7 miles; the river is crossed at the end of the march.				
2	SHABKADAR . . .	8 $\frac{1}{4}$	18 $\frac{3}{8}$	A fort built originally by the Sikhs; supplies procurable after due notice; water plentiful; country and road as in last stage; cross the Kábal river at 2 $\frac{3}{4}$ , and pass Uchwála at 5 miles.
3	ABAZAI . . . .	7 $\frac{1}{4}$	26 $\frac{1}{8}$	A fort situated on the left bank of the Swát river; supplies must be collected; water plentiful; country cultivated; road good; pass Mutta at 4 miles, and cross the river (150 yards wide, left bank steep) at the end of the march.
4	KHÁRKÍ . . . .	26	52 $\frac{1}{8}$	The last village <i>en route</i> in British territory is Búiram Deri, distant 14 miles; the first half of this distance is over a bare plain, the remainder of the journey is over fertile ground. Supplies in plenty to be had from surrounding villages. Water good and on surface, but fuel scarce.
5	KOTIGRAM . . .	23	75 $\frac{1}{8}$	Distance to Malakand <i>kotal</i> 5 miles, the first 3 $\frac{1}{2}$ miles by left bank of a running stream. No cultivation beyond Khárkí. Wood and grass on the hills. The ascent to <i>kotal</i> is easy, and will allow of laden camels. The top of the pass is very flat and well wooded; in addition, a goodly supply of
water is to be had. Traces of a made road executed (so it is said) by the Sikhs is still to be seen, but being a longer one is little, if at all, used even by traders. The descent of very nearly 3 miles into the Swát valley is over rough ground, but when once in the plains the going is easy. Country on both banks of river very fertile and well irrigated. The river is crossed opposite the large village of Chakdara: 7 miles beyond is Kotigram; <i>en route</i> several villages.				
6	KALA RABÁT . . .	10	85 $\frac{1}{8}$	Four miles beyond Kotigram is the Laram pass. The ascent is easy and practicable for all beasts of burden. Water plentiful. Slopes of hill cultivated, with hamlets scattered about. Two large-sized tanks at top of pass that hold water for nine months in the year. The descent to Kala Rabát
is in parts very steep, getting worse on nearing fort, which is built on a low mound on left bank of river, commanding a good position.				
The descent is through fir and pine forests. Water and grass plentiful. Some cultivation about.				
7	SHÁHZÁDGAI . . .	5	90 $\frac{1}{8}$	Cross over the Panjkorn, and along an easy and level route arrive at the large fort of Sházádgai, which is built at the sharp bend of river above mentioned, commanding a strong position. The valley is a narrow one, but richly cultivated. Supplies of grass and fuel sufficient for a large force.

*Alternative Route to Route No. 2—concluded.*

There is an alternate route from Chakdara to Sháhzádgai, which avoids the Laram pass, but a low *kotal* (Katgola) is crossed 6 miles due west from Unch, which is 4 miles from Chakdara. This alternate route is principally used by *kafilas*.

8	BARÁWAL BÁNDÁ . . .	17	107 $\frac{1}{2}$	From Sháhzádgai to Kotal Baráwal route is along right bank of a running stream through rich cultivation, distant 12 miles. The ascent is easy for laden beasts. The northern face of range is well clad; not so the southern. The descent is over 4 miles through dense fir and pine forest and brush-wood. Soil rich. Water-supply plentiful. The village of Bándá is on right bank of stream, over which a frail bridge has been thrown; the stream admits of fording right through the year.
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9	DÍR . . . . .	16	123 $\frac{1}{2}$	About half-way is the fort of Chutiatan at junction of stream from Baráwal Bándá with Panjkora. The path keeps to left bank of stream. After leaving the village of Sangrawal, which is 4 miles from Bándá, the country falls, forming a deep gorge for the stream to rush through, in places as much as 20 feet deep. No cultivation between Bándá and Chutiatan, but plenty of grass and firewood. From Chutiatan to Dír the path is along cultivation, wheat and rice chiefly.
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Dír is the name given to the fort, which is large and mud-built—it is used by the chief and his followers; whereas the village is known as Arian Kot, and is the headquarters of Shao Bábá. The population of fort and village exceeds 10,000 souls.

10	MÍRGÁH . . . . .	9	132 $\frac{1}{2}$	Path for nearly 1 mile goes by right bank of stream that takes its rise at Lowárai Kotal. The valley is a narrow one but fertile. When opposite the fort of Pana Kot, which is half-way, an ascent of about 300 feet is made, and a similar descent thence to Mírgáh, the going is easy.
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11	ASHRATH . . . . .	12	144 $\frac{1}{2}$	About 5 miles from Mírgáh the Lowarai Kotal is reached; elevation 10,450'. The pass is open for laden animals for eight months in the year, commencing from the month of May.
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The ascent is very easy and gradual, but the descent for five miles and more is difficult, the stream having to be crossed and re-crossed several times. No cultivation between Mírgáh and Ashrath. The *kotal* is the north boundary of the Dír territory.

During many winter months almost a gale blows up the valley. In May 1883, when I was going over the ground, it was then well under snow, and for 2 or 3 miles the way was strewn not only with branches, but with trunks of pine and *deodár* that had been uprooted.—(*McNair*.)

It is a stiff march from Mírgáh to Ashrath. Wood and grass, but no cultivation.

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### Route No. 3.

FROM JALÁLABÁD TO CHITRÁL *viá* ASMÁR.

*Authority—(NATIVE).*

No. of Stages	Names of Stages.	DISTANCES.		REMARKS.
		Inter-mediate	Total.	
1	SHEWÁ or KEWÁ . . .	14	...	After $\frac{1}{2}$ mile cross the Kábal river by ferry-boats. Stream 200 paces across. For 4 miles road passes through populous district, then crosses a bare stony plain much infested by Shinwári robbers. Strike the Chitrál river (here called the Kúnar) at Lambataka, 3 $\frac{1}{2}$ miles beyond which is Shewá, a town of 1,000 houses, the chief place in Shigar district. Road good. There are two alternative roads to Shewá, but above is best and shortest; road generally good.



Route No. 3—continued.

No. of Stages.	Names of Stages.	DISTANCE IN MILES.		REMARKS.
		Inter-mediate.	Total.	
2	NURGAL . . . .	13	27	Road along right bank of river, stony and bad in places. At 2 miles pass village of Islámpur (or Salampur). Núrgal has about 60 houses. Road infested by robbers.
3	ZOR KUNÁB OR OLD KUNÁB.	11½	38½	Road along right bank of river to Patan; 2½ miles beyond, river is crossed by rafts of inflated skins. It is said to be sometimes fordable (it is 50 paces across) in very cold weather; but Dr. Griffiths, who crossed here in January 1840, describes it as "with difficulty fordable. The streams are three

in number; the last almost brimful and very rapid." The Mulla calls it "rapid and deep." Kunár is a town of some 1,000 houses. Road goes along right bank direct to Chigar Sarai from Patan. Road passes well-cultivated and populous district, inhabited chiefly by Dehgans, a tribe of Afghánistán, supposed to consist of converted Pagans of Indian origin, and only met with here and in Lughmán. They talk "Lughmáni," an entirely different language from the ordinary Pushtú of Afghánistán.

4	PASHAT OR NEW KUNÁB.	15	53½	Road good, passes through a populous and well-cultivated district along left bank of the river. Pass the villages of Kunár, Ali Dost Kuligrám, Shankar, Shahdalam, and Barabat. Pashat is about same size as Zor Kunár, and the residence of the Pádsháh.
5	SÁRKÁNI . . . .	7	60½	Road stony and infested by robbers; passes small villages of Janga, Lamba-taka, and Donai. Sarkáni has some 300 houses, and from it, as well as from Kunár and Pashat, there are roads over the hills to Bajaur.
6	MARAOBA . . . .	12	72½	Road through uninhabited waste on left bank. A village of 200 houses, the frontier village of Jalálábád district. Shortly before reaching Maraora pass on opposite (right) bank, village of Chigar Sarai, where a large stream, the Peach, joins the Chitrál. The Peach (or Kattar) comes from

Káfiristán. A few miles up this stream is an affluent from the north also called Kattar, after a town of that name inhabited by Siah Káfirs, who were, however, in 1841, overrun by the people of Bajaur, Asmár, &c., and forced on pain of death to become Muhamadans. They are now called Shckhs or sometimes Nimchas, keep on good terms with both their own people and surrounding Muhamadans, and generally form the medium of communication between the two.

7	ASMÁB . . . .	20½	93	Road along left bank of stream, bad and stony, with many ups and downs. Pass <i>en route</i> the Bajaur villages of Shigal and Shartan (80 houses). Asmár is a fort with a village of some 200 houses and the residence of the Khán of Asmár. The march is described as "long and difficult." Asmár is an independent state and its ruler on very friendly terms with the chiefs of Dír and Chitrál.
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There are two routes, one along each bank of the Chitrál river; that along the right bank is much the easier, and is even in its present state perhaps practicable for laden animals, but it is never used on account of Káfir raiders. The road along the left bank in its present state is fit for led horses, but not fit for laden ones; it might, however, be easily and quickly made so.

The stages might be either—

San . . . . . 12 miles.	} or {	San . . . . . 12 Miles.
Harnoi . . . . . 12 "		Camp 3 miles
Moghaldam 12 "		south of Harnoi . . . 9 "
		Langarbad . . . . . 6 "
		Moghaldam . . . . . 9 ;

## Route No. 3—concluded.

As the road would require making, the shorter stages would be the better and are accordingly given below.

8	San . . . . .	12	105	At 2½ miles pass Shangúr (60 houses) about a mile to right of road on hill slopes, and at 2¾ miles ford a stream up which there is a road to Bar Baráwal; at 4 miles Shálí (60 houses), the last Asmár village; opposite it is a rope bridge leading to Dobaila (40 houses) on opposite bank of river.
Just about Shálí there is another road to Bar Baráwal. At 8 miles pass Bargám (40 houses) on opposite bank, the first village in Chitrál. At 10 miles there is a bad <i>pari</i> about 500 yards long. At 10½ miles pass Sanúk, a small hamlet on opposite bank. San contains about 100 houses. From here a road to Bar Baráwal.				
9	Camp . . . . . (3 miles south of Har- noi or Arnawai.)	9	114	On leaving San, cross stream, up which is the aforementioned road. At 6 miles cross a <i>nálá</i> by a foot-bridge; up this there is a good road to Bar Baráwal which is fit for laden horses and is never closed by snow. At 7 miles Nara or Narsat (50 houses), just above which, to the right, is the deserted fort of Shálí Kot; 2 miles further on, there is a fine, level, grassy <i>maidán</i> , which makes a splendid place for a camp.
10	LANGABBAT . . . . .	6	120	On leaving camp for 2 miles there is a bad <i>pari</i> where horses must be led. At 2 miles pass Pashangar (10 houses) and Barkot (20 houses) on opposite bank. At 3 miles cross stream to Harnoi (Randir) 180 houses, opposite which there is a foot-bridge across the main river. From Harnoi there is a road to Panarkot. At 4 miles pass the mouth of the Basbgal Gol Gangarbat (contains 30 houses).
11	MOGHALDAM . . . . .	9	129	At 1 mile there is very bad bit where horses must be led. At 4½ miles ford a <i>nálá</i> up which there is a road to Dír, by which horses can be taken, but which is closed by snow in winter. On the north bank of this <i>nálá</i> is Gid (60 houses) (the Chitrális call it) Dahimal. Half a mile beyond Gid the road becomes a succession of small <i>paris</i> very difficult for horses. At 7½ miles ford the Chashtangas <i>nálá</i> . Beyond this the hills recede a little, and from here to the Lowárí stream the valley on the left bank is known as Moghaldam. Half-way between the two streams there is a good spot for encamping; forage and firewood obtainable. The Lowárí stream is 1½ miles further on; it is crossed by a foot-bridge at Mírkaní.
12	KALA DRÓSH . . . . .	11	140	At 1½ miles cross the Pesh Gol the stream from the Lowárí pass, by a foot-bridge at Mírkaní. The road from this point is described in Route No. 2, Pesháwar to Doráb.
13	GAIKAT . . . . .	9½	149½	
14	BBOZ . . . . .	7	156½	
15	CHITRÁL . . . . .	10	166½	

Route No. 4.

PESHÁWAR TO KÁBAL *via* THE KHAIBAR, JALÁLÁBÁD, AND LATABAND.

Authorities—YOUNG; DUTTON; CARTHEW; CONNOLLY; OFFICIAL RECORDS.

Tribes or Territory.	Names of Stages.	DISTANCE.		REMARKS.
		Stage.	Total.	
		Miles.	Miles.	
BRITISH.	(1) JAMBÚD . . .	9	9	A fort situated on a slight eminence 3½ miles from the Shádi Bhagiár entrance of the Khaibar pass. Besides the fort there is a serai, a post office, and bazar; supplies procurable and water plentiful. Country on leaving Pesháwar is cultivated as far as Hari Sing's Búvj (police station and post office), which is passed at 4 miles. So far the road is a double one, the two lines running parallel to one another and a few yards apart; both are bridged, but one only is metalled. Beyond Hari Sing the road is a broad, firm track, cleared of boulders, which crosses a stony, treeless, undulating plain known as the <i>Maira</i> . At 6 miles pass the police post of Kacha Ghari.
	(2) ÁLÍ MASJÍD . . .	9¼	18¼	
KUKI KHEL.				By the Shádi Bhagiár entrance to pass. The old route <i>via</i> Kadam is now scarcely ever used.
SIPAH.				At ½ mile pass village of Jám; from here, for 2½ miles, low hills on the left command road at close range. At 3 miles road descends into the Shádi Bhagiár <i>nálá</i> ; at 3½ miles real entrance to the pass. Immediately in front, on a central hill, a small fort to hold 25 men was built in 1880. Road circles round this hill, following the bed of Bhagiár <i>nálá</i> among hills 200 or 300 feet high. At 4¼ miles the road leaves the <i>nálá</i> and begins ascent to the Sháhgai heights by Makeson's road (2 miles), the gradient of which is rather steep for carts. A new road was laid out with a better gradient in 1880, but is out of repair. At 5¾ miles Fort Maude (garrison 50 men), situated on a hill above left of road. Pesháwar, Jamrúd, and Fort Áli Masjíd are all visible from this fort, which also commands the road at various points along the incline. No supplies; water from a small well on the road or from a spring in the Chingai <i>nálá</i> . Fort Maude was used as a signalling station in 1878-80.
KUKI KHEL.				At 6¾ miles summit of Sháhgai heights, on which are several commanding positions; from here the fort of Áli Masjíd is visible over two intervening spurs, on which latter barracks were built. At this part of the pass the higher hills fall back and the valley is filled with a confused mass of lower hills (of which these heights form part), with the Khaibar stream winding between them. At 7¼ miles camping ground of Sháhgai and Fort Abdul Rahmán (for 100 men). No supplies; water from Khaibar stream below or from the Sháhgai <i>nálá</i> . This fort stands about 400 yards from the road, commanding the valley and road beyond.
KAMARAI.				From here the road winds down round several lower spurs to the left bank of the stream, which it reaches at 8¼ miles, and follows to Áli Masjíd, closely commanded by the hills on either side of the stream. At 9 miles a cliff on the right allows just room for the road between it and the stream, and here a bar has been fixed to block the road.
KAMBAR KHEL (about 300 yards only).				Beyond is the camping ground, forming an amphitheatre. Commanded on all sides by lofty hills; the fort occupies a hill in the centre of the valley to the west; to the east the ridge now occupied by the remains of barracks; to the north the precipitous slopes of Rhotás, and to the south various small hills, some of which command the fort itself: on these latter several detached towers have been built, each for 10 men. Few supplies; water good and plentiful from the Khaibar stream, but should be drawn above camping ground. Road good the whole way.

## Route No. 4—continued.

Tribes or Territory.	Names of Stages.	DISTANCE.		REMARKS.
		Stage.	Total.	
		Miles.	Miles.	
MALIKDIN KHEL.	(3) LANDÍ KHÁNA .	13 $\frac{1}{2}$	31 $\frac{3}{4}$	At $\frac{1}{4}$ mile pass under the fort hill. Valley here contracts, and the road, following the stream, runs for half a mile through a narrow gorge between the precipitous crags of Rhotás and of the fort hill. A new road was blasted out of the face of the hills on the right, about 80 feet above the old one. The road crosses the stream four times in the first mile on low wooden bridges, strong enough

for guns: stream always fordable at these places, if necessary.

The road continues for the next 4 miles along the narrow valley of the Khaibar through lofty, bare, precipitous hills, rounding numerous small spurs, each of which command it for some distance in either direction. At 1 $\frac{1}{2}$  miles the Tortang valley issues on the right; room to camp for one regiment; good water and wood. The stream here issues from the side of the hill; no water beyond this up to Landí Khána.

**ZAKHA  
KHEL.** At 2 miles Khata Kushta; a few huts and room to camp; water here in rains only. In 1878-80 a signalling post was established on a hill above, which communicated with Landí Kotal and Álí Masjíd.

At 4 $\frac{1}{2}$  miles small village, Wali Khél. The valley begins to widen and there are some signs of cultivation. No water in the dry season. At 5 $\frac{1}{4}$  miles Ishpola tope; from here for more than a mile extend on both sides of the road the villages of Ishpola, Niki Khél, and Sultán Khél, all belonging to the Zakhá Khéls, the most troublesome tribe in the pass; they consist of about 40 walled enclosures with towers; numerous *nálás* would afford cover to an enemy. The valley here is nearly a mile wide, with a good deal of cultivation; no water, at all events in the dry season, though there are said to be springs in the adjacent hills at times; for this reason these villages are mostly deserted in dry weather. From 7 $\frac{1}{2}$  to 9 miles the road follows a succession of *nálás*, the banks of which shut out all view on either side. At 8 miles pass Lálábeg, a small village similar to those above mentioned. The only route by which raiders can attack this part of the road is the path leading from Bázár which joins the Khaibar opposite the Gurgara tower. The path through Sapri from Jamrúd joins the Khaibar at Khata Kushta.

**LUARGI  
SHIN-  
WARIS.** At 10 miles Landí Kotal; supplies scanty; water from Landí Khána stream. The road up to this point is rough but good, and not likely to be much affected by rain. From here the descent to Landí Khána begins. The road, a very good one, winds down by an easy gradient, first circling the hill on which Landí Kotal camp was pitched, and afterwards along the hills on the right, out of the face of which it is cut. Below to the left at 11 $\frac{1}{2}$  miles is a deep precipitous gorge, whence the water-supply for Landí Kotal is drawn.

Half-way down the hill is a spur called the Michní Kandáo, which commands a raiding route from Bázár.

At 12 $\frac{1}{4}$  miles pass Fort Tytler, a strong post for 25 men, which is separated from the road by a deep ravine and occupies an isolated spur in centre of valley. This fort commands the whole of this descent, also Landí Khána and the road and valley for a mile beyond it.

At 13 miles bottom of incline, and 13 $\frac{1}{2}$  miles Landí Khána camping ground. The camping ground is small, situated a few feet above level of stream. There is also a small fort with a common stone wall. No supplies; plenty of good water. Drinking-water should be taken from a spring in the hills close by, as that of the stream is polluted by transport animals.

NINGRA- HAR SHIN- WARIS.	(4) DÁKÁ . . .	10	41 $\frac{3}{4}$	The road rough but good, follows the narrow valley, which latter gradually widens; high, bare, precipitous hills on either side, with frequent spurs which command the road. At 1 mile the stream sinks into the sand. No water from here to Dáká. At 2 miles a small Jezailchi post in a stone <i>sangar</i> .

At 3 $\frac{1}{4}$  miles Paindah Khák (a post of Sangu Khél), the most dangerous part of this march. Frequent raids occurred here from a path leading through a gap in the higher hills on the left: to the village of Darband, and thence over an open plain to Peshbolak in Ningrahar. South of Darband we have the Sitsobí pass leading into the Bázár valley. The plain between Sitsobi and Dar-

*Route No. 4—continued.*

band has been known for many years as the regular meeting-place of the great robber tribes—the Zakha Khél and the Mirjan Khél—and the bad characters of the Khaibar Afrídís and the Ningrahár Shinwáris. These robbers meet here sometimes to fight each other, but more often to unite, occupy Darband Sar and the other hills near Paindah Khák, and then to make a sudden dash on any luckless travellers or caravans passing along the main road. The name “Darband Sar” was given to the hill in question owing to its proximity to the village of Darband. The hill, however, has no name amongst the tribes living near it, and this name is now only entered for the sake of distinction. The point, however, is well known. The hill stands out prominently immediately above Paindah Khák to the west of the Darband pass, and completely commands the surrounding country. I may mention that in the spring of 1879 our convoys used to be fired on almost daily when passing Paindah Khák. At last, a careful reconnaissance of the place showed us the value of this hill-top. A company of Gúrkhas was posted there during the day, and all annoyance ceased almost immediately. One reason for this being such a favourite place for the robbers to haunt is probably the fact that there is a small spring called Geirukkiobuh about half-way up the Darband pass on the west side. This is the only water procurable, at all events during a dry season, between Landí Khána and Haft-Cháh; and though the supply is bad and very scanty, it proved enough to be of great use to the Gúrkhas, and was no doubt of equal value to the robbers.

At 5 miles Haft-Cháh, a small stone fort for 50 men on top of a conical hill in centre of valley; a small supply of water from a spring in the hills 800 yards to the north.

At 5½ miles the hills contract again; the road runs through a gap in them, about 100 yards wide, and at 6¼ comes out on a wide stony plain, across which it runs for 3 miles: two small isolated hills a mile to left front here offer a commanding position.

At 9 miles village of Dáká; a summer camp of Kuchis with a few ruined walls. Here the hills approach close on left of road; the River Kábal being a quarter of a mile to the right, flowing between flat, sandy banks.

At 10 miles Dáká fort: a large square fort, about 500 yards by 400 yards, enclosed by a plain mud wall 15 feet high, with four round bastions on each face. It stands close to left bank of Kábal river; the town of Lálpúra being on the opposite bank, distant about 1,300 yards from north-east of the fort. The lower spurs of the hills on the north-west and south-west entirely command the interior within 400 yards range. Good water from the river; supplies obtainable. There is a ferry with one boat.

The garrison of Dáká at the end of the war was usually 1 Company British Infantry.  
 1 Battalion Native                    ”  
 1 Squadron                    ”   Cavalry.  
 2 Guns.

There is a walled enclosure on the south side of the fort, which during the war served as a commissariat yard.

Dáká proved most unhealthy to our troops. It stands at an elevation of 1,400’.

MOHMANDS.	(5) BASÁWAL . . . . .	11	52½	The road rough but good; crosses Dáká plain for ¾ mile and enters Khurd Khaibar pass, through which it runs for 1 mile, when it issues on a small sandy plain. At 2½ miles the hills fall back on the left, and the road issues on the Girdi plain (partly cultivated); the Kábal river lying about ½ mile to the right. The road follows the general course of the river, crossing several dry water-courses with stony beds
	en route.			

From 3¼ to 4 miles the road runs through low sand-hills, which command it on either side, as does also a large isolated hill further to the left.

At 4 miles pass Girdi, a village of about 100 houses, affording a few supplies. Two small isolated hills west of village completely overlook it.

At 4½ miles the hills approach again on the left, and the road runs for ½ a mile through a spur commanded on both sides by low hills. This spur runs down to the river, but could be avoided in dry seasons by keeping to low ground by river.

The road continues for 3 miles along the foot of the hills to the left, which are high and bare, a well-cultivated plain lying to the right, and crosses another spur at 6¼ miles; the hill on the right here is high and steep, with a stone wall at top, but is avoidable like the former ones, though the low ground is apt to be flooded for irrigation.

At 7 miles ground to right swampy and also parts of the road.

At 7¾ miles Hazárnao, a large open village of about 400 houses; plenty of supplies; water from wells and river. The road runs for a quarter of a mile through the village, which lies immediately at the foot of the steep slopes of the hill on the left.

## Route No. 4—continued.

Issuing from Hazárnao, the road crosses the stony bed of a dry stream, follows under the old bank of the river to 9 miles, and then ascends to the wide plain of Ningrahar, the hills to the left falling back entirely. At  $9\frac{1}{2}$  miles a pond of good water. At 10 miles village of Basáwal (about 200 houses, with a fair amount of supplies); also  $\frac{1}{4}$  mile to left of road a large isolated hill. Small streams of good water cross road at  $9\frac{1}{2}$ ,  $10\frac{1}{2}$  and  $10\frac{1}{2}$  miles. At  $10\frac{3}{4}$  miles, cross a larger stream easily fordable, and at 11 miles fort of Basáwal. A small mud fort, consisting of a square redoubt of about 80 yards side (walls 12 feet high) and an outwork much larger, with small ditch and walls about 6 feet high; the circuit of the whole being about 600 yards. Any amount of supplies from villages of Peshbolák and surrounding district. Very good water from stream, 50 yards below fort.

Road good the whole way; rough the first 7 miles, afterwards very good. For alternative route from Basáwal to Jalálábád, *vide* Route No. 4A.

MOHMANDS AND DEGHANS.	(6) BARÍKÁB . . .	10	62 $\frac{3}{8}$	The road leads across the level plain; the towered villages of Peshbolák being visible in the distance, about 4 miles to the left, and extending for several miles. At $1\frac{1}{2}$ miles road reaches foot of Maskub hill, which it follows for $\frac{3}{4}$ mile. At $2\frac{1}{4}$ miles a small stream of water. From here for 4 miles the road crosses a dry sandy plain, passing at 4 miles a small old fort half in ruins standing in plain $\frac{1}{2}$

mile to left of road.

At  $5\frac{1}{2}$  miles cross a small *nálá*, with steep banks extending for a long distance on either side, which would be an obstacle to guns or cavalry; at 6 miles another similar one.

At  $6\frac{1}{2}$  miles Batikót, a large village with about 50 walled and towered enclosures, affording plenty of supplies. Village extends for  $\frac{1}{2}$  mile along left of road; ground all round cultivated; a small stream of good water at  $6\frac{3}{4}$  miles.

At  $7\frac{1}{4}$  miles two small sand-hills on right and left of road command it and the plain in either direction for several miles (and also Batikót), affording with smaller hillocks an excellent position for artillery.

The road continues across the stony plain, and at  $9\frac{1}{2}$  miles Baríkáb fort. A small mud fort, surrounded with a plain mud wall; supplies from Batikót and Chardeh. Water from a small stream close to fort.

Road stony first  $2\frac{1}{2}$  miles, then heavy sand up to Batikót, and then stony and rough up to Baríkáb fort; not likely to be much affected by rain.

MOHMANDS, KHUGIANIS.	(7) JALÁLÁBÁD . . .	17	79 $\frac{3}{8}$	The road leads across the same stony plain for 5 miles, commanded for the last 2 by a low range of hills on the right at distance of about $\frac{1}{2}$ mile. At 4 miles low hills in front and on left flank also command it at distance of about a mile. At 5 miles begins Choragalí pass. The road descends into the dry bed of a stream, which it follows, completely commanded on all sides by low rounded hills. It continues for $5\frac{1}{2}$ miles of the same character, crossing a low <i>kotal</i> (Sask Dewal) at $6\frac{1}{2}$ miles from Baríkáb, and turning to the north, round the foot of the Girdikus peak, issues at Álí Boghan on the open ground near the right bank of the Kábal river at $10\frac{1}{2}$ miles, where a small, isolated, conical hill commands the exit.

At  $12\frac{1}{2}$  miles road descends to the marshy bed of the Chupriar stream (about 300 yards broad, sandy bottom), with a small stream of good water running through the centre, which is easily fordable, though it might present difficulty after heavy rain: remains of an old fort on the east bank. From here the road continues between sandy hillocks along the top of the old bank of the river, which lies below to the right.

At  $13\frac{1}{4}$  miles several low hills,  $\frac{1}{2}$  mile to the left above a village (Kárez Shúkur Khán), give a good position for guns.

The road continues across an undulating sandy plain until, at 17 miles, new fort of Jalálábád.

Road rough but good the first 10 miles, then sandy. Heavy sand the last 5 miles. No water from Baríkáb to the Chupriar stream.

Fort Sale is 1 mile short of the city of Jalálábád. Elevation 1,950 feet. Camping ground south of the fort good, but no shade. Good water from the river and from a spring on the river bank. Supplies obtainable. At Wazírbágh, beyond the city and 2 miles from the fort, there is shady camping ground for 2,000 men.

The city itself is an irregular quadrilateral with a perimeter of 2,100 yards.

The summer population does not exceed 2,000. During the war of 1878-80 it was always the headquarters of a strong brigade, if not of a division.

Route No. 4—continued.

Tribes or Territory.	Names of Stages.	DISTANCE.		REMARKS.
		Stage.	Total.	
		Miles.	Miles.	
KHUGIANIS.	(8) ROZÁBÁD . . .	12 $\frac{3}{4}$	92 $\frac{3}{4}$	<p>Leaving the new fort, the road runs across a level sandy plain, with a low range of rounded hills, very suitable for artillery, running parallel to it on the south at a distance of about a mile, for 3 miles.</p> <p>At 1<math>\frac{1}{4}</math> miles pass city of Jalálábád (enclosed by a high mud wall in bad repair), and at 1<math>\frac{1}{2}</math> miles two or three small rocky hillocks ("Piper's Hill").</p> <p>Beyond the city the road leads for 3 miles over a wide plain, at first sandy and afterwards stony; at 2<math>\frac{1}{2}</math> miles from fort pass some gardens surrounded by long low walls; at 3<math>\frac{3}{4}</math> miles a small stream of good water.</p> <p>At 4<math>\frac{1}{2}</math> miles the road begins skirting the foot of a range of low stony hills on the left, which afford a good position for guns to command the road eastward; the Gujak stream here lies immediately on the right; the ground on opposite bank is entirely cultivated.</p> <p>At 5<math>\frac{1}{2}</math> miles the road descends and follows the sandy bed of the stream for a mile.</p> <p>From 6<math>\frac{1}{2}</math> to 11 miles the route continues of the same character, viz., a low range of stony hills on the left at <math>\frac{1}{2}</math> mile distance, and on the right the stream, beyond which is a highly cultivated plain, studded with villages and gardens (Chárbágh, Malabágh, Sultánpur, and others).</p> <p>At 11 miles the hills on the left fall back on the Gujak stream and die away, and the road enters on a wide stony plain stretching for several miles.</p> <p>At 12<math>\frac{1}{4}</math> miles camping ground of Rozábád, and at 12<math>\frac{3}{4}</math> miles fort of Rozábád. The latter lies about half a mile off the main road to the right and close to the bank of the Surkháb stream; it is a strong, well-built native fort, capable of containing a garrison of 200 men; supplies of all sorts very plentiful; water-tanks, for a large supply of water, are filled by a cut from the stream.</p> <p>The road, otherwise good, is a heavy one throughout; the first 3 miles are through heavy sand, then stony and rough for 2<math>\frac{1}{2}</math> miles, and from 6<math>\frac{1}{2}</math> to 11 miles again through heavy sand.</p>
	(9) FORT BATTYE . . .	7 $\frac{3}{4}$	99 $\frac{3}{4}$	<p>The road leaves Rozábád in a north-westerly direction along a stony plain, which on the track has been cleared from stones. At 4 miles the road passes close to Fatehábád, a large populous village; a small stream crossing it on both sides of the village. At 4<math>\frac{3}{4}</math> miles the Kuja nála, a broad stony bed of a stream, loses itself in the Surkháb. The road is a gradual ascent the whole way from Rozábád, and is throughout of the character described above. Fort Battye is a small post, badly situated for defence, being commanded by hills on the west at about 500 yards distance or less. The post is an enclosed stone serai with a hornwork for cattle. Water close by; supplies procurable. The normal garrison during the war was 100 rifles and 40 sabres.</p>
	(10) SAFED SANG . . .	8 $\frac{3}{4}$	108 $\frac{3}{4}$	<p>Immediately on leaving Fort Battye, the road descends to the stream from which the water is obtained, and then by a series of ascents and descents winds between low hills for 4 miles, where another stream of good clear water crosses the road, and where convoys make their half-way halt. From this point a country path turns off to Nimla Bágh, a very fine old garden with some celebrated cypress trees in it; and though the path becomes very rough after leaving Nimla, Safed Sang can be reached by it. The Nimla valley is very fertile, and dotted with numerous walled villages. From the stream mentioned above, the regular road ascends the whole way to Safed Sang, which lies a mile east of Gandamak. The road being a good one, and the gradients eased off, the ascent is not felt as much as might be expected. The post at Safed Sang is situated above the right bank of the Murki Khel river, and consists of a fort, which encloses the commissariat and ordnance depôts. Height about 4,500 feet. Supplies at times obtainable; water-supply good and ample. Climate cool in summer, and very cold in winter.</p>

## Route No. 4—continued.

Tribes or Territory.	Names of Stages.	DISTANCE.		REMARKS.
		Stage.	Total.	
		Miles.	Miles.	
GHIL-ZAIS.	(11) PEZWÁN . . .	11 $\frac{3}{4}$	120	From camp the road, which is a good one and perfectly practicable for carts, descends to the Murki Khél stream, which is crossed by an old bridge built in the time of Dost Muhamad, and since repaired by the British. The river, which is a mere trickling stream in the cold weather, in-

creases considerably in the summer, where it is fordable, but liable to sudden floods from the melting snow. At about 1 mile the Chashi and Nian Rúd streams cross the road, and joining flow in a northerly direction into the Surkháb river. At  $\frac{3}{4}$  mile the road to Gandamak branches off from the main road on to a large stony plain. From here the road to Kábal passes along open country to the Khatai stream, after which it winds between low hills. At 4 $\frac{1}{4}$  miles a conical hill, called the 44th Hill, is passed, which is celebrated as being the place where the remnants of our army in the first Afghán war made their last stand, and were destroyed. A cairn of white stones has been erected on the summit to mark the spot. At 6 miles the Batola stream crosses the road; descent easy. This place is considered by the convoys as half-way to Pezwán. For the next mile and a half there is a gradual ascent, and thence to the Surkháb river the descent is gradual and easy, but the road not so good as heretofore. The Surkháb (or red water) river, which is reached at 9 miles, is crossed by an old masonry bridge which was repaired during the war; and from 9 $\frac{3}{4}$  miles the road gradually ascends to Pezwán. The encamping ground is in a hollow and commanded by surrounding ridges at short ranges. A small stream flows past the west side of the position, but the best water-supply is from a spring at the head of a ravine, north-west of the camp. Supplies are obtainable with difficulty. From the camp a path over the hills leads in a westerly direction into the Hisarak valley about three quarters of an hour's march; height 4,760 feet. From Pezwán, signalling communication with Gandamak and Jagdalak can be maintained.

GHIL-ZAIS.	(12) JAGDALAK . . .	11 $\frac{1}{4}$	131 $\frac{1}{4}$	On leaving Pezwán the road immediately ascends at a gradient of about 1 in 60 until at 1 $\frac{1}{4}$ miles the top of Pezwán Kotal is reached; height 4,900 feet. From this point the road descends to the Zanzillai <i>nálá</i> , which is reached at 2 $\frac{1}{4}$ miles, and continues to follow the course of this <i>nálá</i> ,
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winding first in a westerly, then in a northerly direction to Kani Chowki, stony and rough, distance 5 $\frac{3}{4}$  miles. Here there is a small level bit of cultivation on the right, and the road, still of the same character, continues to follow the course of the *nálá* for about three quarters of a mile, when the ascent to Jagdalak Kotal commences. The ridge is reached at 8 $\frac{1}{4}$  miles, and is 6,150 feet high. Here there is a small fort which was usually garrisoned by 200 British infantry during the war. About 1,500 yards off in a north-easterly direction is Pudding Hill, the top of which dominates the whole of the Jagdalak pass. From the *kotal* the road descends at a steep gradient, winding through a narrow pass, varying in width from 100 to 200 feet, until close to Jagdalak it opens out into a stony hollow, intersected by the Jagdalak stream. The Jagdalak post, which is 5,350 feet high, is a walled enclosure situated on an uneven ridge about 1 $\frac{1}{2}$  furlongs from the main road, which winds round it towards Seh Bábá. Water plentiful; supplies procurable with difficulty. About  $\frac{3}{4}$  mile from Jagdalak on the east of the main road is the entrance to the celebrated defile known as the Pari Dara pass, which is about 2 $\frac{3}{4}$  miles in length. Another mountain path passing through a gorge, opposite to Jagdalak, leads to the ruby mines.

GHIL-ZAIS.	(13) SEH BÁBÁ . . .	12 $\frac{1}{2}$	143 $\frac{3}{4}$	On leaving Jagdalak the main road, which has been made entirely new so as to obtain an easy gradient throughout, fit for wheeled traffic, descends to the Jagdalak stream, and then ascends again for 2 $\frac{1}{2}$ miles to the <i>chowki</i> of Firnanbeg, which is situated on the left bank of a mountain stream, with
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a very steep fall in a north-east direction. This stream is said to be liable to rushes of water when the snow is melting, but the fall is so great that they are soon over, and only a slight trickling stream remains. At 5 $\frac{3}{4}$  miles the route through the Pari Dara pass joins into the main road, and from this point, which is called Sang Toda, a path passing over the Dabali Kotal, and running through the Laghmán valley, leads to Jalálábád. From here the road, open on both sides, leads across a stony plain interspersed with ravines. At 7 $\frac{1}{4}$  miles Kata Sang is reached, a small level piece of cultivation with a *chowki*. The new road, as now existing, although it makes this march



## Route No. 4—concluded.

rather longer than the old one, maintains the same easy gradient to the top of Kata Sang Tangí, and from thence descends gently to Seh Bábá, passing the Kuchi camp of Barikháb at  $10\frac{1}{4}$  miles, where there is a small stream. Seh Bábá is a small post on the right bank of the Tezín river; water good and plentiful; supplies obtained with difficulty from Tezín and a village about 8 miles distant called Serobi. From Seh Bábá there is a route to Kábal *via* Tezín.

BABAKR KHEL'S AND KHAIRU KHEL'S.	(14) LATABAND	15	158 $\frac{3}{4}$	On leaving camp the road crosses bed of river, when a gradual ascent immediately commences and continues for 10 miles, with intervals of nearly level ground, where it follows a contour round a hill; it then begins with the same gradient to descend to camp at Lataband. At first the old and new roads cross and recross, but at the <i>chowki</i> of Donaghai, about 2 miles from Seh Bábá, where the old road diverging leads on to the summit of the Lataband pass, a height of 7,950 feet, the new road bears entirely to the right, escapes the <i>kotal</i> altogether, and winds round each successive hill, never exceeding a height of 7,000 feet. The new road, although making the march from Seh Bábá much longer, is perfectly practicable for the transport of all arms and military stores. Water from two or three springs is obtainable, and the road is good throughout.

The post at Lataband has been made by the British, and consists of a bastion-shaped stone wall with ditch on the outside, and a strongly built keep. The water-supply is plentiful and is brought right into the fort. Supplies are procurable with difficulty. From Lataband heliographic communication with Sherpur can be maintained.

KHAIRU KHEL'S.	(15) BÚTKHÁK	12 $\frac{1}{2}$	171 $\frac{1}{4}$	The road from camp is broad and good with a gradual ascent fit for wheeled traffic. At $2\frac{1}{2}$ miles there is a small native fort, which used to be held by sixty rifles from the Lataband garrison. At $3\frac{1}{2}$ miles a small stream is crossed. The road for the first 6 miles winds along through low hills; another small stream at $4\frac{1}{4}$ miles.

The old road, which is rough, stony, and in some parts steep, crosses and re-crosses the new road several times; it is shorter, and though fit for mule carriage, is not fit for wheels. The latter half of the march is across a stony plain, until nearing Bútkhák, when the country becomes cultivated, with villages on both sides; at 11 miles cross the dry bed of a stream. The post at Bútkhák consists of two native forts, a mud wall forming a square and enclosing the whole. The village of Bútkhák is within 15 yards of the west face. Water plentiful, as also supplies, which are easily procurable. The elevation of Bútkhák is about 6,000'.

TAJIKS AND DEGHANS.	(16) BÁLÁ HISSÁR & SHERPUR.	9 $\frac{1}{2}$	181 $\frac{3}{4}$	The road from camp follows a north-westerly direction, is perfectly level, with a good many villages and cultivation. At $3\frac{1}{4}$ miles is the site of General C. Gough's camp on 23rd December 1879; here there is a ruined mud enclosure. At $4\frac{1}{2}$ miles the Logar river, over which there is an old masonry bridge. On the right bank a small fort, occupied usually by 20 sabres. The river is about 100 feet broad, and in the summer months is shallow, owing to the irrigation which is carried on over the neighbouring country in the full season. There is a ford about $1\frac{1}{4}$ miles down the river; at 5 miles there are three bridged <i>nálás</i> , and the road winds about rather more. At $7\frac{1}{2}$ miles, old raccourse and the late Amír Sher Alí's rifle ranges. At 8 miles an avenue of poplars commences, and the remainder of the road leads perfectly straight up to the gate of the Bálá Hissár, the fort of Siáh Sang on low hill commanding the city, $\frac{1}{4}$ mile from Bálá Hissár on right of the road. From Bálá Hissár to Sherpur cantonment is about $1\frac{1}{4}$ miles, for the most part a shady road.

E. G. BARROW, Capt.,

Deputy Assistant Quarter Master General.

## Route No. 4A.

BASÁWAL TO JALÁLÁBÁD *via* LACHÍPUR.

Authorities—CAPTAIN CARTHEW and I. B. C.

Tribes or Territory.	Stage or halting-place.	DISTANCE, IN MILES.		Description, &c.
		Inter-mediate.	Total.	
MOH-MANDS.	(1) LACHÍPUR . . .	12 $\frac{3}{4}$	...	With the exception of four small rocks from 2 to 3 miles distant from Basáwal and near the road, the country is open throughout on the left-hand side, and for 1 $\frac{1}{2}$ miles on the right, when rocky hills are met, which skirt the road for another 1 $\frac{1}{2}$ miles. They then gradually open for $\frac{3}{4}$ of a mile,

when they end. There is now seen at a little distance another range, which eventually meets the road at  $\frac{3}{4}$  of a mile from Chárdeh Top. The country from Basáwal is stony for the first half, and sandy for remainder of the way to Chárdeh Top. At 2 $\frac{1}{4}$  miles road to left to Pesh Bolák. At 4 $\frac{1}{4}$  miles, and to the right, is a new road, which is available for traffic by other than wheeled conveyances. It leads to Ambar Klána, which is about  $\frac{1}{2}$  mile distant. At this point is a stream of water which is very clear and good, but is in the hot weather very shallow. The road for most part of the way is heavy when cut up carts, but is otherwise good.

Chárdeh, a ruined Bhuddist tope, situated on a hill fortified in 1880, and held by 150 infantry At foot of hills enclosure for 60 cavalry. Camping ground good. Water obtainable from *kárez* and from Kábal river, 1 mile south. Wood and grass easily obtainable. Fodder also with warning. Valley across river very fertile, Distance 6 miles from Basáwal.

At 7 $\frac{1}{2}$  miles *nálá* 15 yards broad, banks 20' high, bottom sandy, depth of water 6 inches. Road descends through cutting in banks, over wooden bridge, and re-ascends, gradient steep. Fall of *nálá* easterly. At 7 $\frac{3}{4}$  miles two large villages, Chárdeh and Gháziábád, populous and walled, situated 500 yards to east of road. At 8 miles Tirahi Chárdeh *nálá*, breadth 100 yards, banks shelving, about 6' high, bottom sand and gravel. Road descends by gentle gradient into bed of *nálá*, and re-ascends by similar gentle gradient. Very little water in hot season. At 9 miles a ravine 30 yards broad, banks abrupt, 9' high. No water in hot season. Road descends into ravine, carried across an embankment, and re-ascends; gradient steep. Swamp on east of road, 500 yards distant, commences. At 9 $\frac{1}{4}$  miles small walled village of Mashwani, 300 yards to east of road.

At 11 miles a *nálá* 80 yards in breadth; banks slope gently, 6' high; bottom sand and gravel. Road descends into bed of *nálá*; gradient gentle. A little water in *nálá*, fall easterly to Kábal river.

At 11 $\frac{3}{4}$  miles a small *nálá*, banks 15' high, steep and rugged, bottom sandy, water 6 inches deep. Road descends by two steep cuttings into bed of *nálá*; crosses and re-ascends by two cuttings—one steep ( $\frac{1}{2}$ ), the other gentle. Fall on *nálá* east into swamp 200 yards off road. This swamp ends here.

At 12 $\frac{1}{4}$  miles hills averaging 200' to 600' high, rugged and steep. Road partially metalled runs at their base, past abandoned Sapper fort and small village of Lachípur to within 400 yards of post and fort of Lachípur, which lies in a sandy plain. This fort was made for 150 infantry and 64 cavalry. The camping ground is between the fort and river. Forage plentiful; water from river.

Country level and cultivated; soil alluvial, hardened to a crust, on which all arms can move. *Nálás* can in general be easily crossed or turned at their mouths near Kábal river, which averages 1 to 2 miles from road. Water easily obtainable from *nálá* and irrigation channels the whole way. *Nálás* stated by country people to become impassable for two days at a time, if heavy rains occur in the Safed Koh. Road much cut up by traffic and deep in dust; otherwise good.

(2) ALÍ BOGHÁN . . .	9 $\frac{3}{4}$	22 $\frac{1}{2}$	The road for 2 $\frac{1}{2}$ miles after leaving Lachípur passes along the hillside, following the course of the river. At about 2 $\frac{3}{4}$ miles it debouches into the Girdi Kas plain. Water from the river plentiful and good. At 3 $\frac{1}{2}$ miles reach Girdi Kas. Supplies can be obtained if a day or twos' notice is given.
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Road fairly good, but heavy, especially across the plain. For about  $\frac{3}{4}$  mile the road passes over the plain, when it meets the hill coming down to the river, and follows line of the stream for about 4 $\frac{3}{4}$  miles, when it comes out on to the Alí Boghán plain. Supplies only obtainable if notice

## Route No. 4A—continued.

is given some days beforehand. Water good and plentiful from river. Road fairly good, though heavy in places.

(3) FORT SALE, JALÁL- ÁBÁD.	7½	29½	At 1 mile cross <i>nálá</i> (dry except after rain) to the village of Alí Boghán. Road heavy and over broken ground. At 2 miles join former road <i>viá</i> Choragoli and Baríkáb, which goes off to the left. At 3½ miles cross Chapriar river (wide bed with little water during dry season). Here a road to the left leads to the left bank of the Chapriar, and <i>viá</i> Hada to the Agam pass into Kuram. At 5½ miles cross a <i>nálá</i> (dry except after rain). Beyond this the road divides. A new road to the right leads through cultivation, and is free from sand. It is used by the <i>dák tonga</i> . The old road keeps outside the cultivation; it is sandy. The road throughout is unmetalled and unbridged, is at times on clay, and then firm; at times on sand, and then very heavy for wheeled traffic. An alternative route from the village of Alí Boghán, passable for all but wheeled traffic, leads by the river bank over low, grassy, and firm ground for 4 miles, when it joins the <i>dák tonga</i> road above mentioned.
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For remarks regarding Jalálábád, *vide* Route No. 4.

E. G. BARROW, *Capt.*,  
*Deputy Assistant Quarter Master General.*

## Route No. 5.

FROM KÁBAL TO BÁMIÁN *viá* CHÁRIKÁR AND THE SHIBAR KOTAL.

*Authorities*—ROUTES IN AFGHÁNISTÁN; PEACOCKE'S DIARY; DAFFADÁR AMÍR KHÁN.

No. of Stages.	Names of stages.	DISTANCE.		REMARKS.
		Inter-mediate.	Total.	
1	KHOJA CHISHT .	10½	...	Road generally good. Village of 50 houses. At 2 miles pass Bimarú, 1 mile left of road. At 3 miles Deh-i-Khudádád. At 6 miles Turakhél. At 8 miles Deh-i-Ahia.
2	KÁEABÁGH . .	15	25½	Road good; passes through well-populated district. Two hundred houses.
3	CHÁRIKÁR . .	9	34½	Road good, and passes numerous villages. A town with a bázár of 119 shops. (Elevation about 5,280').
4	BÚRJ-I-GHULJÁN .	17	51½	Road over the open <i>dámán</i> , at the foot of the Paghmán hills, to the Tútam Dara village. Near the village the road goes down a descent of 75 feet, crossing four canals each 15 feet wide and 6 deep, to a wooden bridge over the river at 6¼ miles. Roadway 11' in the clear; seven cylindrical

cal road bearers, 10" diameter, chesses 3" thick, span 35'. The construction of this bridge is somewhat too light, and it might prove insecure for wheeled artillery. Crossing the bridge, the road bends to the left, and ascends the Kotal-i-Matak spur over easy gravelly slopes. Descent easy for 300 yards, when it becomes very steep, and the road zig-zags at a gradient of ¼ (in places ½) for 300 yards. Roadway 15' to 20', requiring widening at the turns; guns would have to be got up or down with drag-ropes. The descent to the valley is 340 feet. The valley here is about 80 to 100 yards wide between high and rugged hills, and the road is built up from the river bed with stones and wooden staking. Construction substantial, but would be likely to suffer injury when river is high. To 7¼ miles the road is enfladed by the Kotal-i-Matak, when the valley turns sharply to the right, and widens to about quarter of a mile; road of same construction as in last bend, and only 6' to 10' above the water,

## Route No. 5—continued.

except in the first 50 yards, where it ascends through a 10' wide cutting through a projecting reef of rock, gradient about  $\frac{1}{4}$ . At  $7\frac{1}{2}$  miles the valley makes a sharp bend to the left, and is now called Bāgh-i-Aoghān. At about  $8\frac{1}{2}$  miles there is an easy ascent up hillside, and descent beyond at  $\frac{1}{2}$  for 200 yards. This can be avoided by crossing and re-crossing river, here  $1\frac{1}{2}$  feet deep, bottom sound gravel. The road goes up an easy ascent (except 50 yards at  $\frac{1}{2}$ ), and runs for 500 yards along the hillside at 75' to 100' above river. It is in many places only 8' wide. At 9 miles Dara Chirtak joins on the left. It is a narrow rocky ravine, with a difficult footpath up it, leading across the Kotal-i-Chirtak on the Paghmán range to Chárikár. Just beyond this, the road again descends, and runs over level ground at the river-side to  $10\frac{1}{2}$  miles, where it crosses to the right bank by the bridge of Bāgh-i-Aoghān.

This bridge is similar to the Tútam Dara bridge, except that the span is 33'. Will carry field guns and laden camels; is sound, but very springy.

Hence a bad track, barely practicable for single horsemen, continues along left bank (old road).

The road now runs to  $11\frac{1}{2}$  miles along hill side, or over small narrow patches of stony *dámán* at the mouth of lateral ravines. These latter afford convenient sidings,  $\frac{1}{2}$  to  $\frac{3}{4}$  mile apart. Then the road runs along the foot of the high rocky hill to  $12\frac{1}{2}$  miles, rising at times 50' above river. Several sharp turns, and one short steep pinch (ascent and descent) at  $\frac{1}{4}$  for 50 yards. The valley now opens out somewhat, varying from  $\frac{1}{4}$  to  $\frac{1}{2}$  mile in width. At about 15 miles an ascent at  $\frac{1}{2}$  for 80 yards, followed by easy descent. At about  $14\frac{1}{2}$  miles ascent of  $\frac{1}{2}$  for 200 yards, followed by similar descent; road 18' wide. At  $15\frac{1}{2}$  miles Dara Kaoshán joins on the right, up which the road to Khinján *viá* the Kotal-i-Kaoshán runs. From 16 to  $16\frac{1}{2}$  miles the road has been built up of stones and brushwood along the foot of a high rocky cliff. Work substantial; good gun-road. In dry season the river bed, here level and gravelly, is used as the road. Thence to Búrj-i-Ghuljún road good, up river bank.

During this stage, troops would be mostly confined to the road, which most of the way overhangs the river. Careful driving would be required. Búrj-i-Ghuljún is a small Shinwári hamlet. Level camping ground in open cultivation. Fuel, camel grazing, and grass scarce throughout the Ghorband valley. (Elevation about 5,860')

5	SÍÁHGIRD	12 $\frac{1}{2}$	64	Road up the right bank, valley about $\frac{1}{2}$ mile wide. At $\frac{1}{2}$ mile Dara Istámah joins on left. Path up it, over Kotal-i-Istámah, to Chárikár, impracticable for laden animals. At $1\frac{1}{2}$ miles a good camping ground on the <i>chaman</i> on river bank, to which the road ascends by a long slope covered with trees.
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Valley here open out to about 2 miles wide, with cultivation and villages, called Khákshál. At about  $3\frac{1}{2}$  miles the Dara Sinjit joins, up which a road runs to the Kotal-i-Sinjit on the Paghmán range; said to be difficult, but practicable for laden camels. Then the valley contracts, and there is an ascent of  $\frac{1}{2}$  for 75 yards over the neck of a bluff forming the left of the *tangí*. This is called the Tangí Khákshál, and is 200 yards wide. The road now runs along the foot of the high gravelly cliff on the left, overhanging the river bed 20' below, and is good and level, 18' wide. The river trough gradually expands, eventually attaining a width of 2 miles. At  $5\frac{1}{2}$  miles Khák-i-Saaga, a group of villages. Some half mile beyond this the road ascends from the trough of the river, gradient  $\frac{1}{2}$  for 100 yards, and  $\frac{1}{10}$  for 400 yards. At  $7\frac{1}{2}$  miles, a good position to close the valley facing west, along the right bank of the Shutarshahr *nála* (*vide* Peacocke's Diary, p. 420). Here the Shutarshahr ravine joins on the left, and from its mouth a flat terrace 80' high, with sides scarped at  $45^\circ$ , projects right across the valley. The road crosses this terrace, with the river sunk 150' at its right in a trough half a mile wide, descending by easy ramp beyond. At  $9\frac{1}{2}$  miles pass Kala Chaman Násir Khán, where is good camping ground. At  $10\frac{1}{2}$  miles Darázgird, a group of four small forts on left bank. Valley here 2 miles wide, with gardens and trees; river bed gravel, 400 to 800 yards across.

At Sláhgird join the Wázghar Dara on the right, and the Fandukistán on the left. Up the latter a road leads to the Kotal Istálif, said to be difficult, but practicable for lightly laden camels.

Good camping ground on right bank beyond village; supplies procurable. Four fort villages on left bank, and village of Chahár Burjak on right bank. Main valley 5 to 6 miles wide opposite above-named *daras*. (Elevation about 6,280').

6	KALA SHÁH NAZAR	13 $\frac{1}{2}$	77 $\frac{1}{2}$	Road ascends gradually over open slopes for $\frac{1}{2}$ mile, whence it runs across level <i>dasht</i> for a mile, passing Kala Kalá-hah. Then a descent at $\frac{1}{2}$ and $\frac{1}{2}$ for 200 yards. The Áb-i-Koíshki (stream) is forced at $1\frac{1}{2}$ miles, and the mouth of the Dara Koíshki passed at $2\frac{1}{2}$ miles. Branch road up this <i>dara</i> to left for Kotal-i-Káh on Paghmán range, said to be practicable for laden camels, and
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Route No. 5—continued.

another to left for Pársá. Valley here 1 mile wide, studded with houses and gardens. Then an easy ascent at  $\frac{1}{15}$  and  $\frac{1}{12}$  for 250 yards, whence road runs over gravel slopes 150' above river and is 20' wide to  $2\frac{3}{4}$  miles, when there is a descent at  $\frac{1}{3}$  for 100 yards. Road now winds for  $1\frac{1}{2}$  miles round the foot of a precipitous hill, and is 15' wide, then a descent for 50 yards at  $\frac{1}{4}$  to the small village of Deh-i-Rangán, at  $4\frac{1}{4}$  miles. Valley  $\frac{1}{2}$  mile wide, but broken into steep slopes and terraces. At Deh-i-Rangán cross to left bank by wooden bridge of two spans of 15' and 22'. Roadway 14' in the clear, strong enough for field-guns. River fordable (October). Approach on left bank roomy.

Here the made road ceases. Road from Gori *via* the Chahárdar pass joins here.

From  $4\frac{3}{4}$  to 6 miles road runs along a sloping hillside, and is a series of good parallel camel tracks. To make gun-road would take 600 men 2 days. In dry season, river bed good road. New road here in process of construction (October 1886). At  $4\frac{3}{4}$  miles Dara Júi Dukhtar joins on right; village of same name at its mouth. A road runs up it to the Chahárdar pass. From junction of this *dara*, main valley contracts, and to 6 miles is 200 yards wide (called Tangi Júi Dukhtar) and entirely occupied by river bed. At 6 miles Kúl-i-Khurd, a small ravine on left. From  $6\frac{3}{8}$  to 7 miles road along river side, and in flood season a road would have to be made through fields. Thence to Chubárdeh (elevation about 6,470'), at  $7\frac{1}{2}$  miles, road level between walls, 12' wide. Good ford at 7 miles.

Here Dara Pársá joins left, steep and narrow, but a good camel-road is said to lead up it to Kotal-i-Káh for Kábal.

Hence road ascends  $\frac{1}{5}$  for 500 yards, and is very rocky and stony, with several cramped zigzags. Impracticable for guns, passable for the other arms. Gun road would take 200 men 4 days to make. Then for  $\frac{3}{4}$  mile across flat terrace which projects across the valley, forcing the river into a narrow gorge. Hence a hilly road, practicable for all except guns, runs along hill-sides above main road, rejoining the latter at the Farinjal lead mines. Main road descends from terrace at  $\frac{1}{5}$  for 300 yards; width 15', practicable for guns. It then runs over low level ground to  $10\frac{1}{4}$  miles, and thence along the river bed for a mile. In flood season walled village laues would have to be followed for the latter portion, and would require widening for guns. Here Farinjal village stands on rising ground on the right with extensive cultivation, valley a mile wide. From this point the road becomes generally bad and remains so for  $6\frac{1}{2}$  miles. To make this passable for guns would take 500 men at least 2 weeks. The new 30' road has been commenced at two points in this portion (October 1886). From  $11\frac{1}{4}$  to  $12\frac{1}{4}$  miles road runs round the foot of another terrace 70' high, which projects across the valley, affording a good position, suitable for two brigades, to close the valley. Road rough and rocky; would take 400 men 3 days to clear for guns. At  $12\frac{1}{4}$  miles valley widens to  $\frac{1}{2}$  mile, and Dara Farinjal joins right; by it a road crosses to the Surkháb valley, said to be easy on the south side, but very difficult on the north. Thence road is good and easy for guns over sloping *dasht*. At 13 miles the Farinjal lead mines are passed close above road.

Kala Sháh Nazar stands on an isolated rock left of road. Good camping ground.

7	BÍN-I-SEHWAK	11½	89	Road good for 1 mile. Then valley opens out to 1 mile wide. At $1\frac{1}{4}$ miles road very bad for 100 yards—only a camel track, climbing along the face of a high rocky cliff, 15' to 20' above river, which is 8' deep. Blasting would be required—say one company sappers 4 days. At $1\frac{3}{8}$ miles
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again bad and rocky for a furlong, impassable for guns; allow 300 men 5 days to improve for guns. Then for  $\frac{1}{4}$  mile the low-level road has been washed away, and there is only a rough camel track along the hillside 100' above river. This bit would take 400 men 5 days. Both could be avoided by bridging and rebridging the river, right bank being open. Thence to Kala Doáb Sheikh Alí Loling ( $2\frac{1}{2}$  miles) road is good. Here Loling river issues from a deep rocky gorge on left. Up it runs a good camel-road, which divides into three branches, going to Dahán-i-Turkoman, Kotandar, and Pársá, respectively. The main valley now begins to narrow. At  $3\frac{1}{2}$  miles the mouth of Dara Mazána is passed (right), and at 4 miles Dara Behúda joins (right), with a small hamlet at its mouth. Road here runs along the side of a high slope, and for 100 yards would have to be widened 3' for guns: allow 100 men 1 day. The valley now narrows to 150 yards and the Tangi-Khák-i-Gulám Alí begins. At  $4\frac{3}{8}$  miles the *tangi* turns sharp to the right, and the road has been carried away for 200 yards. There is a good camel-track, but a gun-road would have to be built up from the river bed 10' below: allow 300 men 4 days. Could be avoided by crossing river twice; banks (4' high) would have to be ramped.

The road now generally improves, and the *tangi* widens to 200 to 300 yards for a mile. At  $5\frac{1}{2}$  miles the Dara Taori joins (right) and the road across its mouth is rocky for 200 yards: allow 100 men 1 day for guns. A terrace 70' high projects across the valley at  $5\frac{3}{4}$  miles, forming a good position for two battalions to bar the road. *Tangi* here 80 yards wide; road stony, winding round end of terrace, fit for guns except at  $5\frac{3}{4}$  and  $6\frac{1}{4}$  miles, where the retaining wall has fallen: allow 50 men 2 days. At  $6\frac{3}{8}$  miles the *tangi* ends, and the road runs along level grassy *chaman* called

## Route No. 5—continued.

Gazár, dotted with houses and walled gardens. The valley here bends to the right, and expands to  $\frac{3}{4}$  mile. At 7 miles Dara Rabát joins right; road up it to Kotal-i-Zák. At  $7\frac{3}{4}$  miles Dara Jangalak (also right); a wide fertile valley; road up it to the same *kotal*. At  $8\frac{1}{2}$  miles the valley again contracts to about 150 yards; road still good; gangs working at the new road here (October 1886). At 10 miles Dara Shingarián joins right; road up it to Sái Kázi, where it divides, going to Kotal-i-Tunkhana, and Kotal-i-Zák respectively. At  $10\frac{3}{8}$  miles valley opens to  $1\frac{1}{2}$  miles wide; and at  $11\frac{1}{2}$  miles Kala Kázi Nawi is passed.

Bin-i-Sehwak is a small fort village. Good camping ground. (Elevation about 7,340')

8	DIWÁL BOLÁK	.	14 $\frac{1}{2}$		103 $\frac{1}{2}$	Road up the valley good to $4\frac{3}{4}$ miles, and fit for guns, except at points noted below. At 1 mile pass Dara Nirkh, and at $2\frac{1}{2}$ miles Dara Jarf both on left; large well-cultivated valleys, with roads up them to the Nirkh Kotal for Káreczak. Nirkh road passable for camels. At $3\frac{1}{2}$ miles a group of small <i>kishláks</i> called Bed.
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At  $1\frac{1}{4}$  miles road partly fallen and ruined by being used as a *júi* for 300 yards; can be avoided by crossing and re-crossing river.

At  $1\frac{1}{2}$  miles road carried away for 300 yards: 200 men 3 days.

From  $3\frac{1}{2}$  to  $4\frac{1}{2}$  miles, generally bad and broken: 300 men 5 days.

Kálú Khána is reached at  $4\frac{3}{4}$  miles. A cave with a spring in overhanging cliff at roadside. Road here blocked by boulders. For this, and a stony bit a little beyond, 300 men 3 days. Valley 500 yards wide below Kálú Khána. At  $5\frac{1}{2}$  miles road crosses the Sabz Kotal, over a flat spur 70' high which projects from the hills on right, confining river to a bed 20 yards wide. Passage of *kotal* easy for guns, but at foot of descent road has been blocked by a fall of rock from the hill. To clear this for guns, 50 men 2 days. At  $5\frac{1}{2}$  miles road becomes generally bad and broken for  $\frac{1}{4}$  mile; valley 150 yards wide, road 70' above bed: 300 men 5 days for guns. At  $6\frac{3}{8}$  miles, road again broken and bad for about 300 yards, but the fields are available for guns, &c. Beyond this the valley opens out again, and the road runs at a lower level. At  $7\frac{1}{2}$  miles Dara Kajak joins left; road up it to Sagpar Kotal much used by local camel *kafilas* going to Kábal. At  $8\frac{1}{4}$  miles Dara Botián joins right. Large valley 200 yards wide. Road up it to Khárzár Kotal on the Band-i-Warsandán, fit only for pack-animals. Main vally here is 600 yards wide, bed level; road remains good to  $8\frac{3}{4}$  miles. Then road for  $\frac{1}{2}$  mile is difficult, along foot of hillside overhanging the stream: 200 men 2 days. At  $9\frac{1}{4}$  miles road enters a narrow gorge, following left bank of stream for  $\frac{1}{4}$  mile, and is a mere camel-track, very stony, and at one point obstructed by large boulders. There is a sudden rise of 50 feet in the valley, down which the stream falls in a channel 20 yards wide. To make a gun-road up this gully would take 300 men 4 days. This is the Tangí Taidu Kúl, and is the most difficult bit on the stage. Then the valley again opens out to 400 yards, and the road is good, but at  $9\frac{3}{4}$  miles again contracts to 150 yards between high rocky cliffs; road again bad. At  $9\frac{7}{8}$  miles pass Bin-i-Garmáo, a hot spring, where valley again becomes 300 to 400 yards wide. Road remains bad for  $\frac{1}{2}$  mile, passing through fields, and cut up by a *júi*: for guns, 100 men 2 days. From  $10\frac{3}{8}$  to  $11\frac{7}{8}$  miles road good, though stony, and almost level; practicable for guns; 10' to 12' wide. Several *kishláks* and small fort-villages are passed. At  $10\frac{3}{4}$  miles a large valley called Bedkúl joins left. Road up it to Kotal-i-Zirak for Kala Hissár in Besúd; difficult, but practicable for laden camels. At  $11\frac{3}{8}$  miles Dara Ghorbandak, a small ravine, joins left, by which an alternative road goes to Díwál Bolák over the Shibar watershed. This route is used in heavy snow, in preference to the main road. At  $11\frac{7}{8}$  miles Kala Pai Kotal is reached. Here cultivation ends. Good camping ground about the forts. From here to Pai Kotal at  $12\frac{3}{8}$  miles the road is stony, and cut up by a stream and *júi*: 50 men 1 day for guns. It lies along the right side of a water-logged *chaman*; but a good dry track for guns would be found on the left side. Valley here is 200 yards wide, with low rocky hills on either side.

Pai Kotal (8,422') is the head of the Ghorband valley, and the beginning of the ascent to the Shibar Kotal. The Ghorband valley above this point is called Dara Sangandao, and, coming from Koh-i-Jaolangáh, issues through a narrow rocky gorge near Pai Kotal. Up it a road runs to either Kotal-i-Khárzár, or Kotal-i-Sangandao (*vide Peacocke's Diary, page 410*).

From Pai Kotal the road ascends for 60 yards in short zig-zags at  $\frac{1}{6}$ , which would require improvement for guns. Then for 400 yards is a good gun-road, gentle gradient. Beyond this, cramped zigzags at  $\frac{1}{4}$  for 50 yards, and straight ascent at  $\frac{1}{6}$  and  $\frac{1}{4}$  for 500 yards. Road good, except for steepness, and 10 feet wide except at zigzags. Guns could be got up or down with drag-ropes. To make good for guns, 300 men 4 days. From  $12\frac{5}{8}$  to 13 miles road good and level, 15' wide. Then for 300 yards there is an ascent of  $\frac{1}{10}$  and  $\frac{1}{8}$  diagonally up a slope. There are a number of parallel camel tracks, but at different levels, and could not be used by guns. Soil clay: 200 men 2 days. Thence to 14 miles is a gentle ascent over undulating *dasht*, when the Shibar Kotal (9,799') is reached. It is a mere swell in the *dasht*, here 3 miles wide. From the *kotal* over undulating *dasht*; 30' road completed here and gangs commencing work west from Díwál Bolák (October 1886).

Route No. 5—continued.

Throughout this stage there was at one time a made road 10' to 15' wide, most of which is still fit for guns. Even at most of the bad places noted, guns could, if necessary, make their way past in the fields. Amír's new 30' road under construction (October 1886). Total estimate of labour for good military road over this stage, 2,300 men 4 days, or 1,500 men a week. Troops could camp at almost any point. Supplies, grain, grass, *bhúsa*, and garden produce procurable throughout. Fuel scarce, camel-grazing scanty, but said to be 'good up lateral valleys. (Elevation, by boiling point, 9,348')

9	BULOLA . . . . .	10	113½
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Road over undulating *dasht* for 2¼ miles, the last ¼ mile of which is a diagonal descent at ¼ into the Shibar valley and would require cross-levelling for guns. Here the Dara Múshák (from the north-east) and Dara Kúchangi (from the south-east) meet, forming the Shibar valley, here 150 yards

wide. An alternative road runs from Diwál Bolák down the former, and is passable for guns, but longer than main road. At half mile is a good position to bar the road (*Vide Peacocke's Diary, page 408.*) At 3 miles pass Kala Sákhni. Road down south side of valley, which is about 300 yards wide, but is of little importance, as the level cultivation affords good going. At 5½ miles road passes through a deep rocky gorge 40 yards wide for ¾ mile, the exit of which is blocked by boulders. To clear for guns, 50 men 3 days. Gorge could be held as a position. (*Ibid., page 407.*) From 5½ to 7¼ miles road down a gorge 70 yards wide between continuous cliffs 200' to 400' high, good and easy for guns. At 7 miles pass mouth of Dara Birgalich (right). At 7¼ miles the cliffs close in, forming the Tangí Sang Nawishta. Here ¼ mile is bad. The *dara* is 30 yards wide between towering cliffs, and there is an abrupt drop in its bed down gigantic boulders. To make gun-road would take a company of sappers two weeks. "A gang of the Amír's workmen at present engaged in blasting a new gun-road have destroyed the old path. The official in charge expects to have it ready in three weeks." (*Peacocke, October, 1886.*)

From here to Bulola road along foot of hillside, would require widening on an average 3' throughout. Valley at once widens to 200 yards, and to 400 yards at Bulola, but being cultivated in terraces could not be used as a roadway. To make good road from the junction of Dara Birgalich to Tangí Kamandi (1½ miles beyond Bulola), exclusive of Tangí Sang Nawishta, would take 500 men 4 days. In addition, the following would be required, *viz.* :—

At 8 miles, clearing boulders,	20 men, 2 days.
„ 8½ „ „ widening for 100 yards,	30 „ 2 „
„ 8¾ „ „ „ „ 200 „	60 „ 2 „
„ 9¼ „ „ „ „ 200 „	30 „ 2 „

At 7½ miles, houses and trees of Bulola commence. At 9¼ miles Dara Jola joins left, up which runs an alternative road joining the main road further on. (*Vide Peacocke's Diary, pages 402, 406.*) Good camping ground for several divisions down the valley to Tangí Kamandi. No grass or camel-grazing. No fuel, except standing fruit trees. A small amount of supplies procurable (Elev. about 7,910')

10	KALA TOPCHI . . . . .	11	124½
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Road good for the first mile, when it bends left up the Irák valley, and would require widening for guns for 100 yards. (Height of this point 7,600'.) The Dara Irák is 75 yards wide, rugged granite cliffs on each side. Bed level, but strewn with large boulders. Passable for guns to Tangí Kamandi at

1½ miles. The *tangí* is 10' wide between rock cliffs. The road (10' wide) climbs the right-hand cliffs at a gradient of ¼, and is very rocky at the summit. Descent steep and dangerous. "Workmen were engaged here, . . . and this difficulty may be assumed now to have disappeared." (*Peacocke.*) Above the *tangí* the valley opens out, and is 400 yards broad at the 3rd mile. The gradient is gentle, and a new 30' road has been completed to the Dara Kashka, at 3½ miles. The road turns to the right up the Dara Kashka, and there is an easy ascent up the smooth gravel bed to the Kashka *kotal* at 5 miles. For the first ½ mile the *dara* is in places only 20 yards wide, and some boulders would have to be cleared away. At the *kotal* it opens out into an undulating *dasht*; altitude 8,903'. (As to defensibility of Kala Bulola and Kashka Kotal, *vide Peacocke's Diary, page 404.*) Here the road from Kala Irák to Bámián joins.

The descent from the *kotal* is moderate, and the road is made and good. It is about a mile in length. At the bottom a *nálá* is crossed, the ascent from which is about 50 yards of easy rise. Then over a gravelly plateau for about ¾ mile, road good, after which a descent for about 200 yards by good made road to the Paimúri Dara, opposite the ruins of Zohák, where the Bámián valley is entered (about 7 miles).

## Route No. 5—concluded.

From Zohák (Elev. about 7,800') road is easy and good for guns. At  $9\frac{1}{4}$  miles pass the ruins of Chuhárúgh on right, and cross river Bámián to left bank. Ford easy and shallow. At  $9\frac{3}{4}$  miles pass Kala Toghni. At  $10\frac{1}{8}$  miles, road, hitherto undulating, becomes level.

Good camping ground, grass, and supplies. Two forts of Tájiks.

11	BÁMIÁN (Kala Sarkári)	8 $\frac{5}{8}$	133 $\frac{1}{8}$	Road good and easy for guns. At $2\frac{7}{8}$ miles pass Kala Dahán-i-Áhingarán and the Dara Áhingarán on left. At $3\frac{1}{4}$ miles valley contracts to 30 yards between hills, called Tangí Áhingarán, 200 yards long. The Amír's new 15' road is completed through the <i>tangí</i> . Below the <i>tangí</i> the valley again opens out. At $3\frac{3}{8}$ miles pass Kala Abdul Rahím; at $3\frac{7}{8}$ miles Dara Sámwára (left); at $4\frac{1}{4}$ miles Kala Ahmad Beg; at $4\frac{1}{2}$ miles Kala Mír Mubammad (deserted); at $5\frac{1}{8}$ miles Kala Muhammad Azím; at $5\frac{3}{8}$ miles Kala Kázi; and at $6\frac{3}{8}$ miles a second Kala Kázi. At this point a <i>nálá</i> joins left, called Dara Kakrak. At $7\frac{7}{8}$ miles pass Kala Joghír Khél, and at $\frac{1}{2}$ mile to left Kala Muhammad Alí. At $7\frac{7}{8}$ miles the ruins of Ghulghulla stand on a mound to left, and close by are three small forts called Kala Júi Sháhr. At $8\frac{1}{4}$ miles a <i>ziárat</i> with clumps of <i>chinár</i> trees. At $8\frac{3}{8}$ miles a <i>nálá</i> called Khoja Ghár joins right, and on left a large ravine called Dara Faoládi.
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At Bámián the valley is about 1 mile wide, with vertical cliffs 30' high on each side. On the left from the head of the cliffs stretches an open *dámán* for about 4 miles to the south to the foot of the mountains. On the right the cliffs merge into the steep slopes of the Koh-i-Gandak. Bed of valley smooth and cultivated. The river is 30' to 40' wide, 1' to 2' deep, with a swift current, easily crossed. There is no town; only forts (high-walled villages) scattered up and down the valley. The people are nearly all Tájiks. (Elevation 8,100.)

*Note.*—The Shibar road is never closed by snow for more than three or four days at a time after a fresh fall, until the snow hardens. Snow begins to fall in the beginning of December. At Bulola snow rarely falls deeper than 8 inches, and, as a rule, does not lie longer than 3 days. Above the Tangí Sang Nawishta it gets heavier, and sometimes lies 4' to 5' deep on the Shibar Kotal. At Pai Kotal it seldom lies deeper than 2'. With trifling exceptions traffic crosses by this route all through the winter.

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## Route No. 5A.

CHÁRIKÁR TO KHINJÁN *viá* THE KAOSHÁN PASS.

*Authority.*—MAITLAND (October 1886).

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	Chárikár to Diláwar Khel (15 $\frac{1}{2}$ miles). SHEBAKHAI	11	11	<i>Vide Route No. 5, Stage 4.</i> The Kaoshán route diverges from the Shibar route at Diláwar Khel, where the Kaoshán <i>dara</i> joins the Ghorband. Camping ground could be found at this point on the plateau of Diláwar Khel on the right bank of the Ghorband, or at the mouth of the Kaoshán <i>dara</i>

on the opposite bank.

The first  $1\frac{1}{2}$  miles of the track up the Kaoshán has not been reconnoitred. It is probably good. The glen is full of orchards and hamlets. At  $2\frac{1}{2}$  miles the road from Burj-i-Ghulján joins, having passed over the spur which divides the Kaoshán *dara* from the Ghorband valley by a low *kotal*, steep on the south side.

The *dara* is here about  $\frac{1}{2}$  mile wide, sprinkled with hamlets and orchards, and enclosed by low spurs. The path runs through fields, and is good to  $2\frac{1}{2}$  miles.

The *dara* now narrows to a defile, but the hills are at first low and accessible for infantry. During this stage the path mostly keeps the stream-bed, which is generally rough and full of



## Route No. 5A—continued.

boulders, or runs close along the rough banks by the edge of fields through which a better road might be made. It crosses the stream twenty-seven times.

At  $2\frac{1}{2}$  miles the path takes to the stream-bed, and at  $2\frac{3}{4}$  miles crosses the stream three times. At  $2\frac{3}{4}$  miles the defile becomes narrower, the hills higher, and the road worse. In the next  $\frac{1}{2}$  mile the stream is again crossed three times, and the path then goes up the Kol-i-Yer *dara* to the right, over stones and boulders, crossing the stream twice. Then rising rather steeply it crosses over the spur to the Kaoshán *dara*, and follows the course of the latter along the hillsides, which slope steeply to the stream. The portion between  $2\frac{1}{2}$  and  $3\frac{1}{2}$  miles is the roughest and least improvable part of the stage.

The path is now rocky for half a mile, when it improves, continuing along the hillsides to about  $6\frac{1}{2}$  miles, passing the fort of Mushtán, and the village and orchards of Tájika. It then descends and follows the stream-bed to  $7\frac{1}{4}$  miles, crossing five times. The glen hereabouts is some 200 yards wide, but at  $7\frac{3}{4}$  miles it contracts, and for the rest of the stage averages about 50 yards in width. After the last crossing the path ascends and runs along the hillside on the left bank at an elevation of about 100' above the stream for more than a mile, passing the orchards of Zangal. This portion is fairly wide and good, with retaining-walls where necessary.

Again descending, the path follows the stream bed to  $8\frac{1}{2}$  miles, crossing twice. It then runs along the banks, crossing twice, to  $9\frac{3}{4}$  miles, and is generally rough and stony. Two hamlets are passed. From  $9\frac{3}{4}$  miles the hill sides on the right bank are again followed to 10 miles, passing Dabán-i-Husen hamlet, and then the bouldery stream-bed, crossing seven times in the last mile.

Restricted camping ground on terraced fields on the left bank. Hills accessible for infantry, rising about 2,500' above the glen. Inhabitants Shinwáris. Elevation 7,495'.

2	MAIDÁN-I-KHÚNÍ	7	18	The path runs up the left bank between fields and stream. The glen is here 60 to 70 yards wide. The stream is soon crossed, and there is a steep little ascent to the hill side opposite, which is followed for a short distance. The stream is crossed four times between $\frac{3}{4}$ and $1\frac{1}{2}$ miles; glen
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in this part confined. The path is then good, though stony, through fields to  $2\frac{1}{4}$  miles, when it again crosses and is bad for  $\frac{1}{2}$  mile. Then to 3 miles is better, when the stream-bed is followed to  $3\frac{1}{2}$  miles, and the track is rough and bad.

From  $3\frac{1}{2}$  to about  $5\frac{1}{2}$  miles the side slopes of the *dara* are again followed, the stream being twice crossed, with a steep roughish descent and ascent at the second crossing. The mouth of the Atasher ravine is crossed at  $3\frac{3}{4}$  miles.

The path then runs along the left bank, and is good for the rest of the stage. The stream of the Yakhnao *dara* is crossed at  $6\frac{3}{4}$  miles.

At Maidán-i-Khúní there is little camping space, but a brigade could bivouac. No wood, and very little grass. Elevation 11, 830'.

The upper portion of the Kaoshán *dara* is stony and desolate, with craggy heights on either side, those on the left being generally less rocky and more accessible than those on the right.

3	KÁTA SANG	11 $\frac{1}{2}$	29 $\frac{1}{2}$	The path continues good along the left bank to 1 mile, when it crosses the stream. The glen is here wide and is joined by the Changalawez <i>dara</i> , up which there is a track to the Walián route. A little further on is the <i>Shaojai</i> (night-place) where travellers stay the night, before crossing
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the *kotal*. The head of the *dara* is now neared, and at about  $1\frac{1}{2}$  miles a rapid ascent commences, the path winding up at a gradient of about  $\frac{1}{10}$  to 2 miles, when it becomes somewhat less steep for half a mile. The ascent is then gentle and path good, reaching the head of the *dara* at  $3\frac{3}{4}$  miles.

The path then ascends over a broad, steeply-sloping *dámán* for half a mile, when the ascent to the *kotal* commences by a long steep zigzag with two short breaks on natural platforms, the centre portion being the worst. The ascent is then gentle for a few hundred yards, followed by a short, steep, roughish bit leading up to the *kotal* at 5 miles.

The actual *kotal* is a bank of stones, partly artificial, through a narrow gap in which the path passes. Around are craggy heights more or less covered with snow. The glens on either side of the *kotal* curve so as to prevent an extended view down the pass. Elevation 14,320'.

The descent is at first gentle, and path good, but steep, rough zigzags soon begin and last for about half a mile, when there is a short level. From  $5\frac{3}{4}$  to  $6\frac{1}{4}$  miles (foot of *kotal*) the descent is again steep, partly by zigzags, partly straight down stony slopes over which the path is cleared to a width of 2'.

A little further the *dara* begins. The hills on the left are generally accessible, those on the right craggy and impracticable. At  $7\frac{1}{2}$  miles the stream, still very small, is crossed, and at 8 miles is the northern *Shaojai*. The descent, hitherto considerable, becomes gentler.

## Route No. 5A—continued.

At 9 miles, on a spot called Takht-i-Bádsháh, is space for a camp. The bottom of the glen is half turf and half boulders, and the road fair to  $10\frac{3}{4}$  miles, whence it is rough and bad to  $10\frac{1}{2}$  miles. Thence to camp is fair, though stony.

Troops could bivouac along the stream, and tents be pitched in places. Boulder-covered hills, accessible and not very high, enclose the *dara*. No wood, and little grass. Elevation 11,185'.

4	GORSOKHTA	10	39½
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The path soon descends a bouldery slope, crossing the stream at  $\frac{1}{4}$  mile. The stream is said to be unfordable in summer, when *káfilas* cross by the bridge at Do Sháhkh lower down. At  $\frac{1}{2}$  mile is a bad bouldery bit, whence to about 3 miles the path is stony, but good for camels, along a *débris*

bank, with one steep fall at about  $2\frac{1}{2}$  miles, and a narrow winding descent to the stream at the end. The hills on either side are craggy, but appear accessible (seen through mist). The glen is bare and very stony, and the mountain slopes falling directly to the stream leave no level ground. At  $1\frac{1}{2}$  miles a small patch of turf on both banks, where a small force might bivouac, but there is no wood.

The path now (3 miles) follows the bottom of the *dara*, and is generally rough among boulders to  $4\frac{1}{2}$  miles, crossing the Kara-i-Tágh stream at  $3\frac{1}{2}$  miles, and with a bad ravine-crossing at  $4\frac{3}{4}$  miles. It is then good to  $6\frac{1}{2}$  miles, when there is a steepish bit for 200 yards, after which it is generally pretty good for the remainder of the stage. To  $6\frac{1}{2}$  miles a gradual descent along an open plateau, when the Ao-i-Barík glen and Do Sháhkh (no houses) are passed. Thence along hill-side at an elevation of 200' to 300' above stream, descending to cross a ravine at  $7\frac{1}{2}$  miles, with a descent beyond at  $\frac{1}{10}$  to  $7\frac{1}{2}$  miles. The glen is here open, and there is room to camp on terraced ground, but wood and grass are scanty. At about 8 miles a roughish ascent, followed by a descent to the stream, whence the path gradually descends keeping on the hill-side, the last half mile being rather stony.

Camping space on terraced fields for 1 or 2 battalions. A larger force would have to bivouac along the stream. There is also room on the opposite bank. Water and wood abundant, and a little grass. The surrounding hills are high and bold but not precipitous, rising some 4,000' on either side. Elevation 7,000'.

5	KHINJÁN	11	50½
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Descending to the glen bottom, the path runs along the base of the hills and is fairly good, crossing the mouth of the Amang *dara* (roughish bit) at  $\frac{1}{2}$  miles, and passing the Gorsokhta ravine (right) at  $1\frac{1}{2}$  miles, up which a path leads to the Bájgáh glen. Thence to  $1\frac{1}{2}$  miles it follows the hill-side, with a

bad bit for a few hundred yards at  $1\frac{1}{2}$  miles.

At  $1\frac{1}{2}$  miles the path returns to the bottom of the glen (full of boulders, but path good for pack-animals) and follows it, with one or two deviations, to the Malkhán ravine at  $2\frac{1}{2}$  miles, whence it runs through boulder-strewn fields to the Pul-i-Malkhán at  $2\frac{3}{4}$  miles. Crossing the bridge and following the hill-side for a short distance, it again takes to the glen bottom to  $3\frac{3}{4}$  miles, when Takhta Sang hamlet is passed. The path then leaves the stream to the right, and runs along the base of the hills to  $3\frac{1}{2}$  miles, when it ascends and follows the hill-side at a slight elevation, again descending to cross the Pul-i-Husen at about 4 miles (roadway of bridge very bad).

The bottom of the glen is followed for the next mile, path good among boulders. The defile here is about 150 yards wide; hills tolerably accessible. Orchards now begin, and at 5 miles Dahán i-Bagh-i-Bai (one house) is passed. The path then ascends at  $\frac{1}{4}$  or  $\frac{1}{2}$  and follows the hill-side, out of which it is cut to a width of 4' to 5' with some steepish gradients ( $\frac{1}{2}$  or  $\frac{1}{3}$ ) at a height of about 100'. At  $5\frac{1}{2}$  miles it descends and is good along the left bank, over fine gravel, to about  $6\frac{1}{2}$  miles, when the Pul-i-Sísáh Sang is crossed. Span of bridge about 20'; piers rough stone brush-wood; roadway bad.

Having crossed, the path follows the stream-bed for 150 yards, and then runs undulating along the hill-sides at a slight elevation, passing the wooded Chandarán ravine at about  $6\frac{1}{2}$  miles. It then runs along the bank between low walls, soon becoming wide and good, though stony, to about  $7\frac{1}{2}$  miles, where a toll place is passed, the path passing through a gap in a wall which extends across the defile. Here is a rough bouldery bit at the mouth of a ravine.

The defile is narrow, filled with orchards, enclosed by high rocky hills accessible but difficult. The road is fair, at first along the hill-side, then over open *dámán*, and through orchards, to  $8\frac{1}{2}$  miles. It then runs generally under low stony spurs, which gradually become less rocky, and is mostly good for the rest of the stage.

At Khinján the sides of the *dara* slope downwards to the stream, and there is no level ground. The bottom of the glen is full of orchards, in which troops might bivouac. Elevation 3,230'.

*Route No. 5A—concluded.*

The Kaoshán route may be considered practicable (in its present state) for a brigade of infantry and one mountain battery, with only ammunition mules. To make a military road would be a work of great difficulty, even putting wheels out of the question. The pass is *completely* open for 3 to 3½ months, but is more or less practicable for about 7 months in the year. It is closed about 20 days before the Chahárdar.

*Table of Mean Gradients.*

DILÁWAR KHEL TO SHERAKHAI, about . . . . .	1 in 26
SHERAKHAI TO MAJDÁN-I-KHÚNÍ . . . . .	1 in 8·8
MAJDÁN-I-KHÚNÍ TO <i>Kotal</i> . . . . .	1 in 10·6
<i>Kotal</i> TO KÁTA SANG . . . . .	1 in 10·9
KÁTA SANG TO GORSOKHTA . . . . .	1 in 12·6
GORSOKHTA TO KHINJÁN . . . . .	1 in 15·4

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**Route No. 5B.**

FROM THE GHORBAND VALLEY TO THE SURKHÁB VALLEY, *via* THE CHAHÁRDAR PASS.

*Authorities—*HOLDICH; DRUMMOND (*October 1886*).

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	DEH TANGÍ . . . . .	9	9	The road to the Chahárdar Pass leaves the Ghorband valley at Deh-i-Rangán, whence it leads up the Dara Kipchák (or Kamchák). The Ghorband river is here crossed by a wooden bridge ( <i>vide</i> Route No. 5). The Amír is making a new road over this pass, which, in October 1886, had been

completed as far as Chahárdar. It is a plain highway, 15' to 20' wide, simply cut out of the hill-side and cleared of stones. Here and there it is supported by a revetment of boulders. In some places the gradients are exceedingly steep, and would be almost impracticable for wheeled artillery, but for anything short of wheels it must be described as an excellent road.

At Deh-i-Rangán there is room for a brigade to encamp on cultivated undulations about the village. Firewood, water, and supplies abundant.

Leaving Deh-i-Rangán the road for the first mile follows the right bank of the stream, over open ground. Then the stream is crossed by a wooden bridge, and between this point and Deh Tangí the road crosses and re-crosses three times by similar bridges, all of one span, narrow, and generally of weak construction. In one or two instances the planking forming the roadway is uncovered. The valley is extremely picturesque, and well cultivated and wooded, and many villages are passed which, merging one into another, form an almost continuous chain of habitations.

Deh Tangí comprises a fort perched on the hill-side on the right bank of the stream. The camping ground is narrow and inconvenient, but a large force could be encamped by extending it indefinitely along the valley, which is here narrow. Firewood and water abundant. Supplies from neighbouring villages.

2	CAMP NEAR CHAP-DARA.	16	25	Road good up the right bank through cultivation for about 2 miles. Then the stream is crossed by a wooden bridge, cultivation ceases, and the left bank is followed for a mile, road good and level. The road now re-crosses the stream and leaves it, ascending a spur by very steep zigzags. This zigzag might no doubt be easily improved and the gradient lessened, but the existing road is excellent. From the top the road follows the direction of the stream, but at a considerably higher level, for about 5 miles (8½ miles from Deh Tangí), when the pass called by us Chahárdar, but
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## Route No. 5B—continued.

locally known as the Hindú Kush pass is reached. (Elevation 13,900'.) At about 5½ miles Chihil Dukhtarán is passed, where there is room for halting ground or small camp.

The country about the pass is described by Major Holdich as "a series of nearly level valleys, which present all the well-known characteristics of the higher passes of the Himalaya. They are barren and stony, with low sweeping spurs formed from the *débris* of the massive granite peaks and 'arguilles' on either hand, quite bare of vegetation, except where, bordering the stream, there are a few yards of spongy turf. Close around the pass are four or five small deep green lakelets. The Hindú Kush is not a flat-topped range, but its highest curves are singularly gentle, and its most prominent peaks appear to be almost invariably found, not on the main watershed, but on the giant spurs thrown off the north and south."

The descent from the *kotal* is gradual and easy, the road running along the gentle side-slopes of the valley for about 4 miles. Two small water-courses are then crossed, and the road winds round the base of a granite hill, following the line of a small stream, and then descends rather steeply for a quarter of a mile, when it crosses the Chapdara stream, which here joins from the south-east (about 14 miles). There is no bridge, but the crossing is easy. Elevation of this point 11,000'. The remaining 2 miles are along the right bank of the Chapdara stream, descent gentle and fairly free from stones.

Camping space for a considerable force by extending along the valley from a short distance below the crossing of the Chapdara stream. It is very bleak, and exposed to cutting winds which sweep down the pass. No firewood, grazing, or supplies.

3	CHAHÁRDAR . . .	10	35	Road generally good, gradient gentle, down the right bank of the stream, which flows in a singularly straight course. This portion of the road, being liable to landslips, would require constant supervision to keep it in order. At about 1 mile a gigantic mass of granite fallen from the hill-
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side blocks the road, and a mile farther on a large stone has come down. About half a mile from Chahárdar a small landslip has covered the road with boulders and *débris*. The road is generally fairly level, except where here and there small side water-courses are crossed, the descents and ascents of which are steep but short.

At Chahárdar three streams meet: the Sozak from the north, the Talkhián from the east, and the Chapdara (or Ab-i-Safed) from the south. Below the junction the stream is called Síáh Munda, which flows west into the Surkháb.

Here the Amír's new road ceases (October 1886). It will cross the Talkhián by a bridge of about 40' span, and 21' roadway. The abutments (of stone and stakes) were ready, and the roadway carried down to the approaches. The stream was, in October, 1' to 3' deep, bottom stony, current swift.

There is no village at Chahárdar, and the level space available for camping is stony and somewhat restricted. About 80' above the stream there is a space on the flat plateau which lies at the foot of the Hindú Kush spurs bordering the *nálá*, and in the fork formed by the junction of the Chapdara and Talkhián there is room for one regiment. Altogether there is ample room for a brigade. (Elevation 6,600').

4	SAR-I-ISKÁB (or BEDAK).	16	51	Between Chahárdar and the Surkháb valley a second ridge has to be crossed, formed by a long and lofty spur of the Hindú Kush, which appears to break off from the main watershed about 10 miles north-east of the Chahárdar Kotal, sweeping round to the north and west. This spur is
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crossed by three passes—*viz.*, the Sozak on the east, the Fasak about 4 miles further west, and the Katu about 1 mile west of the Fasak. The road to the two last named is the same for about 5 miles from Chahárdar; the Sozak road diverges at the latter place. From the Katu on the west to the Sozak on the east, a pathway runs along the ridge, giving lateral communication between the three passes.

*Route by the Fasak Pass.*—After crossing the Síáh Munda stream the road ascends the *ragza* (or high flat-topped bank which usually skirts Afghán rivers), on the right bank of the stream which flows from the Kotal-i-Fasak, and follows its edge through granite boulders for some distance. Then descending it crosses the stream, and climbs by almost precipitous zigzags cut out of insecure gravelly soil, to the top of a spur some 400' above the stream, called the Kotal-i-Bargáh (about 1 mile). It then skirts the slippery hill-side, but is firm and free from obstructions, for about 400 yards, when it again descends, but less steeply, to the stream. The road now runs over slippery rocks and boulders for a few hundred yards, passing through a *tangi* down which the stream falls in a small cascade. Then there is another steep zigzag as the road rises to cross the end of a spur. This is a strong position, and there are evidences of its having

## Route No. 5B—continued.

been recently occupied, a *sanga* in good preservation still existing. Descending hence, the road passes a small patch of cultivation belonging to the insignificant hamlet of Chashma Mátáb, and enters another short *tangí*, through which it is fairly good, but steep. Then, at about 5 miles, is a steep ascent flanking a drop in the stream-bed, which is so steep as to be almost a series of cascades. Here the road to the Kotal-i-Katu branches (see below), and a track (said to be practicable for lightly laden mules) leads west up a ravine, and then down the Tálá valley (in which the Sífá Munda flows) to the Surkháb. From this point the road is bad and steep, to 6½ miles, passing over slippery rocks and through a narrow gorge flanked by inaccessible cliffs. Thence to 7 miles when the *kotal* is reached, the ascent is gentle, and the road very good up a grassy valley. Kotal-i-Fasak is a saddle about 200 yards in length, lying north and south between two long ridges, whose general direction is east and west. The crest of the northern ridge is about 200', and that of the southern from 300' to 500' above the saddle. It is a strong position, which a couple of companies could hold against almost any force until turned. (Elevation 10,200'.) The descent for the first mile is fairly level and easy, but over loose limestone rock that requires revetting. Then for about 1½ miles the road is cut out of the soft slopes of *detritus* at the foot of precipitous limestone cliffs, sometimes at a very steep gradient, generally insecure as to foothold, and in places showing a tendency to landslip. During this portion the torrent is far below the track to the left. Then there is a very steep descent to the stream-level by sharp zigzags, and sometimes over beds of slippery limestone, which would present insurmountable difficulties to laden camels. Afghán camels go over it, but with very light loads. This is the most difficult part of the whole route. For the next mile (*i.e.*, about 11 miles) the road is straight, fairly free from obstructions, and becomes gradually less steep. Here a small deserted stone hamlet is passed, called Surkh Patáo, which may be said to mark the end of the pass. The track, now quite practicable for laden camels, continues to follow the course of the stream, called Kalmargháó, but becomes more and more stony and obstructed by boulders as it descends. At 13½ miles the Talaktu *dara* joins on the left, down which lies the road from the Kotal-i-Katu. At 15 miles the juniper trees, which are generally dotted about the steep and often inaccessible hills on either side, close in so as to form a small forest. Here is the Ziárat-i-Bíbígul.

The camping ground consists of strips of fairly level ground on either side of the stream, and some 8' to 10' above it. There is room altogether for about a brigade. Water good and plentiful, firewood abundant, supplies *nil*. (Elevation 5,220'.)

*Route by the Katu Pass.*—From the point above mentioned, about 5 miles from Chahárdar where the Katu road branches off from the main road, the ascent to the Kotal-i-Katu appears to be about equal in length and difficulty to that of the Fasak. The descent on the north side also presents equal, if not greater, difficulties, and appears to be considered impracticable for laden mules. Horsemen could, however, go over it.

5	DAHÁN-I-ISKÁR (in the Surkháb Valley)	8	59
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The best road is down the *dara* bed, which is practicable for camels, but liable to be obstructed by boulders. At 3½ miles is the village of Iskár under a long spur which projects across the valley from the western watershed. The road, which requires widening, crosses this spur by a low and

easy *kotal*, thus avoiding the circuitous course of the stream. Another path which, leaving Sar-i-Iskár ascends the hill to the left and runs at a high level, excessively steep in places, everywhere narrow, and quite impracticable for any baggage animals, joins the main track on the *kotal*. From the *kotal* the road descends somewhat steeply, and for the remainder of the distance follows the *dara*, which averages about 200 yards in width, flanked by easy slopes of sandy clay, above which are rounded clay and sandstone hills. The bed is not steep, but is strewn with boulders which are liable to change position during floods. It affords an easy road for anything except wheels. Camp on the left bank of the Surkháb, which is crossed by a ford 75 yards wide, 2' deep, bottom firm and gravelly. The current is swift, and the river would be impassable in flood. Camping space for a brigade. Water from the Surkháb, or (better) from a rivulet which runs down the Dahán-i-Káíán *dara*.

*Route by the Saozak Pass.*—The ascent to the *kotal* (about 6 miles from Chahárdar) is exceedingly difficult for camels. Thence the track follows the Khwájá Záid *dara*, which joins the Khinján river at Chakmak Shekh, about 13 miles east of Dahán-i-Iskár and 11 miles west of Khinján. This *dara* being longer and debouching at a higher level than the Iskár, the descent from the Saozak *kotal* is more gentle than that from the Fasak.

Owing to the difficulty of the ascent from Chahárdar to the *kotal*, this route is probably in no way preferable as a camel route to that by the Fasak. Great difficulties were experienced by the transport of the Commission (which followed this route), and it would clearly not be correct

*Route No. 5B—concluded.*

to report it as practicable for camel transport under the ordinary conditions of a moving force in the field.

*Table of Mean Gradients on the Chahárdar-Fasak road.*

DEH-I-RANGÁN TO DEH TANGÍ . . . . .	Mean gradient	1 in 22
DEH TANGÍ TO CHAHÁRDAR KOTAL . . . . .	ditto	1 in 8'3
CHAHÁRDAR KOTAL TO CHAPDARA STREAM . . . . .	ditto	1 in 10
CHAPDARA STREAM TO CHAHÁRDAR . . . . .	ditto	1 in 14'4
CHAHÁRDAR TO KOTAL-I-FASAK . . . . .	ditto	1 in 10'8
KOTAL-I-FASAK TO BEDAK . . . . .	ditto	1 in 9'5
BEDAK TO DAHÁN-I-ISKÁR . . . . .	ditto	1 in 18

*Note.*—It is said that about 20 years ago Sirdár Muhamad Khán brought guns over the Chahárdar pass on camels. This route is habitually used by camel *káfilas* from the end of May to the middle of October, during which period the pass may be said to be open.

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*Attaché, I. B.*

**Route No. 6.**

FROM KÁBAL TO BÁMIÁN *via* THE UNÁI AND IRÁK PASSES.

*Authorities*—ROUTES IN ASIA, SEC. II; ROUTES IN AFGHÁNISTÁN; DAFFADÁR AMÍR KHÁN; DAFFADÁR MUHAMAD AKHBÁR KHÁN; DAFFADAR SHAMS-UD-DÍN KHÁN. ROUTE OF FORCE UNDER GENERAL ROSS, 1880.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	KALA-I-KÁZI . . . . .	10	...	Along a broad, good road, fringed with willow and mulberry trees for about 3 miles. Here road passes through a defile between two hills. Thence through gardens and fields of wheat, tobacco, and Indian-corn, intersected by water-courses brought from the Kábal river.

A small fortified village, with vegetated plots and gardens round it. Near it is a high bare hill. Valley here 7 to 10 miles broad. The cultivated valley of Chahárdeh extends to the east. Supplies plentiful; water from an irrigation channel.

2	BÁLÁ ARGHANDEH . . . . .	8	18	Road good all the way, and passable for wheeled artillery with slight improvement. For 4 miles it runs due west, and then bends south-west. At 2½ miles a small stream is crossed, near which there is good camping ground, and at 7 miles the junction of the Changor and Arghandeh streams is crossed. Here the Bámián road leaves the Ghazní road, the latter turning south to the Kotal-i-Takht, the former running west to village of Bálá Arghandeh.
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Ample camping ground east of the village. Country open, level, and cultivated, and excellent water obtainable from a ravine close by. (Elev. 7,200'.)

3	KOT ASHRÚ . . . . .	9½	27½	Leaving the Arghandeh valley the road enters a defile, which gradually narrows, and the Kotal-i-Safed Khák is ascended by a not very narrow, but rather steep and slippery, path, worn in limestone rock. The <i>kotal</i> is reached at about 4 miles, elevation about 8,000'. The descent is also steep and slippery, and 1½ miles in length. The road could with little difficulty be rendered passable for
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## Route No. 6—continued.

neld-guns, or the pass might be avoided by following the Ghazní road to Páen Maidán, and then marching up the Kábal river (*vide* Route No. 21), but the latter portion of this road would require quite as much improvement as the Kotal-i-Safed Khák itself, and a considerable detour would also be involved. From the foot of the descent the road runs west, inclining sometimes slightly north, sometimes south, through a hilly locality, intersected by hill-streams, and covered with gravel and coarse pebbles.

All supplies ample. At Kot Ashru the Maidán valley is 4 to 5 miles broad, and, following the course of the Kábal river, inclines to the south-east; it then runs round the Safed Khák, which lies due east of the village of Kot Ashru and forms, as it were, one numerous village. The gardens of this valley are really woods. It is reckoned almost the chief granary of Kábal. The population is estimated at close on 100,000. Many Afgháns live here, but there are also Tájiks and Hazáras.

4	JALREZ . . .	(?) 10	37½	Road generally rough and stony, follows left bank of Kábal river, through well-cultivated valley. At Jálrez the valley widens, forming an extensive bay to the right or north. This bay is irrigated by a good-sized stream, which falls into the Kábal river. Cultivation extends from the river to the
				foot of the mountains on either side. It is a mass of fields, forts, and gardens. Beans, peas, Indian-corn, and rice are largely cultivated. Supplies procurable. Grass rather scarce. Elevation about 7,000'.

5	SAR-I-CHASHMA . . .	(?) 10	47½	Road up the river for about 9 miles through cultivation. Crosses river three times, by substantial wooden bridges. Valley contracted in places. Road very rough, stony, and narrow. For the last mile or more, road leaves the river to the right, and passes through heaps of shingle and
				sharp gravel in which pack-animals sink deeply.

A village occupied by Afgháns and Hazáras, one of the sources of the Kábal river. Grass scarce.

5	UNÁI KOTAL (Foot of.)	(?) 9	56½	Road for 6 miles very fair, occasionally running along the slopes of hills. Several villages are passed, with cultivation, and the stream is crossed several times by fords, and once by a wooden biidge. The last 3 miles very stony, with two steep but short ascents at end of stage.
				The ascent throughout is considerable, and the valley narrows very much.

Camp at foot of pass. Water procurable; grass long and bad.

6	GARDAN DIWÁR . . .	(?) 12	68½	Road up the defile, which gradually narrows. As the <i>kotal</i> is neared, the ascent becomes very slippery, and rather steep. The road is obstructed in places by stones and blocks of granite that fall from above. The Unái pass consists of a very broad mountain terrace, intersected by
				ravines in a meridional direction. It is the watershed between the Helmand and Kábal rivers. Height estimated at 11,000'. Crossing the <i>kotal</i> , there is a steep but not long descent, and the road then descends in a westerly direction, over a tract presenting a wide slope facing westward. At intervals it is broken by deep and steep ravines, the descents and ascents of which are very slippery. At the bottoms of these ravines, which extend from south to north, there are generally streams flowing in the direction of the River Helmand. The first ravine is crossed at the foot of the steep descent from the <i>kotal</i> . After crossing these ravines, the large village of Urt (about 5 miles) is passed on the right, situated on an elevated undulating plateau. Passing Urt, the road goes down an open mountain hollow; then an ascent, followed by a short but rather steep descent. Road covered with stones and boulders. In places patches of cultivation on either side. Road then descends over an open space, and at about 8½ miles turns to the north, and for 2 miles follows a narrow defile to the bank of the Helmand. The left bank is then followed for 1½ miles, when the river is crossed by a wood and stone bridge 6' wide in great disrepair and quite impassable (Sept. 1886). About 40 yards up stream is a safe shallow ford with pebbly bottom.

At Gardan Diwár the Áb-i-Giljatai falls into the Helmand. North of the point of junction are perpendicular cliffs, to the east fields of wheat and barley, and south of it, on an eminence several hundred feet high, the fort of Gardan Diwár. It is held by an Afghán garrison and supplied with water by an aqueduct drawn from the Áb-i-Giljatai. At Gardan Diwár the Áb-i-Giljatai is

## Route No. 6—continued.

spanned by a wooden bridge (in 1878 reported to be old and weak), but can also be forded, although it has a breadth of 140' and a rapid current. The River Helmand brings down a very considerable mass of water, its breadth here being from 70 to 115 yards, and its depth from 3' to 5'. Supplies, water, and forage plentiful. Elevation of fort, about 10,000'; of valley, about 9,000'.

7	KALA-I-KHÁRZÁB .	11	79½	Road up the valley of Siáh Sang, down which a small rapid stream runs. Crosses stream several times; water up to horses' knees in places. Sometimes a smoothly polished road, like an artificially-made pavement, extending along the bank of the stream. A wall of rock stretches across the
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defile in one place, leaving such a narrow passage that the road ascends hill to left. Guns require drag-ropes. At about 7 miles pass Siáh Kala, a small village. At about 10 miles the village of Giljatal is passed some distance to left of road. Here the Áb-i-Khárzár and Áb-i-Giljatal join, and below this point the stream bears the latter name. To the south-west of Giljatal extends a rather broad mountain plain, which ends on the south in the lofty peak of Koh-i-Bábá, covered with perpetual snow. Hence the road follows the bank of the Áb-i-Khárzár, and is indifferent; sometimes on high ground, which is stony and intersected with *nálás*; sometimes in the valley, which is boggy.

Daffádár Shams-ud-dín Khán says, with reference to this stage, that the Amír's officials, whenever they encountered any serious engineering difficulties, have made no attempt to make the road, and at such points passengers have to take to the river-bed. It seems probable that considerable labour would be required to make this road practicable for wheeled artillery.

Room to camp in the *dara* above village. A few supplies. Water and grass plentiful. Fuel scarce. Barley and lucerne cultivated. In early August the barley is only just in ear; lucerne cut once a year. A Hazára fort; elevation about 11,000'.

## Another account.

Daffádár Muhamad Akhbár Khán gives the following account of this stage:—

*Gardan Diwár to Khárzár (11 miles?)*—Road up the Dahán-i-Siáh Sang, a defile averaging 15 yards in width, between cliffs 100' to 150' high and inaccessible. The road is good, having been cleared of stones, along left bank of stream, which is about 6" deep, for 3 miles. Here is a big stone over which camels and horsemen can go, but guns are taken round, crossing the stream twice, which has a gravelly bottom.

From here the defile is 20 to 25 yards wide, and the cliffs are low and broken. Road good. It continues thus for 4½ miles, when it widens to the left. Here is cultivation, and the village of Siáh Sang (7½ miles). The road then rises on to a small plateau, and is level for ¼ mile, when there is a descent for 100 yards to the *tagáo*, up which the road now leads. After ¼ mile is a bend to the right, and ¾ mile further on Khárzár is reached. The road is good all the way.

At Khárzár the road branches. The left branch goes to the Kotal-i-Hájigak (*vide* Route No. 6A.); the right to the Irák kotal. The latter is the main road. About 3 miles below Khárzár on the Gardan Diwár road, a road branches westward, which goes over the Kotal-i-Kháfzár, joining the Hájigak road at Kala Sar-i-Chel (*vide* Route No. 6A.). "This road is said to be very good and easy on both sides of the actual kotal, but the immediate ascent and descent of the kotal are difficult for laden baggage animals."—(*Daffádár Amír Khán.*)

8	KALA IRÁK . . .	(?) 15½	95	The road ascends the Dara Khárzár, which is 70 yards wide and of gentle gradient. A good stream flows down the <i>dara</i> . The road is made as far as the kotal, and fit for guns. At ¼ mile pass Fazil Muhammad Khán, a small hamlet; at ¾ mile Karamalli; and at 1¼ miles Haidarábád. At 2¾
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miles the *dara* bends to the left and is 50 to 60 yards wide. Up it to the kotal there is a good made road 10' wide, but the last mile of the ascent is steep,—so much so as to be difficult for camels.



Route No. 6—concluded.

The soil is soft, and there are no stones. From this point a narrow hilly path, fit for baggage animals, goes round by Khash (to the east), joining the main road at the *kotal*. Elevation of *kotal* about 13,000'. Crossing it the descent for  $\frac{1}{2}$  mile is steep and rocky. There is a pathway practicable for camels, but a road would have to be made for guns. Road then enters a *náldá*, and descends it with a lofty mountain ridge on each hand. Road now becomes easy, and at  $8\frac{1}{2}$  miles becomes fit for guns.

At  $8\frac{1}{2}$  miles a rocky difficult bit occurs in the *dara*, and the path is forced to ascend the hill-side. It again descends into the *dara* at  $9\frac{1}{2}$  miles. For this portion there is only an inferior camel-track; road would have to be made for guns. Then for  $1\frac{1}{2}$  miles road good down the *dara*. At  $10\frac{1}{2}$  miles there is a steep rocky drop in the valley bed, and from its foot ( $10\frac{1}{2}$  miles) road becomes very bad, being steep and rocky, to  $11\frac{1}{2}$  miles. Only a bad camel-track: gun-road would require considerable labour. At  $11\frac{1}{2}$  miles the valley opens out, enclosing a small grassy *chaman*, and a ravine with a brook joins on the right. Travellers usually halt here. Beyond this point there is a stream in the valley.

At  $12\frac{1}{2}$  miles valley again contracts to 30' to 40' between lofty cliffs, and bed becomes rocky to  $12\frac{1}{2}$  miles. The path is practicable for camels. The valley then again opens out and road becomes easy and good. At  $13\frac{1}{2}$  miles a sharp descent in the valley bed to  $13\frac{1}{2}$  miles; path fit for camels. Here is the cave village of Khuda Bakhsh. Road now becomes good and fit for wheels. At  $14\frac{1}{2}$  miles pass Kala Ghulám; here cultivation begins. At  $14\frac{1}{2}$  miles Kala Jáfir. At  $14\frac{1}{2}$  miles Mulla Mohib cave village, whence a road branches to the right over the Kotal-i-Khushkak to Jola. At  $14\frac{1}{2}$  miles pass Kala Madad. At 15 miles valley contracts for 100 yards to a breadth of 50 yards, when it again opens out. Road easy. At  $15\frac{1}{2}$  miles pass Kala Saiad Hassan Sháh, where the valley further widens and is well cultivated, with gardens and trees.

At Kala Irák (or Kala Mírzá Mír) the Dara Jandargal joins left, with a bad foot-path down it, leading from Kálú. There is good camping ground. Grass and water. Supplies procurable.

(Note.—According to "Routes in Asia," it would appear that this stage might be broken by camping at south foot of pass (about 5 miles), and on the *chaman* above mentioned, at  $11\frac{1}{2}$  miles.)

9	KALA TOPCHI . . .	10 $\frac{1}{4}$	105 $\frac{1}{4}$	Road down the right-hand side of the <i>dara</i> , passing the <i>ziárat</i> of Khwája Chahiltán at $\frac{1}{4}$ mile. At $\frac{1}{2}$ mile cross the shallow stream, and continue down its left bank. At $1\frac{1}{2}$ miles the valley opens out to 800 yards wide and is cultivated. Room to encamp here. There are two forts in this part of
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the valley, which is known as Shíná Irák and 60 or 70 houses inhabited by Sáíads. Road still down the wide valley to  $2\frac{1}{2}$  miles, when the road from the Kotal-i-Shibar to Irák comes in from the right. At this point the road leaves the valley, and ascends the hills on the left.

The ascent is steep, but the road is made and good, and the soil is soft and free from stones. No difficulty for camels. At 3 miles the top is reached, and thence to  $4\frac{1}{2}$  miles the road, which is level and good, lies over a plateau about 300 yards wide. At  $4\frac{1}{2}$  miles the Kotal-i-Kashka is reached, where the Shibar road joins. For remainder of stage, *vide* Route No. 5, Stage 10.

10	BÁMIÁN (Kala Sar-kári.)	8 $\frac{3}{8}$	113 $\frac{3}{8}$	<i>Vide</i> Route No. 5, Stage 11.
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Route No. 6A.

KALA-I-KHÁRZÁR TO BÁMIÁN *viá* THE HÁJÍGAK PASS.

*Authority*—DAFFADÁR AMÍR KHÁN.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	GUMBAT . . .	8 $\frac{3}{4}$		Good road for baggage animals, and easy for guns, except for $1\frac{1}{2}$ miles on each side of the top of the <i>kotal</i> , where guns would have to be aided by dragropes owing to the steepness of the gradients. These steep portions are over open roomy slopes, and no difficulty would be found in making zigzags

## Route No. 6A—concluded.

to reduce the gradient. Soil, clay and loose rock, easily worked. Hill-sides destitute of trees or vegetation, except grass.

For  $1\frac{1}{2}$  miles gradient extremely gentle, road broad and easy for wheels up the bed of Hájigak *nálá*. At  $\frac{1}{2}$  mile pass village Diwál (right). A  $1\frac{1}{2}$  miles the *nálá* is crossed, and steep ascent begins. Road otherwise good for baggage animals. At  $1\frac{3}{4}$  miles pass village Hájigak,  $\frac{3}{4}$  mile to right. At  $2\frac{1}{4}$  miles the summit is reached. "The ridge forming the *kotal* is a fairly broad and gently-rounded saddle, and there is a good extent of level and smooth ground on each side of the road where it crosses the crest. The slopes on each side of the descent on the north of the *kotal* are moderate and open, and can be traversed by infantry and cavalry with ease on both sides of the road. Soil, clay mixed with rock."—(*Daffadár Amír Khán*.) The height of the *kotal* is variously stated at from 11,700' to 12,400'.

Crossing the *kotal*, the descent is steep, over open clay slopes, to  $3\frac{3}{4}$  miles; thence the remainder of the stage is easy for guns, gradient gentle. At this point village of Zer-i-kotal-i-Hájigak is passed (right).

From here to Gumbat the *dara* is called Kálú, and contains 115 families of Deraghán Hazáras, who reside all the year. At  $4\frac{1}{2}$  miles pass village Zowál (right) and Naovak (left); at  $4\frac{3}{4}$  miles Síni and Siáh Khák; at  $4\frac{7}{8}$  miles, Kala Sar-i-Dasht. At  $5\frac{1}{8}$  miles cross the Suri-i-Dasht stream by a wooden foot-bridge. The stream lies in a ravine which would require some little ramping at sides for guns. From this point the road is almost level. At  $5\frac{3}{4}$  miles pass Sar-i-Chel, and the road over Kotal-i-Khafzár joins. (*Vide* Route No. 5, stage 7.) Here Kala Zer-i-Mazár is on left. At  $5\frac{7}{8}$  miles Dara Jaokúl joins (right) and Kala Kohi and Safaabád lie to left. At 6 miles pass Kala Dasht; at  $6\frac{1}{4}$  miles Kala Patahak and Kala Núr Alí; and at  $6\frac{1}{2}$  miles Kala Duhán-i-Gharghara. Here a rocky *dara* of that name joins left. At  $6\frac{3}{4}$  miles Kol-i-Najak ravine joins (right),  $\frac{1}{4}$  mile up which is village of same name. At  $6\frac{3}{4}$  miles pass village Shash Búrja. At  $6\frac{7}{8}$  miles Deh Walak ravine joins left. At  $7\frac{3}{8}$  miles pass Kala Beg Muhammad. At  $8\frac{1}{8}$  miles Sadbar ravine joins (left), with road down it from Ahingarán near Bámián by the Kotal-i-Subah. This road is good as far as visible, but nothing known of it beyond. At  $8\frac{3}{8}$  miles pass Kala Kháki.

Gumbat is a group of three villages on side of valley; 30 families of Deraghán Hazáras. Here bed of valley and portions of hill-side are cultivated. Fairly good camping ground all along the road from Dahán-i-Gharghara.

2	KALA TOPCHÍ	10	18 $\frac{3}{4}$	From Gumbat there are two roads. One runs down the Dara Paimúri (which is the continuation of the Dara Kálú) by Zohák to Kala Topchí. This a very difficult road, in many places only a mountain path, and in its present condition quite impassable for animals. It has, however, the advantage of descending the whole way, there being no <i>kotal</i> to cross, and for this reason it would probably afford the best line for the construction of a military road were such a project contemplated. The distance by it is $13\frac{1}{2}$ miles. For detailed description, <i>vide</i> Daffadár Amír Khán's report.
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Of the main road no detailed description is available. It appears to be well suited for baggage animals, but in places too steep for guns. From Gumbat there is a rather steep ascent for 3 miles to the Kotal-i-Panjpilán. Crossing the *kotal* there is a very steep descent for 2 miles; road good, but much too steep for guns. For the last 5 miles road descends the Dara Topchí, passing Kala Panjpilán (5 miles), and Kala Kál (6 $\frac{1}{2}$  miles). Owing to the extreme steepness of the ascent and descent of the Kotal-i-Panjpilán, this road cannot be reported practicable for a force accompanied by camel transport.

At Kala Topchí good camping ground, grass, and supplies. Two forts of 25 families of Tájiks on left bank of River Bámián.

3	BÁMIÁN (Kala Sar-kári).	8 $\frac{3}{4}$	27 $\frac{3}{4}$	<i>Vide</i> Route No. 5, Stage 11.
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*Note*.—The Hájigak *kotal* is closed for ordinary traffic by snow for January, February, and March. At Zohák they generally get 3' of snow, while up the Kálú valley and on the top of the *kotal* snow lies in drifts 10' to 12' deep.

"The slopes of the *kotal* could be well swept by rifle fire from the crest. In any attempt to hold the *kotal* by troops, except as a delaying or rear-guard position, it would apparently be requisite to also hold the Khafzár *kotal* on the west and the Irák on the east. There is no direct communication between this *kotal* and the Irák *kotal*, except back through Kházár."—(*Daffadár Amír Khán's Report*.)

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*Attaché, I. B.*

## Route No. 7.

FROM KOHÁT TO KÁBAL *viá* SHUTARGARDAN AND LOGAR VALLEY.*Authorities*—MAJOR CREAGH, V.C.; AND LIEUTENANT HAMILTON, V.C.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	SHERKÓT . . .	11½	...	A small <i>kacha</i> -built <i>sarái</i> , 50 yards square, walls 10' high, commanded by a ridge on the west. Camping ground north-east of <i>sarái</i> is confined and will hold only one regiment. A narrow step of ground north-west of <i>sarái</i> , will hold three regiments; but it requires to be cleared of brushwood.

There is good shelter by day in wooded valley between *sarái* and Sherkót village. Troops could camp under trees when the valley is not under cultivation. Water is good and plentiful from river and from small canal south of *sarái*. Fair grazing ground for camels, which should be accompanied by a guard. Supplies procurable in moderate quantities. If required for any considerable number of troops, due notice should be given to the Deputy Commissioner of Kohát. After rain, forage is plentiful, otherwise it is scarce. At 3½ miles is Muhammadzái, population 1,185, north of road: ¼ mile north of which is the small frontier fort of the same name, which commands the Úblán pass into the Bazóti hills and Tírá. The approach to this pass is stony, and the last ¼ mile of ascent to its summit is said to be extremely difficult. It is practicable for baggage animals. The Kohát Toi is fordable except after heavy rain, when it is impassable for a time.

At 6½ miles Nasrát-khél, population 554, on south of road and on left bank of Kohát Toi. At 9 miles Chikarkót, the population of which numbers 250, is situated at the junction of Láddo and Kohát Toi, and is on the left bank of the latter river. The country up to this is open and cultivated. The hills on the north now close in, and the road crossing the Láddo stream enters a well-wooded valley (sissoo, mulberry, and camel-thorn). At 9½ miles a ridge, 250' high, is ascended, and at 10 miles on its summit is the Spinwárai pass, so called from the conspicuous white temple there which can be seen for miles round. The Punjábis call the place Chitti-Deri, *i.e.*, white ridge. At 10 miles Sherkót village, population 562. It has two wells. No trees are allowed to be cut here, as they belong to the *ziárat* of Shaikh Alaf. The road now descends, and re-entering the wooded valley leads through it to the camping ground. Road good; crosses numerous bridged irrigation channels. In wet weather the country round Sherkót becomes very marshy, and troops would have to confine themselves to the road. The Láddo is generally dry; after heavy rain in hills would be impassable for a few hours.

2	IBRÁHÍMZÁI . . .	9	20½	On north of road a small <i>kacha</i> -built <i>sarái</i> , 50 yards square, wall 10' high. An oblong cattle enclosure, 90 yards by 30 yards, on opposite side of road, with two towers which flank east and west walls of <i>sarái</i> . Camping ground north of <i>sarái</i> is confined and commanded by low hills on three sides; will hold only one regiment. It is capable of being enlarged a little to north-west by clearing brushwood and stones.
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Village of Ibráhímpzái, population 603, 500 yards south of *sarái* on right bank of Kohát Toi; is commanded by a hillock on the north-east on the same bank of river, and by a rocky ridge to the north-west. Supplies as at the last stage. Water good and plentiful from river, and well south of village. Fair grazing for camels, which should be accompanied by a guard, on both banks of river. Forage scarce, but after rain can be obtained towards Haugú and Khwája-Khidar.

At ¾ mile cross dry bed of Láddo, large village of Kuz (lower) Ustarzái on right bank of river south of road; population 1,270. At 1½ miles road winds round to the north, along foot of rocky ridge. On south of road a low-lying, flat, well-cultivated valley, with village of Bar (upper) Ustarzái in its centre; population 847.

At 3¼ miles a camel and cart-road leads up bed of Kohát Toi to Khwája-Khidar.

The mail-cart road winds up a spur from a ridge 600' high, and thence down to Khwája Khidar, 4½ miles.

## Route No. 7—continued.

At Khwája-Khiddar, distant from Kohát 16½ miles, there is a police post, rest-house, with *khánsáma sarái*, and post office. The *tháná* is fortified and situated on the left bank of the Kohát Toi. It is commanded on the north at 150 yards by a high rocky hill. Camping ground west of *tháná*, 200 yards by 100 yards, suitable for cavalry and artillery. A regiment of infantry could camp under trees east of *tháná*. Good grazing for camels; guard necessary. After rain *dhúb* grass obtainable. Supplies *nil*; water good and plentiful from river and from a spring on river's left bank, 100 yards below the *tháná*. The Kohát Toi bed narrows considerably here, the river flowing through a confined rocky gorge. The hamlet of Towzára lies on opposite side (bank) of the river; population 158.

At 5½ miles cross Ghurbin stream, just above its junction with the Kohát Toi village of Raisán, south of road on right bank of Ghurbin; population 330. This village is surrounded with cultivation. At 8½ miles road ascends a low *kotal* and thence descends to Ibráhímzái. This road is good throughout. At 4½ miles, just before reaching Khwája-Khiddar, it passes along the face of a precipice just above the Kohát Toi. Carts and guns would with difficulty pass each other at this point, which requires widening and clearing of stones; a stout railing should also be built on the outside.

Road for this stage passes through hilly country covered with dense scrub jungle and difficult for military operations. On south of road, and between it and the river, there is some cultivation. A direct road leads from Kohát to Ibráhímzái, passing through the villages of Bar and Jábi. The Ghurbin is fordable, except after heavy rain, when it would be impassable for a short time.

3	TÓGH . . . . .	12¾	33¾	A <i>kacha</i> -built <i>sarái</i> , 50 yards square, walls 10' high, cattle-yard attached, with two towers at its corners, which flank it and the <i>sarái</i> , which is situated ½ mile south of the road and on left bank of Kohát Toi. There is a police post on the road. The large village of Tógh, population 2,008, is on the right bank of river situated on rising ground, commanded by low hills to the north and east. They are, however, a long way off. There is a great deal of cultivation round it, much of which is irrigated. The camping ground is to the north of the village between the <i>sarái</i> and police post. It is level, and large enough for a brigade. Water good and plentiful from river.
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There are two wells near the *sarái*, but the water from them is not good. Fair grazing for camels, which should be accompanied by a guard, in hills across river. After rain good *dhúb* grass is procurable. Supplies procurable, except for a large force, when they would be got by civil authorities. Road now follows left bank of Kohát Toi close under a precipitous rocky ridge on north. At 1½ miles Babár Méla, population 166, on left bank of river, surrounded by cultivation. Road now leaves Kohát Toi valley and strikes diagonally across an open branch valley from north-west. At 3 miles it passes close under a rocky ridge (south of road) and continues along it for a mile. On the south of the road are some hamlets occupied by Órakzáis. A path leads from these hamlets into the Órakzái hills. At 4 miles the road, passing through a narrow gorge, re-enters the Kohát Toi valley, which is here well cultivated, and from 1 to 1½ miles wide. At 4½ miles cross *nálá* by sunken bridge. Hamlet of Karkisháh south of road.

At 5½ miles Hangú, 26½ miles from Kohát. There are here a *dák* bungalow, post office, *tháná*, and *sarái*; also a temporary telegraph office. The population is about 2,458, and the elevation above the sea 2,600'. Here vine, peach, and mulberry trees are numerous. Hangú is the principal village of the Miranzái valley, and the residence of the Khán, who is also *tahsildar* and head of the Samal faction. It is a place of no strength, being situated close under steep hills on the north and west. This place is said to be very feverish owing to the great amount of irrigated cultivation in its neighbourhood. There are two celebrated *ziárats* here. Good camping ground for two regiments east of *dák* bungalow. Water good and plentiful from numerous springs; supplies procurable; grazing for camels north of village. After rain good *dhúb* grass obtainable. There is a road from Hangú to the Órakzái hills among the Samal inhabitants, over which the Khán possesses great influence. At 6½ miles a path strikes off north-west to Darband, an independent village of the Malla-Khél Órakzáis. The road now leaves the high hills on the north and enters an open undulating valley, about 2 miles wide, covered with brushwood jungle, with here and there a little cultivation. At 7½ miles a well. At 8½ miles Ismáil-Banda police post. Small village of Bogáthu, population 281, is ¾ mile south of road on right bank of Kohát Toi. Ismáil Banda, 1 mile north of road.

At 10½ miles Lower Kotkái village, population 173, on left bank of Kohát Toi. At 10¾ miles Kotkái police post and village of Upper Kotkái, population 125, on right bank of Kohát Toi.

At 10¾ miles, unbridged *nálá* liable to freshets from rain in the Órakzái hills, easy gradients. At 11¼ miles, dry unbridged *nálá* with easy ascent and descent. At 12¼ miles, Bar Abás Khél, population 353, on right bank of Kohát Toi. At 12¼ miles, Tógh Department Public Works *sarái*. On approaching Tógh the country opens out into a level plain. Road throughout this stage good. General direction up to Hangú east and west, from Hangú on south-west. The last 2 miles of this stage is clay soil; likely to become heavy after rain.

## Route No. 7—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
4	SARÓZÁI (Elev. 2,970')	11½	44¾	A large stone-built village, population 889, on left bank of Kák <i>nálá</i> , which is a tributary of the Shali. The <i>sarái</i> and cattle-yard join on to the village. The village, which is on an offshoot of Nariáb, is situated on rising ground. Camping ground good north-east of village; will hold

three regiments. Water good from springs in hill side south of village about 1½ miles. The Kák stream is subject to freshets.

Dák bungalow at foot of bluff, ½ mile south-east of village; on this bluff a fortified bungalow is being built. Fair grazing for camels, which should have a guard on hills south of village. Supplies and forage as at previous stage. At 2 miles dry unbridged *nálá*. At 2½ miles dismantled police station of Mozam-Taláo, where water is scarce, but procurable from a small tank where it is muddy. At 3 miles a path leads to large village of Mad-Khoja (Muhamad Khója), 2 miles south of road and situated on right bank of Kohát Toi on the side of a hill. The population of this village is 2,075. There is a great deal of cultivation to the north of this village, which is a hamlet of Kái. The inhabitants collect water in tanks which become dry in the hot weather, when it is scarce. At 5 miles cross the Kohát Toi, here dry, on the right bank of which is an abandoned labour *sarái*. Hills on the south close into within 100 yards. At 5½ miles Kái police post, and large village of Kái, 1 mile to north of road; population 2,111. This village is situated in a very strong position at the end of a low ridge of stony hills, and it is surrounded by a wall not loop-holed and in bad repair. The land between Kái and the hills on the south is under cultivation.

At 6¼ miles cross the watershed between tributary streams of Kohát Toi and Kuram river. Good grazing for cattle on open plain after rain. At 7 miles is a pond.

Road now passes through low-lying clay ground for ½ mile, and then skirts a low ridge on north. Between 7½ and 8 miles a small winding *nálá* is crossed four times; no bridge, but gradients easy. At 8¼ miles, country undulating and covered with dwarf-palm jungle on both sides of road. At 9¼ miles hamlet of Sraznaka on right bank of Kák. At 10 miles cross a small *nálá*, a tributary of Kák. Road good for this stage. Between 7th and 9th miles liable to be heavy after rain, soil being clay. Paths lead from Sarózái to Nariáb 5 miles, and to Tóráwári 6½ miles. Population of Nariáb 2,545; of Tóráwári about 1,562.

5	GANDIAOR . . .	8¼	53	A strong masonry fortified police <i>tháná</i> situated on high ground, 400 yards north of Shali stream. It contains a post office and rest-house. <i>Sarái</i> and camping ground on main road, a short distance north of <i>tháná</i> : are of the same construction as those at former stages. A Public Works
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Department *sarái* is attached to camping ground north-east of *sarái*; camping ground for two regiments, capable of enlargement to north by clearing brushwood. Water good from river and from spring north of *tháná*. Good grass obtainable here and at Doába after rain. Supplies as before.

Road leads from here to Darsamand (distant 1½ miles, population 2,387), and through it to Tóráwári, distant 6½ miles. From latter village a *káfila* route leads through Zaimúkht country to Balésh-Khél in Kúram valley.

At 1 mile road from Kái joins in.

At 2½ miles cross Kák *nálá*. At 3 miles strongly-built village, Doába, population 503, situated in a level open plain. There is a fortified Department Public Works bungalow east of village. From Doába a good road leads to Tóráwári, distant 5 miles. This road would be very heavy after rain or much traffic.

At 3¼ miles cross Stárlgada *nálá*, just above its junction with the Kák, these two streams joining from the Shali. The Stárlgada stream is subject to freshets, when it is impassable for a short time; nearly always fordable.

At 6½ miles cross Khwar *nálá* (dry), which runs down from Tóráwári. It is crossed just above its junction with the Shali, left bank 18' and steep, but good ramp for road, right bank low, *nálá* bed 150 yards wide and rough and stony.

At 7¾ miles a small police post on a mound on the left bank of a bridged *nálá*. Country open and undulating, dwarf-palm jungle on both sides of road, with patches of cultivation chiefly on the south. Road good throughout. Soil stony, in parts clay.

## Route No. 7—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
6	THAL (Camp) . . .	7½	60¼	A frontier post at junction of Sangróba <i>nálá</i> with Kúram river and on left bank of latter. It was one of the chief stations on the line of communications of the Kúram force and the headquarters of the Lower Kúram Brigade, and had a large garrison. There is an entrenched camp on an

elevated plateau on left bank of Sangróba. The Sangróba is generally dry after heavy rain, sometimes impassable for 3 or 4 hours. It is about 2,690 feet above sea-level. The village of Thal, population 1,968, is on the opposite bank of this *nálá*, and 1½ miles lower down it than the camp. In the village of Thal is a *sarái* and police station. Supplies procurable. Water good and plentiful from the following sources: (1st) spring ¼ mile east of village; (2nd) spring on left bank of Sangróba just above Thal village; (3rd) from Kuram and Shali rivers. The Kúram is generally fordable; it rises considerably in May, when snow melts on the Safid Kóh and Shutargardan, and after heavy rains, which generally occur in the Upper Kúram valley in June and July, it is bridged near Kapiúnga, but the bridge is generally carried away in rains and hot weather. Grass very scarce. Grass-cutters must go out towards Grandior and Doába for it. There is ample ground for encamping a large number of troops here, the following sites being the best:—

(1st) ground for a brigade south of camp on plateau;

(2nd) on same plateau camping ground for a brigade east of camp;

(3rd) camping ground for a brigade on right bank of Sangróba above Thal village.

The village of Thal, as already stated, is 1½ miles lower down the Sangróba than the camp, and on that stream's left bank, and about 2 or 3 miles from the east foot of the Khadimúk hill. It is surrounded by a good stone wall with two gateways. There is a portion of the village about 60 yards from the main village on the high bank of the Sangróba. This bank is being gradually washed away, so in all likelihood the hamlet will ere long disappear.

On a hill on the opposite bank of the Kúram river to Thal is a tomb called Pir-Sábuk, about which the inhabitants say they know nothing, it having been built before their time. It is in good repair and does not look to be very old. A road by the right bank of the Kúram river leads up to Kúram fort *viá* Kapiúnga, Hazár-Pir, and Darwázgái pass.

It is not now used, but it was the road taken by Sir F. Roberts in 1878 on the Afghán War commencing. Another road leads from Thal to Banú, distant 42 miles, through the Turí-Khél-Waziri country, *viá* Shámil river, or, as it is called by the natives, Khétú. This road is practicable for all arms, but difficult for guns on wheels. The Kúram river is nearly always fordable, but the following are the best fords to cross by:—

1st.—From Thal village, just below the water-mills to south of Pir-Sábuk's tomb above noticed.

2nd.—About 200 yards below the bridge, where the stream opens out and runs through several channels.

3rd.—From below isolated rocky hill, south of Thal, to 100 yards below a conspicuous white mound on right bank, crossing the river diagonally.

4th.—Crossing the Shali proceed down its left bank for about 2 miles and cross direct to Biland-Khél. On 28th July 1880 the water in none of these fords was deeper than 2 feet.

The land round Thal is very productive, growing large quantities of wheat, *bájra*, *jowár*, barley, and cotton; most of this is irrigated, but about one quarter is unirrigated. On the opposite bank of the Kúram, and about 4 miles lower down than Thal, is the large village of Biland-Khúl, population about 3,000. Thieves who raid the camp are said to be harboured by the inhabitants.

At 2 furlongs cross a narrow *nálá* known as Ghwálo; steep banks being scarped, gradients easy for carts. At 1 mile Taru-khél on south of road and on right bank of Shali, surrounded by cultivation. At 1 mile 6 furlongs, Mámú *nálá*, shallow and stony; village of Mámú, an offshoot of Darsamand, population 200, on left bank south of road. Road now skirts low hills on north, covered with dwarf-palm jungle; at 3 miles stony bed of Shali joined hereby a tributary from Mámú; a police post and square stone tower on right bank of Shali command its bed, along which road continues for next ¾ mile.

At 3½ miles leave bed of Shali by somewhat steep ascent, difficult for carts, but it can be traversed without accident.

At 4¼ miles two roads lead up to the Machóba plateau. Easterly road is the cart-road, and about ¼ mile longer than the westerly one, the last 150 yards of which is a very steep ascent. At the junction of these two roads the Thal-Shali water-channel is again crossed.

At 5 miles both roads unite on plateau (Machóba). There is a fortified *sarái* and post here,

## Route No. 7—continued.

and 200 yards to its north, on the northern edge of the plateau overlooking Sangróba *nálá*, is the hamlet of Habíb Bánda, from which a path leads up the Sangróba *nálá* to Zaimúkht country and joins the Tóráwári *kafila* road at the village of Chinarak.

For next 2½ miles road follows northern edge of Machóba plateau to Thal camp, situated on its eastern extremity. Throughout this stage the country is hilly and covered with dwarf-palm and camel-thorn jungle. The soil is very stony. Road good throughout.

From Kohát to Thal the road is good, practicable for all arms and for country carts. The general direction from Kóhat to Ústarjái east, from that to Thal south-east. A Government tonga dák and bullock train run between Kohát and Thal.—(Creagh.)

7	CHAPRI (2,270')	9½	69¾	A fortified post and <i>sarái</i> on line of communications, Kúram Force, on left bank of Kúram river. Camping ground for two regiments on north-west and two regiments north of the post. Low hills approach to within 150 to 350 yards of the post, and would have to be held by picquets at night
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when camping grounds are used. Supplies from Thal. Water from river. Good grass procurable after rain. At other times, and especially in winter, grass is very scarce. Fair grazing for camels in hills on right bank of river. Grazing guard necessary. Firewood scarce.

On leaving Thal, cross stony bed of the Sangróba *nálá*, about 250 yards wide. After heavy rain in the Zaimúkht hills it is impassable for 3 or 4 hours. At ¼ mile cross deep *nálá* by masonry bridge. A shallow stream of good water trickles through it. Leave Thal village 200 yards south.

At 1¼ miles cross two *nálás*—the first unbridged; the second is crossed by a low bridge, unsafe for guns. Ramps could easily be made for guns just above the bridge.

At 1¼ miles old camping ground on high ground overlooking bed of the Kúram. It is commanded by hills on the north. Three regiments could encamp here. Low-lying rice-fields below the camping ground extend to river bank for 400 yards.

At 2 miles take the upper road; slight ascent for a short distance. The lower road leads to Kapiúnga post; on right bank Kúram. In cold season river crossed by a trestle bridge; at other times by two fords—(1) 200 yards below bridge—water when river not in flood 2½' deep; (2) 150 yards above bridge—water 2' deep. From Kapiúnga a road leads to Kúram up the right bank of the river—*viá* Hazár Pír and Darwázgai pass.

At 2¼ miles cross deep narrow *nálá*, running down from the Kádi Múkh mountain. It is liable to freshets after rain. Masonry bridge across it. The old road to Chapri branches off here to the north.

At 2 miles 3 furlongs cross a small *nálá* by masonry bridge. At 2½ miles road leaves river bank, and turns north, to avoid a steep bluff overhanging the river and the bridge. An old ruined fort on top of this bluff. At 2¾ miles road rejoins river bank, and follows up it for the rest of the march; direction north-west. It leads along the base of the Torghar hill, which rises from 600' to 800' above it. The Kúram river lies 250' below the road; banks precipitous; river-bed about 600 yards wide and stony.

At 3 miles 3 furlongs small fortified post of Kapiúnga, situated on cliff on right bank of the Kúram. Distance across about 650 yards. A path leads from this post into Wazíri country through Maidán.

At 4 miles 2 furlongs a Khatak road-post, and another at 4½ miles.

Below the road, on river bank, a camping ground for one regiment and its baggage animals. The road at this point is narrow; guns and carts could not pass each other. After heavy rains it is also much cut up by small landslips, which render it temporarily impassable for wheeled carriage and guns. A broad stony *nálá* joins the Kúram here on the right bank. A little water in it (in August).

At 6 miles 2 furlongs a zig-zag path leads up to the top of the Torghar hill, on the summit of which there is camping ground for 500 men, who would have to get water from the river, along left bank of which a narrow strip of rice cultivation extends for half mile.

At 6 miles ¼ furlong river leads through a narrow rocky gorge, bed 80 yards wide. The rocky hills on the right bank approach to within 250 yards of the road, which now leads for a short distance along the face of a cliff. Guns and carts could not pass each other at this point.

At 7 miles 1 furlong the old road *viá* the Káfir *kotal* joins in from the north-east. Cross *nálá* from Káfir *kotal*, gradients easy, the entrance to which is guarded by several Khatak posts. There is an unfinished trestle bridge across this *nálá*. The bed is stony and covered with dwarf-palm jungle. The river now bends west-north-west and continues so to Chapri, the road continuing up its left bank, with low hills on the north commanding it.

At 7 miles 3 furlongs good camping ground for six regiments on both sides of the road. Low hills on north should be held by picquets at night. If troops are encamped south of the road, low "sangas" might be built on that side of the tents to protect the men from fire from the right bank of the river, the hills on that bank being within 450 yards range of the road.

## Route No. 7—continued.

At 7½ miles cross stony *nálá*; gradients easy; bridge broken; camp for two regiments on right bank, south of road. The same remarks as above apply as regards picquets, &c.

At 8 miles 2 furlongs cross stony *nálá*; easy gradients. A Khatak post on its left bank.

At 8 miles 5 furlongs cross a small deep *nálá* by a wooden bridge, which requires strengthening if guns are to cross it.

N.B.—The *Kúram* river is fordable throughout its course, except after heavy rain, when it often rises suddenly 4 or 5 feet above its usual depth (which is 2½'). In May and June it is also much swollen from snows melting on the *Safed Kóh* range.

8	MANDORI (2,870')	4½	73½	A stone-built fortified post and <i>sarái</i> on a small plateau about 100 yards from the left bank of the <i>Kúram</i> . Camping ground for two regiments north and north-east of the post. Spurs from a high rocky peak, which rise to a height of 1,000 north of post, approach to within 100 to 350 yards of it, and would have to be held by picquets at night if troops were encamped here.
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The small stone-built village of Mandori is about 250 yards west of the post on the river bank. A narrow strip of cultivation lies between it and the river. A portion of the village is on a rocky spur, some 100' higher than the post. Small quantities of rice, straw, *bhúsa*, and firewood obtainable from village. Bulk of supplies from Thal. Grass procurable after rain; in winter scarce. Water from springs in river-bed; fair grazing for camels in hills on right bank. Guard necessary.

On leaving Chapri, cross a small *nálá*. The road continues north-west throughout the march up the left bank of the *Kúram*, and is commanded by low hills on the north about 300' high. At ½ mile cross narrow deep *nálá*; gradients easy. At 1 mile a Khatak post. A narrow strip of rice cultivation on the left bank of the river for the next ½ mile.

At 1¼ miles slight ascent for 153 yards. At one mile 7 furlongs cross a *nálá* from the *Órakzái* hills. Dwarf-palm jungle on both banks. It is watched by a Khatak post; gradients easy. At 2 miles slight ascent from the *nálá* for ¼ mile. There are two roads—the lower has the easier gradients, and is the wider road, but not quite finished. A short cut up the river-bed avoids this ascent. A branch stream of the river has to be forded. It would not be passable when river is in flood.

At 2¼ miles Ahmedisháma, a fortified post on the right bank about 450 yards distant, 50 yards square, 10' command; camping ground for a brigade south-west of the post.

At 3 miles a Khatak post. Average breadth of road here only 11¼'; descent gradual.

At 3¼ miles cross a *nálá* at the foot of the descent. The short cut up river-bed joins in here. From *nálá* a gradual ascent to a low *kotal*. There are two roads. That on the south is the better, it being wider and the gradients easier. Gradual descent to Mandori. Maize and rice cultivation to south of road.

9	ALIZÁI (Elevation 3,070'; temporary Post Office).	7½	81½	A fortified post and <i>sarái</i> , situated about 350 yards from the left bank of the <i>Kúram</i> , on a sloping plain; clay soil, cut up by ravines. Camping ground for one battery, or one cavalry, or two infantry regiments, on long narrow strip between east face of post and raviny ground; hill on south within rifle range of camp. Camping ground for two regiments 200 yards north west of post, close to the most easterly of the Alizái villages.
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This ground could not be used in wet weather, it being low and soil clayey. A regiment of infantry could encamp on a low rocky spur, 1 mile up the road, towards Shinak and south of it. There are five villages of Alizái. A belt of cultivation, 300 yards wide, extends between them and the river bank. Rice and Indian-corn at this season (August); the former being now cut. Supplies of rice, rice-straw, white *bhúsa*, cattle, fowls, milk, and firewood procurable in fair quantities from Alizái and from the villages of Boghzái on opposite bank; other supplies from Thal. Good water from springs, in deep *nálá*, 200 yards south of post; supply insufficient for a large force. River-water 400 yards distant. Grass scarce, except after rain. Fair camel-grazing about 2 miles north-east in low hills. Grazing guard necessary. The road leads through the lower part of the village of Mandori, and continues level for 1¼ miles, direction north-west. Another road winds up to the north over a low *kotal*, and, passing round the upper portion of the village, rejoins the main road a short distance beyond the village. For the first mile, the road hugs the high rocky hill on the north-east, a narrow belt of rice cultivation lying between it and the river; guns or carts could not pass each other here. At 1 mile cross irrigation channel, 4' wide, by wooden bridge. At 1¼ miles a slight ascent up to a low *kotal*, road turning slightly north. A branch road is being made following the river bank, which will avoid the *kotal* and be quite level. Hills rise to about 300' on either side of the *kotal*, and are held by Khatak posts. Descent from *kotal* steep for carts.



## Route No. 7—continued.

A 1½ miles cross a narrow *nálá*; gradients easy, for the rest of the march the road continues north-west, skirting low hills covered with small bushes, and keeping about from 200 to 400 yards from the river bank, along which occasional patches of rice cultivation are met with.

River-bed from ½ to ¾ mile wide and stony.

At 2 miles 1 furlong cross a stony *nálá* from the Órakzái hills. Small village of Bádsháh-kót on opposite bank about ½ mile distant, with a narrow strip of cultivation adjoining it. A path leads from it across the Shab Kúh hills into Khost. After leaving the *nálá* there are two roads—first up river-bed, passing below a conglomerate cliff, 80' high; second winds up a gradual ascent, and passes over the top of the cliff. First is the shortest and is perfectly level, and can always be used, except after very heavy rain, or when the river is in high flood from melting snows. Where these roads branch off, there is camping space for two regiments. Dwarf-palm jungle requires a little clearing. Hills would have to be held by picquets.

At 2½ miles the road ascends for 2 furlongs over another cliff. It is steep and narrow for carts, and has no railing or protection on the cliff side. Guns would have to be taken over very carefully. A branch road, wider and with easier gradients, is almost completed. It is the lower of the two. At 3 miles 1 furlong foot of descent. The road now continues level for most of the way.

At 3½ miles camping ground for two regiments. Low hill on north should at night be held by picquets.

At 3 miles 7 furlongs cross a shallow stony *nálá*, banks covered with palm-jungle, on right bank. Camping ground for one regiment at 4½ miles. Rice cultivation along left bank of river, and between it and the road; it continues up to Alizái. River bank precipitous and 15' high.

At 5 miles 1 furlong pass through a grove of palm, sissou, and camel-thorn trees. Village of Jelamai, about ¼ mile from right bank of river, surrounded with cultivation, 1½ miles distant. At 5 miles 6 furlongs cross shallow stony *nálá*.

At 6 miles a small village (one of the Boghzái villages) on opposite bank of river, with cultivation on either side of it. At 6¼ miles a zigzag leads over cliff; gradients easy. A short cut avoiding this ascent leads up the river-bed, and crosses a shallow branch stream. It would be nearly always passable for all arms. Camels are generally taken by this path.

At 6 miles 5 furlongs cross a narrow deep *nálá*, just above its junction with the Kúram. It is being bridged; a few springs higher up its bed supply Alizái post.

10 | SHINAK (3,390)

6¼

87¾

A stone-built fortified post and *sarái* on plateau, ¼ mile from the left bank of the Kúram, about 300' above it. Camping ground for two regiments, south and south-east of post on the plateau, and for four regiments in narrow valley north-east of post, on either side of main road to Kúram. Camp-

ing ground for large force 1½ miles north of post on broad plateau, and for one infantry regiment on plateau 300 yards north of post.

Supplies (*vide* Alizái) procurable from two small villages of Shinak, immediately below the post and north-west of it; also from the villages near Hazár Pír Zíarat on the opposite bank; other supplies from Balesh Khél depôt. Water from spring, 250 yards north-west, near the nearest village of Shinak, and from river ¼ mile distant. Grass plentiful after rain; at other times scarce. No grazing for camels.

A stream from the Darwázgai pass joins Kúram on right bank near Hazár Pír Zíarat. A road leads up it through the Darwázgai pass to Kúram (two marches); easy gradients.

A path also leads from Hazár Pír, due west by Jágí Maidán, into Khost.

For first ½ mile from Alizái proceed north-north-west across a sloping plain out up by shallow ravines; soil clay; then skirt low hills, 100' high, on north and north-east.

At 1 mile pass through a cutting in a low spur from these hills. The five villages of Alizái extend up to this spur, and between them and the river bank is ½ mile of cultivation. Villages of Boghzái and Amza Khél lie on opposite bank. For the next 3½ miles continue north-west, skirting low hills on the east. These are offshoots from spurs of the Zaimúkht mountains, which are about 5 miles distant, and some 3,000' higher than the river-bed. Between the road and the river there is continuous cultivation, rice and maize, from ¼ to ½ mile wide. River bank precipitous, 10' to 12' high.

At 1½ miles cross stony *nálá*, 50 yards wide; gradients easy; probably temporarily impassable after heavy rain in hills. On its right bank, west of road, small village Sáiad Khán (Bangakh). Village of Munda (Wáli) Kala on opposite bank.

At 2½ miles bridge across irrigation channel broken. Road for short distance passes over low-lying ground liable to be flooded after rain.

At 3 miles cross stony *nálá*, 60 yards wide; easy gradients, liable to freshets. Village of Samand Kala (Moro Khél) 100 yards from its right bank and west of road; and on high steep left bank of a smaller *nálá* a village, stone-built, wall 8' high round it, and one tower. Six or seven villages of Ballí Amín extend for 2 miles up right bank of the Kúram, in midst of rich cultivation, a narrow belt along river bank. These villages are of fair size, and have high mud

## Route No. 7—continued.

walls round them and lofty towers. From Ballí Amín a path leads over a low *kotal* south-west into Khost.

At 3½ miles small fortified village of Yarra (Moro Khél) west of road, and close to it.

At 4 miles 3 furlongs road leaves river, and proceeds north for next 2 miles up a narrow valley, about ¼ mile wide. It follows up the left bank of a stony *nálá*, 100 yards wide, steep banks, 8' high. Low hills continue parallel to the road on either side, some 200' high, stony and covered with brushwood and dwarf-palm jungle (especially on east).

At 4 miles 6 furlongs pass small village of Rawali (Zaimúkht), 300 yards west of road, at the end of a spur overlooking the Kúram river. Hazár Pír Zíarat on opposite bank.

Opposite Rawali, on both sides of the road, there is camping ground for three regiments; water from river ¼ mile distant; low hills on both sides would have to be held by picquets. At 4 miles 7 furlongs cross a narrow deep *nálá*, easy gradient, watched by a Khatak post. On its right bank camping ground for two regiments.

At 5½ miles cross by a causeway a *nálá* from the Zaimúkht hills, 2½ miles east. At 5½ miles cross the main *nálá*, 80 yards wide. The road to Balesh Khél continues up its right bank. Road to Shinak proceeds for ½ mile north-west up zigzag to top of a plateau, and along it to the post. Carts and guns could not be taken up this zigzag, the turn being too sudden and gradients steep. They should follow Balesh Khél road for ½ mile, and then up an easy slope to the post.

11	BALESH KHÉL (3,500').	8½	95½	A fortified post and <i>sarái</i> , about 150 yards from left bank of Kúram river. Two spurs from a stony plateau, which slope down from the Musazái hills (2½ miles distant), approach to within 150 and 250 yards of the post on the north and north-east respectively. Towers on these hills are held at
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nights by picquets, which also watch adjoining *nálás*. Camping ground for two regiments between these spurs and the post; ground low-lying. In wet weather troops should camp on plateau north-east of post, where there is ground for a large force. Water from Kúram river and Kurmana stream, distant 200 yards and 3 furlongs respectively. Supplies from large village of Sudda and from Balesh Khél village. Rice and rice-straw plentiful.

Camping ground for three regiments on stony slope on the north-east and west faces of the enclosure. Grass (*dhúb* and hill) plentiful after rain; at other times scarce. Camel-grazing good at foot of Musazái hills, north of post (2½ miles), also in hills behind village of Sangiána, on opposite bank of river. Strong grazing guards should be sent.

From Shinak proceed due north along narrow plateau. At 1 mile main Kúram road joins in on opposite bank of river for 2½ miles. There is a narrow belt of cultivation between river and low stony hills. It is studded over with about 15 villages of Házir Pír and Mindak, all protected by high mud walls and lofty towers. River banks both sides precipitous, from 50' to 10' high. On east of road, and situated on hillside, 2 miles distant, are the Zaimúsht villages of Zelamai and Nirarai; slight cultivation round them. The plateau now widens to 100 yards, and is covered with low bushes and dwarf-palm, and on the east is cut up by several deep *nálás*.

At 1½ miles road turns north-east. Plateau from 600 to 700 yards wide on west and 100 yards on east of road. It is here pretty clear of stones and bushes. Ample ground for two brigades of all arms. Water from river from ¾ to 1 mile distant. At 2 miles 3 furlongs road turns north-west and descends along left bank of a narrow *nálá*; low hills 50' high on either side, and only 100 yards apart, and covered with dwarf-palm jungle. At 2½ miles cross deep stony *nálá* from Zaimúsht hills, 250 yards above its junction with the Kúram; gradients easy; might be temporarily impassable after heavy rain. Is watched by Khatak post. For the next 4½ miles the road continues north, skirting low hills of conglomerate, 100' to 60' high. On the east and on the west continuous cultivation, from 200 yards to ½ mile wide, descending in terraces to river bank, which is precipitous (in parts 70' high). Cultivation chiefly rice and maize and a little *múng dhal*. Narrow patches are also occasionally seen on the right bank.

At 2¾ miles small village Madsháh (Bangukh) on left bank of river; mud walls, 60 by 100 yards, 12' high; one low tower. Rocky hills on right bank now rise almost perpendicularly from river, 800' to 1,000' above it, and so continue for rest of march. At 3¼ miles two roads; keep to lower one. A short slight ascent to small stone-built village, Shershai, on low hill east of road. The other road is a short cut, too steep for carts, and leads over spur behind the village. At 4 miles 1 furlong cross a valley ¼ mile wide leading up to Zaimúsht hills (3 miles distant); cross stony *nálá*, Kalú Khwara, temporarily impassable after rain, 200 yards wide, left bank low; right bank precipitous, 60' high, but easy gradient. *Nálá* bed covered with brushwood and dwarf-palm. Hamlet of Osakh on right bank, 100 yards west of road, stone-built, and one lofty strong tower. At 5 miles cross shallow stony *nálá*. On its right bank, west of road, is the fair-sized village of Duráni: two lofty towers; mud wall

## Route No. 7—continued.

round village, 11' high. Fine chinar and mulberry trees. Water from *nálá* all used up in irrigation. Road now ascends very gradually through a well-cultivated valley,  $\frac{1}{4}$  mile wide.

At  $3\frac{1}{2}$  miles pass through a grove of mulberry, wild olive, and camel-thorn trees, at base of a low conglomerate hill east of road; 400 yards west of road is the small hamlet of Duráni (Shinwáz Khán) on river bank; one tower. Small village of Kuchah on opposite bank, with one tower and a little cultivation. The road now again skirts low hills on the east, and so continues for the next 2 miles.

At  $5\frac{1}{2}$  miles a Khatak post. River banks on both sides precipitous and 40' high. At 6 miles low-lying ground for 100 yards, liable to be flooded after rain; and then rise gradually to a low *kotal* for 600 yards. Descent for 150 yards through a grove of palm and wild olive trees.

Road for next mile level.

At 7 miles 4 furlongs road leaves the low hills on the east, and passes through extensive cultivation. Cross an irrigation channel 5' wide by low wooden bridge.

At 7 miles 3 furlongs large village of Sadda, adjoining road on east; four lofty towers. Village surrounded by wall of mud and stone, 10' high; two or three water-mills, several fine chinar trees. A road used by *káfilas* leads from here through Zaimúkht country to Tóráwáf in the Upper Miranzái valley.

At 8 miles cross Kurmana stream, which flows down a rocky bed, 100 yards wide from the north-east. In August 6 inches of water. In May and June, when snows melt on Safed Koh, it is from 1 to  $1\frac{1}{2}$  feet deep. Left bank steep and high, but easy gradient; right bank low. It joins the Kúram river 200 yards west of the road. For the next 3 furlongs the road leads through cultivation, terraced fields leading down to the river bank.

12	WALI MUHAMAD KALA (3,700')	8	103 $\frac{1}{2}$	A high mud-walled enclosure, 75 yards $\times$ 60 yards, wall from 14' to 16' high. Entrance on east side. It is situated 250 yards south of main road, on the steep left bank of the Kúram (here 60' high), and directly opposite the village of Maora,
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which is perched on the top of a rocky point, 560 yards distant, on right bank of river and some 400' above it.

Adjoining the east face is the hamlet of Bangián.

This is a fair camping ground for two regiments, of sloping ground, on the right bank of a stony *nálá* 400 yards north-west of the post and north of the road, opposite the small village of Sodat-i-Kala. A regiment of infantry might also be encamped north of main road, on a stony slope, 250 yards north of the post. Water from river and from a spring immediately below the post, and south of it in river-bed. Supplies (as at former posts) procurable in small quantities from neighbouring villages. Grass procurable after rain; at other times scarce. Camel-grazing very scarce. A little may be picked up on the banks of the *nálá* leading up to the village of Jalandari, 5 miles north-north-west; grazing guard necessary. On leaving Balesh Khél the road and river turn north-north-west for the first  $\frac{1}{4}$  mile, and then continue north-west for the remainder of the march. On the north the road throughout skirts low stony hills from 100' to 150' high, and south of it there is a continuous belt of rice, maize, and *moong dhall* cultivation, descending in terraces to the river bank, and varying in width from 200 to 400 yards. Slight cultivation on right bank; rocky hills rise from 600' to 700' above river.

At 6 furlongs road passes through a narrow cutting in a low spur of conglomerate. Two laden camels could not pass each other here. The cutting can, however, be avoided by taking a path leading over the spur; easy gradients. The village of Balesh Khél is on this spur, 50 yards north of road. It is stone-built, wall 10' high, and has three lofty towers; rice-straw plentiful.

At 7 furlongs small village of Rigi. Village of Sungina on opposite bank, built on a mound, with towers and surrounded by rice-fields.

At 1 mile a ruined village on the top of hill, north of road; at  $1\frac{1}{4}$  miles Khatak post. Road for next  $\frac{1}{4}$  mile passes through a grove of mulberry trees. At  $1\frac{1}{2}$  miles cross shallow stony *nálá*, 300 yards wide. Fields for next  $1\frac{1}{2}$  miles studded with mulberry and camel-thorn trees and a few chinars. At  $3\frac{1}{4}$  miles good camping ground for two regiments north of road, at mouth of a stony *nálá*. Some grazing for camels  $1\frac{1}{2}$  miles up the *nálá*. Gradual ascent now for 300 yards up stony slope. Low hills on north recede 150 yards. At  $3\frac{1}{2}$  miles cross a stony *nálá*, 30 yards wide; gradients easy. On its right bank, at junction with the Kúram, are the fortified *sardí* and large village of Íbráhmzái, both south of road. It is surrounded by rice cultivation, studded over with large chinar trees. Two hamlets of Íbráhmzái are on the opposite bank of the river. At 4 miles 3 furlongs low ground for 150 yards; slight ascent thence to village of Sundar Kot (4 miles 6 furlongs), situated on a conglomerate spur south of road. Hamlet of Garbanno on opposite bank. At 4 miles 7 furlongs cross small, shallow, stony *nálá*. A large *nálá* joins the Kúram on opposite bank. At 5 miles low ground; low hills recede 200 yards. Gentle ascent

## Route No. 7—continued.

up stony slope covered with dwarf-palm. Three regiments might camp on it north of road, if necessary; 150 yards south of road ( $5\frac{1}{2}$  miles) village of Yákúbi. Two towers, fine chinar trees. Hamlet of Saidán on opposite bank. At 5 miles 5 furlongs cross deep stony *nálá*, 30 yards wide, banks 10' high; gradients easy.

Skirt hills again on north, now 60' high. At 6 miles pass through cultivated valley,  $\frac{1}{4}$  mile wide; low ground. Irrigation channels all bridged. At  $6\frac{1}{2}$  miles cross stony *nálá*, 40 yards wide. A little water in it; rest of it taken up in irrigation. Village of Husén Alí on right bank at junction with Kúram. Follow up *nálá* bed, 300 yards north, and then strike off north-west across a valley, 350 yards wide. One hundred yards further up the right bank of the *nálá* is the Zíarat of Hazrat Abbás. At 7 miles cross a deep stony *nálá*, 30 yards wide. Banks 15', but gradients easy; that up right bank would be difficult for camels after rain, soil being clayey. A little water in *nálá*, most of it being used in irrigating fields. Hamlet of Maidal on the right bank at junction with Kúram. Two hamlets and village of Besuttu on right bank of river. A path, direct across the hills from Hazár Pír Zíarat passes behind this village, and, crossing the Kúram a little below Wáli Muhamad Kala, leads up its left bank to Kúram fort. It is used by country carriers as a short cut. It is passable for mules, and avoids the Darwázgái pass.

From *nálá* proceed for 200 yards through rice cultivation. Two bridges, which require repairing, across irrigation channel at this point.

At 7 miles 3 furlongs the road skirts the low hills again on the north, and for the next  $\frac{1}{4}$  mile is lined with fine mulberry trees. In parts road is low-lying, and liable to be flooded after rain.

At  $7\frac{1}{2}$  miles leaves the main road, and descends south by cross-road, 250 yards, to Wáli Muhamad Kala. This cross-road would be difficult for camels after rain.

13	KÚRAM . . . . .	9 $\frac{1}{2}$	112 $\frac{1}{2}$
	(4,900')		

At 50 yards from Wáli Muhamad Kala road crosses small *nálá*, dry; left bank low; small cutting through right bank. Camping ground on right on terraced fields, which are kept uncultivated for this purpose; soil light, easily drained; room for a small brigade; other grounds in vicinity

available, but usually irrigated for cultivation. Village of Bangi on left, 60 yards distant.

At 500 yards from Wáli Muhamad Kala road rounds small spur on right, which commands it, and then crosses a small dry *nálá*; cuttings through both banks, 86 yards long, 15 feet deep; banks of *nálá* steep and broken, 10' high; alternative footpaths to right and left; soil light and stony. At 600 yards from Wáli Muhamad Kala passes 44th milestone from Thal, still commanded by low spurs on right. At 880 yards it crosses two small watercuts, bridged. Steep spur here commands on right, 30' high; continues for 200 yards. Road, descending slightly, passes through richly-cultivated fields. Village of Ramkareh 300 yards to left, low spurs still commanding road on right, level and good; river bank  $\frac{1}{4}$  mile distant on left. At 1 mile from Wáli Muhamad Kala, small cutting and steep spur on right, winds round fields, level and good. At 45th milestone from Thal village of Amalkot, 200 yards to left, built on banks of small *nálá*, dry. Road crosses *nálá*; banks low and easy; no impediment. Leaving Amalkot, road winds round several low spurs, all commanding it, between which is cultivation and deep irrigation cuts. For the next  $\frac{1}{2}$  mile road rises slightly, rounding a steeply rising spur on right, till the village of Sultán is reached, built on high ground commanding the approach by road.

Sultán, a large walled village; good supplies. River  $\frac{1}{2}$  mile to left. Here road, hitherto running north-west, takes a bend more northerly, rises slightly for  $\frac{1}{4}$  mile, skirts low spurs on left, descends, passing 47th milestone from Thal, and crosses a *nálá* 200 yards broad; banks low and sloping on the right bank. Four hundred yards to left of road is the village of Aqla, large; supplies plentiful. On right bank of *nálá*, cutting 10' deep, 24' wide, winding. 100 yards long. Country open and passable both sides. Road, rising slightly, crosses open grassy plain not commanded. Rich cultivation a little distance to left, extending to river bank, 1 mile distant. At summit of plain passes 24th milestone from Thal; country round easily passable for cavalry and infantry. For the next half mile road good and level, apt to become rather heavy and cut up in places after rain, but easily drained or avoided. It then enters cultivation, and at 49th milestone from Thal passes through village of Bukhtáwar. Few supplies procurable. At  $\frac{1}{4}$  mile from Bukhtáwar passes village of Shabían, small; fields around these villages much irrigated, and watercuts carried across road, over which are small planked roadways from 3' to 4' span. At Shabían road crosses small *nálá*, dry; banks high, but descent and ascent of easy gradients, through small cutting on right bank, whence it rises slightly, passing over terraced fields. Country open both sides. Road not commanded, good, level, and wide till 50th milestone from Thal is reached. Here road descends to Kúrman Toi, 100 yards wide; water at most seasons; banks high, precipitous, and broken; descent on left bank by a ramp parallel to course of *nálá*; soil light, with limestone, shingle, and boulders, easily worked away by water; Kúrman Toi subject to heavy floods; roadway on left bank liable to be carried away. On left-bank, and to left of road

## Route No. 7—continued.

village of Mistokót, small: few supplies. Right bank of Kúrman Toi low, ascent easy, through two small cuttings, 15' deep. At the 51st milestone from Thal, village of Seedarah, small; supplies procurable. Road here crosses small *nálá*, dry; banks low and easy. Two roads lead from here into the station of Kúram,  $\frac{1}{4}$  mile distant—one to left crosses a *nálá* with rather steep gradients; one to right, ascending slightly, crosses open field, till it descends, at 600 yards further, through cutting into *nálá* bed; gradient easy, 15' deep; roadway 24' wide; *nálá* 100 yards wide; banks broken, irregular, and precipitous in places; several springs in bed; water for greater part of the year. Road ascends right bank through short cutting. At 200 yards from cutting, road crosses a narrow deep *nálá* by planked bridge, 15' span; bridge 12' wide. At this point the precincts of the Kúram station are entered.

Kúram, a large station, two forts; mud walls 20' high, mark north and south boundaries, connected by redan traces; walls mud, loopholed, along which huts are built. Forts 800 yards apart, joined by good, broad roads, lined with trees. Water from springs west of station good and plentiful; quantity of water in subsoil, which rises to a foot or two of surface in many places. Soil generally damp and heavy; climate fair; fruits and vegetables of all sorts grown in large garden. Country round Kúram open and fairly level, but intersected by many *nálás*, dry, except after heavy rain; supplies plentiful. Height 4,654' above sea-level.

14	SHALOZÁN FORT (5,960')	7 $\frac{1}{2}$	120 $\frac{3}{4}$
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Three hundred yards from Kúram, road descends through short cutting to a *nálá*, 100 yards wide; bed stony; several springs; liable to heavy floods after rain. Road goes through deep cutting on right bank, 15 feet deep, 60 yards long. Banks of *nálá*, steep, irregular, and broken. Gradients of

cutting easy; soil light, mixed with quantity of limestone boulders, easily worked into by water. On the right bank of *nálá* a road, branching to left in a westerly direction, leads to Chamkani, and a track to right leading north goes to village of Zerán, and thence to Agam pass, over Safed Koh range, into Jalálábád valley. Country open and uncultivated; road not commanded. At 900 yards from Kúram, small *nálá*, dry; short cutting, easy; direction of road north-west. At  $\frac{1}{2}$  mile from Kúram crosses *nálá*; banks low, easy; floods after heavy rain. Road, rising slightly over open uncultivated stony country, passes 1st milestone from Kúram (from this point forward the milestones are not numbered, and all distances will be reckoned from Kúram). At 1 mile 500 yards from Kúram crosses small *nálá*, similar to last; road gradually rises. At 1 mile and  $\frac{1}{4}$  small *nálá*, similar to last. At 2 miles 250 yards small *nálá*, similar to last. Country same as above. At 2 miles 350 yards small *nálá*. At 2 miles 450 yards small *nálá*, no impediment; road dips and rises from a hollow. At 2 $\frac{1}{2}$  miles crosses deep *nálá*, 30 yards wide; banks steep and broken; descent rather steep; ascent easy; liable to heavy floods. At 2 miles 1,100 yards crosses wide *nálá*; left bank rather steep, right bank easy; country open and uncultivated as before. At 3 miles 50 yards crosses similar *nálá*, 120 yards wide; banks irregular and broken. At 3 $\frac{1}{4}$  miles crosses a *nálá* 250 yards wide, banks low and easy; no impediment, except when in flood. Road rises gradually, good and wide; country open, same as before. At 4 miles a branch road to left leads to south of fort Shalozán; the upper road to right leads to north of fort, and is the better one. At 4 $\frac{1}{4}$  miles road dips through low cutting, bank low, 100 yards long; small cattle pond on left; soil light, boggy after rain; road level and good. At 5 miles road dips a little; apt to be much cut up and heavy for wheels after rain. At 5 miles 400 yards cattle pond on right. At 5 $\frac{1}{2}$  miles *nálá*, banks low, no impediment. At 5 $\frac{3}{4}$  miles a track crosses main road leading to village of Shalozán. At 5 miles 950 yards small *nálá*, banks steep; cutting on right bank; small cattle-pond on right; cutting 50 yards long; soil light, apt to cut up after rain; banks 10' high. Road here turns slightly to right over grass, marked by stones on either side; level. At 6 miles small *nálá*; deep cutting both sides; easy gradients; floods after rain; country as before. At 6 miles 100 yards small cutting. At 6 miles 300 yards crosses small deep *nálá* 30 feet wide, spanned by wooden bridge; small cutting either side; road level and good; country open.

At 7 $\frac{1}{4}$  miles small *nálá* cutting; no impediment. Shalozán fort on left; climate good; country round open, suited for camping large numbers of troops; water from irrigation cuts and village of Shalozán, 1 $\frac{1}{2}$  miles north, good and plentiful; supplies abundant; timber and stone for building purposes procurable in great quantities from foot of Safed Koh spurs, about 2 miles distant; small village Nai Kai south of fort.

15	PAIWÁR KOTAL (8,580')	11	131 $\frac{3}{4}$
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At 600 yards from the fort the road dips through small *nálá*; a few trees here. At  $\frac{1}{2}$  mile small pond on right, and road crosses small *nálá* by slight wooden bridge. The road here descends by an easy gradient to the Shalozán *nálá*, 500 yards wide, dry except after rain; stony bed;

*Route No. 7—continued.*

banks high, but sloping, in places steep and broken, ascends the right bank by easy gradients from this forward the milestones cannot be distinguished from other similar piles of stones placed at irregular intervals). A few huts and cultivation on right bank. At  $1\frac{1}{4}$  miles from Shalozán fort a small deep *nálá*, crossed by small wooden bridge. At this pond a branch road to left leads to road south of fort; country open and uncultivated; road rising gradually. At  $1\frac{1}{2}$  miles small cutting; road dips into a hollow, crossing a small *nálá*; banks low; no impediment. At 2 miles site of old encampment; country open and uncultivated; road descends to bed of *nálá*. At  $2\frac{1}{2}$  miles dry small cutting easy slopes; road crosses broad hollow in ground, in which are several dry *nálá* beds; small; no impediment. Road rises gradually. The lower spurs of the Safed Koh range are now approached, about 2 mile distant; country same as before. At  $3\frac{1}{2}$  miles crosses small *nálá*, 8 feet deep, by wooden bridge, 30 feet span. *Nálá* dry, except after rain. At  $3\frac{3}{4}$  miles crosses small *nálá*, dry. Road rises gradually; a little cultivation on left, round village of Lutmai, slightly commanded by rising ground on right.

At  $4\frac{1}{2}$  miles deserted village of Habíb Kala, built by Afghán troops; would hold one regiment infantry and one battery. Village commands road; water from small cuts taken from Spín Gawái. Rising ground and spurs of Safed Koh range behind village. Road here crosses Spín Gawái, left bank low at point of crossing, commanded throughout by right bank; *nálá* bed 700 yards wide; stony; near right bank water runs in a deep channel after rain; road carried on causeway; breakwater up stream to divert the current, at times very strong. At 5 miles on right bank of Spín Gawái, village of Paiwar or Gúndi Khél. A group of hamlets on high commanding ground, which slopes in terraced fields towards road. To left, and close to road, is village of Turseh. About one mile down right bank village of Sharm Khél. From bed of Spín Gawái a track branches to right of main road up the *nálá* leading to the Spín Gawái Kotal. Leaving the bed of the Spín Gawái, the country is no longer open. Road, passing through richly cultivated and irrigated fields, is commanded by the village on the right; fields, divided by stone banks, narrow lanes, and irregular cuts, are passable only by infantry, and that only when not under irrigation. Road beyond village still commanded by high ground to right. At  $5\frac{1}{2}$  miles small camping ground; water good and plentiful; supplies abundant; descends deep *nálá*; left bank ramped; easy zigzag; ascent on right bank easy; *nálá* banks steep, rocky, and broken, impassable in many places; commanding ground on right recedes slightly; country on both sides covered with jungle growth and holly-oak trees, 10 to 15 feet high. Road gradually descends to a small picquet tower on right. At  $5\frac{3}{4}$  miles crosses a deep *nálá*; descent and ascent commanded on right; slopes easy. Up this *nálá*, about 1 mile, small village of Ghundeh. Road descends; country same as before. View shut in right and left by steep spurs  $\frac{1}{2}$  mile distant on either side. The gorge leading to the Paiwár Kotal may now be said to be entered, and road commanded till kotal is reached.

At 6 miles road crosses deep *nálá*; easy gradients of descent and ascent; small picquet tower on left; country more shut in on right; high spurs commanding road; country same as before. At 7 miles crosses deep *nálá*; descent rather steep: ascent easy; banks steep, rocky, and broken, passable only in places; *nálá* bed commanded from high ground on right; small picquet tower on right. Up the *nálá* about  $\frac{3}{4}$  mile small village of Gubazain. Road now rises gradually up to kotal, commanded on both sides; country same as before. For the next mile the road is fairly level though rising till 7th mile; jungle undergrowth ceases, and cultivation appears on left.

At  $7\frac{1}{2}$  miles two knolls from adjoining spurs on either side completely command the approach. Small camping ground here on left. Water from village of Turrai near road and at the mouth of adjoining ravine. The road now rises steeper, crossing a small *nálá* bed, till it reaches and passes through cultivation: steep pine-clad hill sides rise precipitously on either side, forming a gorge 100 yards wide.

At  $9\frac{1}{4}$  miles a small water-tank and cattle-trough on right. Up to this point the road is good, with no difficulty for wheeled carriage; but now the final ascent of the kotal commences. Road rises by a succession of steep zigzags, wide and metalled; guns could be taken up by hand-ropes; hillside covered with pine trees; soil rocky, little or no undergrowth; sides of road built up in many places. About quarter of the way up a small spring to left of road.

At  $10\frac{1}{4}$  miles the summit of the kotal is reached, and road passes between small hills, with fairly level spaces between, suitable for encamping a large force. Drinking-water from spring, a short way to right and below kotal; supply good and abundant. Spring and cattle troughs about 1 mile beyond kotal. A bridle-path to right leads from the Paiwár Kotal to the Spín Gawái Kotal, situate about 2 miles to north. Path good and practicable for pack animals, leads for  $1\frac{1}{2}$  miles round steep and wooded hill sides, till it debouches on an open grassy plateau,  $\frac{1}{2}$  mile broad; excellent camping ground; water and wood in abundance. Crossing the plateau, the summit of the Spín Gawái Kotal is reached. To the west of the plateau a path leads to the villages of Gundi and Zabardast Kala, the latter on the main road from Peiwár Kotal to Alí Khél and the Shutargardan pass. Paiwár Kotal could easily be defended from a direct attack from the east or Kúram side, as the steepness of the hill-sides allow of but few approaches, which

## Route No. 7—continued.

could be defended by a few men. An attack from the west by an enemy advancing up the Hariáb valley would be difficult to guard against, as the formation of the hills affords facilities for turning the position. The country to the north is bounded by the steep slopes of Sikarám, the highest peak of the Safed Koh, 15,620' above the sea-level; while to the south the ridge descends to the Kúram river, crossed by the Istiah and Strimander Kotals and the Mangiár pass, which latter is the easiest, though most circuitous. General elevation of the Paiwár Kotal 8,500'; climate good in the summer; the cold in winter is very severe: unlimited amount of timber for building purposes in the vicinity; many kinds of fruits and vegetables grown in the neighbouring village.

Alí Khél is a large village of some 50 enclosures, each in itself a little fort. Forage scarce; little grazing for camels. Fuel abundant.

16	RIVER ROAD	12	143½	Road runs through Hariáb valley (the valley of the river of that name which rises in the Sikarám peak of the Safed Koh range). This valley is highly cultivated, and quantities of rice, maize, pulses for cattle, millet, wheat, &c., are grown in terraced fields, for the irrigation of
	NORTHERN, MAIN ROAD.	12½	143½	

which water is carried from the Hariáb and its confluents, the Lalidar and Kharshatal streams. The average height of the valley is about 7,500'; the climate in summer is very fine, but in winter it is very cold, snow lying thickly on the ground, and preventing winter communication between the various villages for a short time. The high ground under the mountains by which the valley is surrounded, and the mountains themselves, up to an elevation of 11,000', are covered with forest of various kinds, seven-tenths of which is *deodár*, with *Pinus excelsor*, *Alves*, *Smithiana* and *Urbiana*, and edible pine in certain localities.

For first 2 miles to Hariáb river the road descends at gradient of about 1 in 30, passing through a narrow defile, and commanded at about 150 yards on each side by low pine-clad hills, which could be easily traversed by infantry. These hills are themselves commanded by other and higher ones to the north and south.

At 4½ miles from Paiwár Kotal, on left of road, are springs of good water, from which the late garrison was supplied. At these springs a small stream rises and flows into the Hariáb river. The road runs along its right bank.

Just before arriving at these springs, the defile through which the road runs is joined by another defile from the north (through which a path runs to the Spin Gawái Kotal), and widens out, forming an almost circular grassy basin about 300 yards diameter, narrowing at its eastern end, through which the stream from the springs finds exit between steep banks, about 10' high. The road runs through a cutting here on the stream's right bank, and all arms, except infantry, would have to confine themselves to it for about 70 yards. Having traversed this distance, the hills on each side recede from the road, and for about half a mile the route runs along fairly open country to the Hariáb stream, which it crosses by a rough bridge with stone (*kacha*) piers. This bridge is liable to the action of floods. The banks of the Hariáb stream are low, and it affords no obstacle. Having crossed the stream, the road bifurcates, the northern road being the longer by about half mile; (i) the southern or river road follows the right bank of the Hariáb, running south-west to Bián Khél, being commanded throughout by the pine-clad heights of the Mangiár range; (ii) the northern road takes a line east for about 2½ miles, and then turns south-east. It is not commanded by the Mangiár heights. Bifurcation 2½ miles from Paiwár Kotal.

(a) *Northern road* ascends from the bed of the Hariáb by a zigzag of easy gradient, and passes hamlet of Zabardast Kalá, consisting of a small enclosure forming a detached fort with dilapidated tower. Camping ground for two brigades, used by Afghán troops as a cantonment prior to 2nd December 1878.

At 3½ miles crosses Sergul stream; bed about 200 yards wide; banks low. Water runs in several channels, the main one being crossed by bridge similar to above; no obstacle.

At 4½ miles Bilut *nálá*, crossing which road runs south. This *nálá* has precipitous banks about 15' high; descent and ascent by gradients of 1 in 7.

At 6 miles passes through village of Lower Bilút, on left bank of Lalidar stream, consisting of about 5 houses, each detached and forming a small fort in itself. This is typical of all Jáji villages. About 800 yards up this stream, and on the same bank, is the village of Upper Bur-Bilút at the mouth of the Lakarái pass. Lalidar stream is about 200 yards wide with precipitous banks, of which the left commands the right. The road descends into the *nálá* bed by a zigzag of 60 yards, gradient 1 in 20, and leaves it by a ramped ascent, ¾ mile long, cut at an easy gradient in the right bank of the *nálá*, paralled to its course. This ascent is commanded by the village of Petta on the right bank of the *nálá* and by that bank itself. About 7½ miles passes Ali Sangi, a hamlet 100 yards (?) to right of road, beyond a small *nálá*. From opposite this village road traverses a high uncultivated plateau, on which (on left of road) is ample camping ground

*Route No. 7—continued.*

for a large force. Here are some ruined buildings left by troops of Sir Frederick Roberts' force cantoned on the plateau, Bián Khél camp, in 1878. Wood and water plentiful. At 8 miles descent by zigzag of easy gradient into Khurshatal stream, which crosses and passes at 9 miles village of Bián Khél, situate on low ground surrounded by cultivation. Bed of this stream about 250 yards wide; banks high, steep, and grassy. Water-supply fair, rising from springs in the *nálá* banks. This northern road passes through terraced fields for the most part, and all wheels and animals would have to keep to it between Zabardast Kala and Bilút. However, especially to the north, cavalry might work, though not with facility, the ground being very stony and much cut up by *nálás*.

Bián Khél, near which the 2nd or river road rejoins the northern road, is a collection of small hamlets like all Jájí villages.

(b) *River road.*—From bifurcation  $2\frac{1}{2}$  miles from Paiwár Kotal continue along right bank of Hariáb under Zabardast Kala, which commands it; hence for next mile over stony ground. At  $4\frac{1}{2}$  miles passes village of Kurkai, and shortly after Sharíf Kala, where road crosses mouth of Shergul *nálá*. At 5 miles crosses mouth of Lalidur stream at its junction with the Hariáb. At  $6\frac{1}{2}$  miles the road passes under the village of Stir Kala; at 7 miles ascends by steep cutting of 200 yards (too narrow for guns meeting to pass) from river bed, and by a similar descent drops into the Kharshatal stream, which crosses and joins northern road at  $7\frac{1}{2}$  miles. This "river road" is commanded throughout by the Mangiár range (see above), and by the right bank of the Hariáb and the various villages beneath which it passes.

From junction near Bián Khél the road continues along the right bank of the Hariáb to within 200 yards of Alí Khél, where it turns off to the right.

At  $10\frac{1}{2}$  miles pass under Ahmed Khél, opposite to which village a track leads *viá* the Istiah Kotal to Kachkina in Kúram, and the Sursurang defile, passable for mules and infantry, and forms an alternative route to the Paiwár. At  $12\frac{1}{2}$  miles the road which from the junction near Bián Khél is commanded by the spurs of the Mangiár range passes through the village Alí Khél, situate on the Keria, a small confluent of the Hariáb. Alí Khél is a village of the usual Jájí type, and consists of some 50 enclosures. Hence the road ascends to the camping ground already described.

Throughout this route camping ground has been calculated as for troops equipped with mountain battery or sepoy páls; heights have been taken with a pocket aneroid, starting with Thal as 2,700'.

17	DRAIKALA . . .	9	152 $\frac{3}{4}$	Road, passing over high plateaux above the village, descends into the bed of the Hazár-darakht stream, and follows left bank. Pass the Jájí villages of Shánu Khél and Kokiám at 5 miles; continue in a north-west direction; crosses and recrosses the stream. This portion of the road is
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the worst of the defile, being confined and commanded by broken and high hills. Troops marching should crown the hills on left bank. Draikala is a small village situated on left bank of the stream, and is a fair place for the bivouac of a brigade.

18	SIBKAI THÁNA . . .	10 $\frac{1}{2}$	162 $\frac{1}{4}$	Road turns to the west. Continuing along left bank of stream, the ravine opens out after Draikala; pass Jájí Thána (which is a ruined 40 yards square building) at 6 miles; then the road goes along the bed of the stream, stony bottom; general direction south-west-south. At about
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$8\frac{1}{2}$  miles arrive at Karatígáh, and then the ravines of Leo-al-Gud join the stream. This is the point where opposition would probably be met; the ravines extending far back and ground much broken. This position should be held until all the baggage has passed through.

19	DOBANDI . . .	9	171 $\frac{1}{2}$	Road turns to north, and goes over the crest of the hill by an easy ascent and two zigzags, with the exception of the crest, where it is steep. This position is quite untenable without artillery, and even then is very much exposed, being commanded by hills on the right bank of the Hazár-darakht stream, and the position being easily turned on its left flank. Behind the <i>kotal</i> , and to the north of it, is a red hill commanding it, now occupied by a small Gbilzái tower. This is again commanded by a high hill on the left front called "Kamran Tang," which is the key of the position from the Surkhái Kotal to the Shutargardan. From top of the <i>kotal</i> there are two roads—one to the right descending into the valley of Kásim Khél, and one to the left leading direct to the Kásim Khél, the road descending by a gradual slope to the Thána, which is 11,000 feet above the sea, 50 yards square, but completely commanded by the Kamrang Tang hill on the south of it; distance of descent $2\frac{1}{2}$ miles.
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## Route No. 7—continued.

Almost immediately after the pass is surmounted, the road turns sharp round to the left, and rounds down a spur, which runs out in a south-west direction by a very rough, steep, and tortuous path. After descending the spur on the left bank, the road crosses the stream, turning round to the north-west, and goes along the right bank by an easy way to the small village of Akhun Khél; distance from crest  $2\frac{1}{2}$  miles. Just below the village the road through the gorge narrows, at some places, to 5 or 6 yards, being hemmed in by two projecting spurs. The village of Dobandi is about 3 miles below Akhun Khél. Good camping ground on the fields; forage obtainable, but no other supplies.

For 3 miles to the crest of the Shutargardan pass the road is easy and the incline gradual; the descent, however, is difficult, and presents a striking contrast to the ascent, as the present footpath is very steep and tortuous, though practicable for all baggage-animals. As the soil consists generally of disintegrated rock, the path could with slight manual labour be made into a fair road for wheeled traffic were a cutting made into the side of the hill with the outer bank supported by stones. Timber is not procurable on the spot. The descent is about  $1\frac{1}{4}$  miles in length, and merges into the Dobandi *nálá*, which carries off all the water of the neighbouring gorges running down from the Safed Koh. At a point about 1 mile from the bottom of the pass, at Akhun Khél, the *nálá*, whose bed forms the road, runs between precipitous rocky cliffs about 80 feet high, 12 feet wide, and 120 feet along. Infantry could get passage on either side on the high ground above covering the *nálá*. The next  $3\frac{1}{4}$  miles of road along the bed of the *nálá*, which is very stony, gradually opens out (and on the right are few detached houses and patches of cultivation) until the village of Dobandi is reached, lying on the right bank of the *nálá*.

On high ground on the left bank opposite Dobandi is an old unoccupied fort which commands the road up the stream. There is no encamping ground here for a force over the strength of a regiment, and the position would be a very bad one for any troops at all to make a halt in. There was very little water in the stream, and apparently, from there being no sign of a high-water mark, the road is rarely impassable from excess of water.

20	KUSHÍ . . . . .	7½	179¾	Almost immediately after leaving Dobandi, the road turns off due north over the Shinkái Kotal, which, though only about 500 yards in length, is very steep, and a severe trial to laden animals. A good road could easily be cut in three or four zigzags. From the top of the <i>kotal</i> to Kushi is about $5\frac{1}{4}$ miles, and the decline very gradual. On the right, running down from the foot of the Ghilzái hills, lies the extensive barren plain Dasht-i-Surkhao. The village of Kushi is on the left bank of the Dobandi stream, and, being highly cultivated, can afford abundant supplies. Water is plentiful, though not very good. The rear guard with Embassy baggage laden on 32 camels and 200 mules, which left Kasim Khél at 5 A.M., reached Kushi at 4 P.M.—a fact which speaks fully of the difficulty of the march.

*Note.*—The march from Ali Khél to Kushi may also be thus divided: Karatiga 17 miles, Kasim Khél 5 miles, Kushi 14 miles—total 36 miles.

21	ZARGÚN SHAHR . . . . .	7	186¾	Leaving Kushi, the road turns north-north-west and runs over the Dasht-i-Surkháo. After 3 miles along a plateau the road descends into a broad dry <i>nálá</i> where water is never deep, and whose banks are badly defined. The distance between the road in the Ghilzai hills is about 4 miles, and consequently no molestation could be offered to a force on the line of march, while cavalry swept the intervening plain. The road is practicable for all arms. At Zargún Shahr there is very good and unlimited encamping ground, with first-rate water obtainable from <i>karéz</i> .

22	ZÁIDÁBÁD . . . . .	12	198¾	For the first 8 miles the road goes over a stony plateau. From the 9th mile to the end of the march, road is down a slight descent, with a spur on the right close up to the road. This spur, with another nearly parallel to it 3 miles to the north ending in the peak of Kalagái (which is about 2,000' above the plain), forms a plain (the Dasht-i-Surkháb), at the northern end of which is situated the village of Záidábád. This plain is well cultivated, being mostly within reach of the Lógar river (which now approaches the road), and contains the large Ghilzái villages of Kuti Khél, Sangar Khél, and numerous other villages and forts. There is no physical difficulty whatever in the way, the road being good and broad throughout. On the left bank of the Lógar river, which is about 2 miles distant from the road, some good villages are

## Route No. 7—concluded.

visible, particularly that of Muhammad Agá, a Persian-speaking community; and his tomb is a prominent white building on the hill slope. The Ghilzái hills are about 4 miles distant on the right and a low disconnected range intervening between it and the Lógar river on the left. Two unimportant Ghilzái forts are passed on the right about half-way.

Záidábád is a large fertile Tájik village, situated on the left bank of the Lógar river, about 2 miles south of Saféd Sang; and Gumerán is about  $\frac{1}{2}$  a mile lower down on the right bank. The bridge over the Lógar river at Záidábád is in good repair and practicable for infantry as well as for laden animals. In August 1880 the river contained scarcely a foot of water at the ford below the bridge, where the bottom is firm gravel. Good camping ground with room for a division. Supplies fairly plentiful. Water abundant from a channel near camp. From Záidábád two roads lead to Amír Kala—one *viá* Zargúshahr, &c., the other *viá* Kalangas and Báraki Bárak.

23	CHÁRÁSÍÁ . . .	10	208 $\frac{3}{4}$	Road excellent all the way. At 4 miles crosses, by an imperceptible ascent, the end of a spur from the mountains on the west. The spur is called the Sum-i-Duldul (hoof-print of Duldul). Duldul was the name of the favourite horse of Ali, the son-in-law of the Prophet; and on a rock at the head of the ascent is pointed out a mark which is believed to be the impression of the animal's hoof.
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The road then traverses the Dasht-i-Sakka, a level plain about 3 $\frac{1}{2}$  miles broad.

At 8 miles crosses a low ridge. The descent is almost imperceptible. Road for last 2 miles passes over a perfectly level plain.

At the northern end of the Maidán Sakka, at a mile from the road to the left, is the village of Namunias, situated at the southern end of a spur running north and south. At the southern end of the plain, and on the left of the road, is the large Tájik village of Ráhmatabád,\* and on the further side of the Lógar river is situated the large Ghilzái village of Musái. The road to Childukhtarán diverges to the left about half-way across the Sakka plain. Between the road and the Lógar river are lofty spurs, except at Ráhmatabád, where the plain is open to the east. Hills also bound the view to the west at a distance of 2 or 3 miles.

Chárásíá is situated on the southern slope of a low range, running across the plain from east to west. A mile to the east flows the Lógar river; but the village is irrigated from the Kábal river, which flows immediately behind the low hills north-west of the village, a water-cut being taken through a gorge in the low range above mentioned.

It is a very rich, well-cultivated village, possessing numerous gardens, orchards, and vineyards. There are many trees, and it could give a great amount of all supplies. The Kábal Government often send out troops to this village for a season. The population is a mixed one of Afgháns and Tájiks. Good camping ground.

North-east of Chárásíá, and beyond the Lógar river, rises a prominent sharp-pointed mountain called Sakh-i-Baranbái, on the eastern side of which is the Khurd-Kábal pass.

24	KÁBAL . . .	11	219 $\frac{3}{4}$	Road level and good. At 4 $\frac{1}{2}$ miles the low ridge of Khairábád is crossed. The <i>kotal</i> is about 100' high and presents no difficulty. At 5 miles the road enters the Sang-i-Nawishta, a defile about 1 $\frac{1}{2}$ miles in length, through which it is confined between a lofty hill on the left and the Lógar river on the right. The defile is commanded on the right by inaccessible and precipitous cliffs, and though practicable for all arms, it offers a cramped passage for a large force.
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At 7 miles pass the village of Beni Hissár on left. There is room for a camp here, but the ground is much cut up by irrigation channels.

At 9 miles pass the Bála Hissár on left. The road is good and country all open, though much intersected by water-cuts and irrigation channels.

\* Not marked on map.

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2nd Punjab Cavalry.

**Route No. 7A.**  
**FROM BANNÚ TO THAL *viá* THE KÚRAM VALLEY.**  
*Authority*—BENGAL ROUTE-BOOK.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	KÚRAM . . . .	5	20	An outpost on the Kúram; supplies from Bannú; water plentiful from the river; country cultivated; road good; <i>nálá</i> bridged.
2	ZARONE . . . .	15		A small Wazírí village near the left bank of the Kúram; water plentiful; road rocky and stony, but fit for horsed guns and laden camels; enters the hills by the Gidrí pass, about 1 mile from Kúram; these hills are from 500 to 1,000 feet high, but are easily crowned. The Kúram is
crossed towards the end of the march; on the left bank a small open patch is reached, available for the encampment of 5,000 men.				
3	LUKANI . . . .	10	30	A small village on the left bank of the Kúram forage procurable; water from the river; encamping ground extensive. There are two roads from Zarone; the best is up the left bank of the Kúram, which has to be crossed twice on starting. The road then leaves the river, and for 8 miles
passes over hard ground, until it enters the Karunjur gorge, through which it runs for about a mile. The other route lies along the bed of the river, which is crossed and re-crossed six or seven times; after rain this route is impracticable, from the depth of water and strong current of the stream; the hills on each side are abrupt, but could easily be crowned; horsed guns and laden camels can travel either route.				
4	THAL . . . . .	12	42	A village situated at the junction of the Sangroba <i>nálá</i> with the Kúram, and surrounded by a stone wall 12 to 15 feet high, with two good gateways; for 4 miles the road runs up the valley, then it crosses the Kúram, and to Baland Khél is good, but hilly; about 1½ miles from Thal the Kúram

is entered, and its bed followed for the remainder of the march. At Thal the road from Kohát to Kábal and Ghazní is joined.

*N.B.*—There is also a road from Bannú to Zarone *viá* the Gumallí pass, the distance being about the same. This route is solely of importance with reference to the Kúram route<sup>o</sup>(*vide* No. 7).

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*2nd Punjab Cavalry.*

**Route No. 8.**  
**FROM BANNÚ TO GHAZNÍ.**

*Authorities*—MARDALL AND SMITH; THE MÚLLA; MCNAIR AND SYAD;  
M. H.; N.-W. F. GAZETTEER.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total	
1	MIR ZAIL . . . .	10	...	By the Tochí post about 7 miles from Bannú. The post is situated on rising ground overlooking the stream. The road thence follows the general line of the <i>nálá</i> ; it is a mere track, rough and stony, but generally level, and passable for all arms. Road up left bank of <i>nálá</i> , in a north-

*Route No. 8—continued.*

westerly direction, to Mir Zail, the first village across the frontier; *nálá* averages 600 yards in breadth, stream narrow and swift, fordable nearly everywhere, 2 to 3 feet deep. Stream impassable in heavy rains, but flood quickly subsides.

A small hamlet, with a square tower, lying in a hollow near the stream. Camping space on plain N.-W. of village.

2	HAIDAR KHÉL	(?) 11	21
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From Mir Zail still along left bank, direction south-west, road flat and fairly good to 3 miles; bare stony plain to the right of road; to the left, across *nálá*, undulating hills practicable for skirmishers. At this distance there is broken ground for about  $\frac{1}{2}$  a mile, which cavalry and baggage should

avoid by taking the bed of the *nálá*, which runs here between high banks. At 5 miles, the *nálá* makes a sharp twist to the south, in the form of the letter U, about  $2\frac{1}{2}$  miles round, and the path leaves the *nálá*, going straight over a saddle (called the Shinkí Kotal), and joining it again after  $\frac{3}{4}$  of a mile. From the *kotal* the track improves, leading for about a mile across a plain, then ascending to higher ground some 50' above the stream, whence the ground is more open, and there is no impediment to the advance of a body of troops.

This is the most direct route into the Dáwar valley, and there is good water all along the road. It is said to be passable for field artillery, the Shinkí Kotal being the only difficult part. This could be rendered passable by a couple of hundred pioneers in an hour.

There are two other passes leading into the Dáwar valley, both longer and more difficult than the Tochí.

## ROUTE VIÀ THE BARÁN PASS.

Little is known about this route. The following account is from native information. The distance is probably about 30 miles. Entrance to pass is opposite Barán post. The pass is much more rocky than the Tochí, and there seems to be great doubt whether it is practicable even for cavalry, there being many stiff, tortuous ascents in its course. It is the main trade route, so it would probably be practicable for mountain guns.

## ROUTE VIÀ THE KHAISORA PASS.

This route meets the Tochí route at Haidar Khel. The distance is probably about 35 miles. Road fair, across open stony country, to Mírian (8 miles), crossing the Kach Kot at 3 miles. From Mírian (called also Norúr) cross the Tochí. Here is camping ground on right bank at 10 miles. Supplies from Mírian and other villages on left bank, which is all cultivated. Thence across a wide stony plain to the Tangí Khél butts at 17 miles, where the Khaisor river issues from the hills, passing at  $12\frac{1}{2}$  miles the villages of Sardí Khél, and at 14 those of Mirmí Khél; road good. Thence to Spín Wom (20 miles) up the broad stony bed of the Khaisor, which is rough, but passable except for wheeled guns. Here there is camping ground, commanded by low bare hills at close range easily crowned. Water plentiful. No village. Plenty of camel-grazing. From Spín Wom, road (as before) for 2 miles up the river bed, when it reaches the Khaisor Tangí, about 40 yards wide, formed by the river cutting through a rocky ridge. Both sides are high precipitous rocks, rising like walls at right angles to the road, behind which an enemy might make a determined stand until enfladed. After very heavy rain the stream fills the gorge, which is then said to be impassable for hours. Shortly after passing the gorge, the road ascends to the Momaki Ragza, and there is a bad bit for 300 yards, which, however, would be cleared for wheeled guns by 100 men in an hour. Then for about 3 miles the road is good, when a mass of boulders obstructs traffic. It would take a native infantry regiment three days to clear this, but no blasting would be necessary. At present camels can pass. At about 26 miles a low pass is crossed, which might require some trifling improvement for wheeled Artillery. Two miles from Haidar Khél the Tochí river is crossed in two branches, the *doáb* being  $\frac{1}{2}$  mile across. Haidar Khél stands on the left bank. The right bank and *doáb* are cultivated. The Tochí river here was 18" deep in September 1883; bottom gravelly with big boulders scattered about. Probably 5' deep in spring.

The Dáwar valley is divided into Upper and Lower by the Taghrái Tangí. Both valleys are highly cultivated, and are intersected by numerous watercourses, deep and broad. There are also

## Route No. 8—continued.

many marshes, and the country is not suited for cavalry operations. Forage, grain, firewood, meat and water, are everywhere abundant. The villages are walled, with flanking towers; and every field is defended by a tower.

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|---|-------------------------|----|----|--|
| 3 | HÁKIM KHÉL              | 8  | 29 | On this stage there are no difficulties of importance. Road through cultivation; some water-cuts which would require ramping for wheels. At 2 miles pass the village of Malik Samand, the road running through the village, which is a parallelogram with bastioned mud walls. About 150 houses. Thence the road runs to Ídak, crossing a small tributary of the Tochí from the north-west about half-way. Pass through Ídak, a large walled village, with numerous hamlets outside. Hence a branch road to Khost. At 2 miles from Ídak, Hákim Khél is reached over a low ridge, easy for wheels. Road passes by the north wall of the village. A village of the Dáwarí section of that name; rectangular form, with bastions at the angles. About 100 houses within the walls; numerous hamlets outside.  |
| 4 | MALIK SHÁHZÁDA<br>KALA. | 13 | 42 | Road runs through cultivation for 4 miles. At $\frac{1}{2}$ mile from village cross the Tochí (no difficulty), following the right bank for $\frac{1}{2}$ mile, when recross to left bank. At 4 miles the cultivation ceases, and hills approach both banks, forming what is called the Tagrái Tangí. This, according to M. H., is perhaps a misnomer, as the valley, which is almost entirely occupied by the river bed, is never less than 300 yards wide. The <i>tangí</i> is about 3 miles in length, and the road follows the river bed, which is practicable for guns. The hills on either side are 200' to 300' in height, and easy for skirmishers. At the western end of the <i>tangí</i> (about 7 miles) a camel road goes north to Kúram. At 12 miles are some bad <i>nálás</i> , deep and wide, which would require ramping or bridging. The widest and worst is 30' across. They were dry in September. A village of Muhamad Khél Dáwarís, with five or six Hindú shopkeepers. About 80 houses; walled and bastioned, with two gátes. Road runs through village. Supplies procurable for a large force. |
| 5 | MÍAH KALA               | 14 | 56 | Road through fields for 5 miles; no difficulties. Then through a gorge for 200 yards, following the banks of the Tochí, passable for all arms. Leaving this <i>tangí</i> , the large village of Dakkar is passed on the right bank. Then over a spur that touches the river (road easy), across a small tributary from the north, and through fields to Míah Kala. The place consists of two forts, one on either bank of the Tochí; largest on right bank. Only a few houses; no supplies; but the latter can be procured in abundance from Dakkar and other large villages near.   |
| 6 | ZIÁRAT-Í-MÁMA           | 12 | 68 | Road follows the river bed throughout, frequently crossing and re-crossing. It is fit for wheeled traffic except at one point, where it passes over a spur on the left bank. This would be rendered fit for wheels by 400 men in a day's work. The bed of the river is passable, bottom pebbly. On this stage a good many hamlets and much cultivation are passed. Zíarat-i-Máma is a collection of walled villages, with numerous Tájik and Wazírí inhabitants. Supplies abundant, including rice. It was bitterly cold here at the end of September.   |
| 7 | MARGHA                  | 26 | 94 | At about 1 mile pass Adam Khán Kala, a collection of Mada Khél forts (perhaps the Sherauni of the map). Thence over a level plain on the right bank of the Tochí, the hills being 1 to 3 miles distant. At 5 miles pass the mouth of a broad valley from the left (probably drains Sháwal), where there is a good deal of cultivation, and the valley is about 1 mile across. The road then follows the hill slopes on the right bank, passing several forts on left bank. At 7 miles is the junction of the Tochí (Vast Toi of map?) and Margha (Tochí of map?) rivers. Hence the road follows the right bank of the Margha, and is very bad for $\frac{1}{2}$ mile, and requires making. Road runs sometimes along the hill slopes, sometimes in the river bed. At 14 $\frac{1}{2}$ miles pass Sherpali Kala. Road continues up the valley, crossing the stream several times (2 deep in November), and leaving it occasionally to cross a spur.   |

## Route No. 8—continued.

At 23 miles pass Pepali, a few forts belonging to the Pepali section of the Wali Khél Wazírís. At 24 miles the hills open out somewhat, and at 25 miles the road, now on the left bank, crosses to the right bank. Margha belongs to the Sehpaii section of the Wali Khél Wazírís, and consists of a number of detached forts, each with a few houses. Water, fuel and forage plentiful; supplies procurable. Hence a road south-west to Urmul.

(M. H. says that from the 2nd mile the above road is very bad. Hills approach both banks, and there is not room for camels to get along. River bed also impassable for camels, being full of large boulders. The formation on right bank black rock; left bank clay, easily worked. Would require considerable labour to make road fit for wheels. At 12 miles road crosses a low pass; clay, easy slopes, little work necessary.)

8	ÚRGÚN (or WARGIN)	29½	123½	At ¼ mile cross the Margha river, 2' deep and 15 yards wide in November. The valley here is about 1½ miles wide, and the road runs through cultivation for ¾ mile, beginning to ascend the hills on the north side of the valley at 1¼ miles. Ascent easy, but ground much broken and unfit
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for wheels. The descent on far side is difficult, but practicable for laden camels. At 6¼ miles road crosses the Tochí twice, following the right bank thence for about 3½ miles, passing at 6½ miles a Darán Kala, at 7 miles crossing a spur, and at 7½ miles passing a second Darán Kala, a Wazírí fort. At 9¼ miles crosses the Tochí, and follows the left bank to 11½ miles, when it re-crosses stream, at this point 30 yards wide (November). Further on a few Wazírí houses and some graveyards are passed. The road hereabout is known as the Ráh-i-Khar Algarh (not Khrá Algad, as in map). The hills are quite low and the valley open. (*A camping ground would probably be found here.*) At 17¼ miles the valley contracts and hills become higher; road up bed of stream. The water springs out at 19¼ miles. Up a ravine with steep hill-sides to a *kotal* at 22 miles. This is the Wazírí-Afghán boundary. For the next 3 miles is a gradual descent; road would require making for wheels; easy soil. At 25 miles the road leaves the hills, and at 28 miles crosses the Len Rúd, which flows into the Áb-i-Fermúl at Pushtai. At 28½ miles is a village, Deh Shekhán.

Úrgún is a fortified town with many towers. About 1,000 houses and many Hindú shops. Supplies of all sorts procurable. The inhabitants are Tájiks. There are two powder and three flint-gun manufactories.

An alternative route exists from Sheranni to Úrgún by the Mast Toi (called above Tochí). It is said to be a long stiff day's march. Grass and wood are plentiful along the road, but not supplies.

Another road goes from Margha to Úrgún up a tributary of the Tochí called the Du-áwa. It is known as the Ráh-i-du-áwa. M. H. heard that it was open and easy, but did not explore it.

According to M. H. the following roads meet at Úrgún:—

I.—A road from Katáwáz in the Sulimán Khél country, known as the Shatori route. This is a mule-track.

II.—A road from Saraoza *vid* Sultánai and the Zámch Kotal. The latter *kotal* is passed at 1½ miles from Úrgún. On the Úrgún side the ascent is for 500 yards over rock, fit for mules only; blasting and much work necessary to fit it for camels even. On the other side, towards the village of Malik Róshan (5 miles from the pass), there is the same slope, but there the soil is easily worked, with but little rock. Sultánai is 17 miles from Úrgún by this route, which is very difficult owing to frequent abrupt rises and falls. The village of Malik Róshan has 40 houses of Kharótis.

III.—A road from Kamkai Saraoza (a place to the north-east of Saraoza proper). This M. H. could not go over, but it is the route used by the Kharótis, so as to avoid the Sulimán Khéls, with whom they are at feud, and by it they take camels laden with grain from Úrgún to the Ghazni market.

9	SANGA MAIDÁN	17	140½	Road for 3 miles across a level plain, when the hills are reached. The road crosses this range, which is rather steep; it may be avoided by a detour to the north. At 4¾ miles pass Pushtai, which is about 5 miles to the right. The ground here is well known as Dahána. At 5 miles the Sháhtori
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stream is crossed, and the road goes down a ravine, crossing the stream several times; high *chitgoza* covered hill on both sides. From 7 miles the road goes over a plain for 2½ miles, when the Sháhtori is again crossed. At 9½ miles pass the cemetery of Sháhtori, the fort being a mile distant. Soon after the ascent to the Kotanai Kotal commences. This ascent is easy, the ground being soft and free of rocks. At 12½ miles pass a spring. The *kotal* is reached at 13¾ miles; elevation 8,000' by aneroid. There is a *ziárat* on the crest. Descent easy, road commanded on both sides by low tree-covered hills. The bottom is reached at 15 miles, whence the road lies down

## Route No. 8—concluded.

a *dara* or glen. Camping ground on the left bank of the Paltú *nálá*. Wood, water, and forage plentiful. The place is exposed to Jadrán raids.

M. H. says that between the Kotanai Kotal and Sanga Maidán there is a second *kotal* to cross, which, though not high, is very rocky and presents greater difficulties for baggage animals than the Kotanai itself. It crosses a spur which springs from the main range to the north of the Kotanai, and he says that it becomes less rocky as it recedes from the main ridge. He is therefore of opinion that an easier point for the construction of a road might be found farther south, or that the spur might perhaps be altogether avoided by a detour in that direction.

10	KALA KHWÁJAZÁÍ .	19½	160¼	Road crosses the Paltú <i>nálá</i> , 20 yards wide (November). At 4½ miles pass Saroza, a Kharoti village, about 3 miles to the right in the hills. At 5½ miles cross a <i>nálá</i> , and at 6¼ miles, cross the Saroza <i>nálá</i> , 18" deep and 60 yards wide, in November. The road requires making in places for
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wheeled traffic. At 7 miles the country opens a little, and road goes along the bed of a dry *nálá* for ¼ mile. At 7¾ miles a road from Sultánai, 4½ miles distant, joins on the left. At 8¾ miles the country becomes somewhat broken, and there are hills on both sides some ½ mile distant. At 8¾ miles is a slight descent. There is water here, and the place, which is often used as a camping ground, is called Tandak. Hence a road to the Gomal pass route. At 12¾ miles the road enters on a level waste, and further on runs through a dry *nálá* to 15 miles. At 16¾ miles a village of Zúrmat, called Putanai, is passed; and at 18¾ miles there are two forts, 300 yards to the right.

Water abundant; supplies procurable. There are two forts.

11	RUSTAM KHÁN KA KALA.	13¼	173½	Road through fields belonging to the Khwájazái, of Zúrmat. At 1½ miles cross a canal. At 3¼ miles is a fort; and at 4¼ miles are four or five forts of Íbrahímzáí (Andars). At 6¼ miles there is a slight rise at a place locally known as Band. This is the traditional boundary between Zúrmat and Shal-
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garh. At 8¼ miles the road crosses the Gardez, 2 feet deep and 30 yards wide (November). River sometimes much swollen in spring and summer. Much timber is brought down by it. The water is unfit to drink. At 9 miles pass Koh-i-Múrsal, 400 yards to the right; at 10 miles Kala Mazdúr; at 10½ miles Kala Sultán Bágh; at 11¼ miles Kala Niáz Khán; and at 12¼ miles Kala Sarandáz. Road good for wheels.

Supplies procurable. Water from a *káréz*. Fifty houses.

12	GHAZNI . . . .	14	187½	Road throughout level and good for guns. At 2 miles pass Mazúalah Khán's fort. At 6¼ miles pass through Úrzú. At 6½ miles pass Shalez, a fort village, 300 yards to the left; at 7¼ miles a <i>káréz</i> to right of road; at 8½ miles low hills to right of road, 300 yards distant. At 11 miles is
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a Tájik settlement of three forts, called Deh Khudadád; and about a mile further on, Kala Nau, a fortified village near the bank of the river, which is about ¼ mile distant.

Ghazni is in the form of an irregular square, surrounded by a wall, partly of stone and brick masonry laid in mud, and partly of clay blocks built in courses. The wall is flanked by towers at irregular intervals. The houses are of mud, several storeys high. The citadel stands on a knoll at the north angle of the town, which it commands completely. The town and citadel are both commanded by hills on the north.

Water from the river. Supplies, especially wheat and barley, procurable in large quantities; grass is also probably abundant, as there are magnificent pastures near. Fuel is very scarce.

*Note.*—There is said to be an alternative route from Sheranni to Ghazni *via* Pái Khél, Asar, Lúarú, Gúíáún, Pir Kúte, and Sbántorái. Fuel, supplies, and water said to be obtainable at most of these stages.

W. P. BLOOD, *Lieut., R. I. Fusiliers,*  
*Attaché, I. B.*

## Route No. 9.

DERA ISMÁIL KHÁN TO GHAZNÍ *via* THE GOMAL PASS.

Authority—(NATIVE.)

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	HAINDÁN . . .	15	...	Frontier road. The first march may also be made to Khúli, 13 miles, a small village. Supplies rather scarce; water bad and quantity uncertain. Country level, open, and barren. Road good. A deep ravine is passed at 9 miles which, as well as the surrounding country, is impassable after heavy
rain. The first march may also be made to Abashaid, 11 miles.				
2	KULÁCHI . . .	12	27	Frontier road. Kuláchi is a town situated on the left bank of the Luni river. It is a good sized place containing about 10,000 inhabitants, and is surrounded by a low mud wall stretching nearly a mile each way. Supplies to a large extent might be got here and from the surrounding country.
The town has a small share in the transit trade which passes <i>via</i> the Ghwaleri. The country between Khúli and Kuláchi is level, open, and barren, with partial cultivation near the scattered villages. The road is good in dry weather, but heavy in places.				
3	LÚNI . . .	8	35	Lúni is a village belonging to the Gandapúrs: good bázár and abundance of water.
4	MANJI . . .	14	49	Road level and good. Country open and stony. Manji is a village about 2 miles from the entrance of the Shorunna pass. There is a fort here garrisoned by 65 sabres and bayonets of the Frontier Force.
5	MASHKÍNAI OR SPÍN-KAI . . .	12	61	Two roads. (a) The first enters the hills by the Shorunna pass. It is broad and easy-going the whole way to Mashkínai, with the exception of one place called Tsirai Tangi, which requires a little labour to make it practicable for guns, and for more than one laden camel

passing it at the same time. There is sweet water a little way off the road at Zinari, about 3 miles from Manji. There are a few other small streams along the road, but their water is brackish, though men and horses do not seem to object to drinking from them. The distance from Manji in our territory to Mashkínai, the first halting place in the pass, is not more than 12 miles. This road runs about 4 or 5 miles south of the Gomal stream, and therefore is always practicable for troops, which the Gomal road now to be described would not be when the stream was in flood.

(b) The second road into the Gomal pass from British territory leads straight towards the mouth from Murtaza, and after passing over a low hill drops down into the bed of the Gomal, and for the first 3 miles the stream has to be crossed several times, as the high cliffs on each side do not allow of a road along the banks. This road would be, therefore, impassable with the Gomal in flood. The distance, however, by it to Mashkínai is shorter by 3 miles than that by the Shorunna pass. At any time guns would have much greater difficulty by this route owing to the boulders in the bed of the Gomal for the first 3 miles than by the first road, and as the former is such a fine wide road, I would not recommend the use of this route for guns. After 4 miles it leaves the Gomal and enters a very open part, with the hills well retired on both sides. This is called the "Nilai Kach," and the Kirris coming out by the Gomal very often encamp in the centre about 6 miles from the Gomal mouth. Three miles more over the same open country brings one to Mashkínai, so that by this route Mashkínai is only 9 miles from British territory. It is, of course, better supplied with water than the other road, as for the first 4 miles it runs along the bed or banks of the stream, and in the cold weather, with the Mahsúds peaceable, the cavalry might go by this road and water their horses for the day before they reached Mashkínai.

Note.—The distance from Manji to Murtaza is about 5 miles; good road.



Route No. 9—continued.

At Mashkínai there is the *Ramu* spring, which generally during the cold weather affords a good supply of sweet water.

6	KASÚRA KACH	12	73	For the first 7 miles the road from Mashkínai continues broad and easy, but it then narrows considerably, through the hills on both sides are low and easy for troops to cross. The ascent to the <i>kotal</i> now begins, and horses would have to be taken out from guns and drag-ropes used in the present steep state of the <i>kotal</i> for about 600 yards up and 400 down. A few hours' work of a pioneer regiment would, however, make it much easier both for guns and laden camels, and would prevent any serious detention of the baggage, &c., there. After this march the road proceeds through low hills along the banks or in the bed of the Gomal stream towards Ghazní. The Kandahár road branches off at Kanzúr, about 20 miles on. Spín and the fertile valley of Tao lie to the north of the road, and the Powindah Kirris often march through them in preference to keeping to the Gomal stream, as forage for camels is more plentiful in that direction. After riding to the graves of the "martyrs" close to Tora Dabbar, we ascended a spur of one of the low hills and looked up the narrow valley of the Gomal stream for some miles. With its clearly-defined banks and even width, it has more the appearance of a canal than a river. Comparing the volume of water in the Zhob with that of the Gomal, I should say that the former had about one-fifth more water than the latter, and must be decidedly the larger stream in flood, judging from its broad bed and high banks. The natives say that while the Zhob yields the water, the Gomal gives its name to it after they meet.
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Macaulay says there is another road from Mashkínai to Kasúra Kach:—

"The Mauzai pass, by which I returned, leaves the Gomal at Kasúra Kach and rejoins it on the other side 3 miles from Mashkínai. Going by it increases the distance of the march about 4 miles. The Mauzai Kotal appears to me easier for laden camels than the Gwaleri. So crowded was the latter pass when I was there that the Kirri, which arrived the same day at Kasúra Kach, had to take this route, so I saw all their laden camels passing over it. The slope up to it is longer on the west side, but not so steep or confined as that of the Gwaleri, and I observed laden camels proceeding up the face of the hill to the crest by several paths. The descent on the east side is shorter but not steeper than on the west. An easy and good road might be made also across this *kotal* for the passage of guns and carriages. In the pass after the *kotal* is crossed there are some boulders, which would have to be blasted before guns could get along it; otherwise it is very good-going in parts. There is water in two or three places, but it is brackish. It took me eight hours with one hour's halt reaching British territory from Kasúra Kach by the Mauzai Kotal and coming out by the Gomal mouth. I should say the distance was about 24 miles,—15 to Mashkínai, and 9 on by the Nilai Kach to Murtaza. Troops going by this route would march without trouble to Manji on the frontier, and would find the Gomal pass easy as regards the road, and they would never experience from October to April great heat, while at no time would they ever suffer from want of water, fuel, or forage, and they would reach Ghazní by easy marches in 20 days, and Kandahár in 30 from Manji. The Ghazní road is stopped by snow in winter, but the Kandahár road is said to be never rendered impassable by snow." (1878.)

At Kasúra Kach is the junction of the Zhob and Gomal rivers. Above the junction the latter becomes a much less formidable stream, with a narrow bed, and low but clearly defined banks.

7	TORA DABBAR	12	85	The road now enters an undulating plain. Two miles from Tora Dabbar is "Shaidar" or "witnesses for faith," the burial-place of a number of merchants who were murdered by the Wazírís.
8	KANZÚRWÁLI	8	93	Near Tora Dabbar is an insulated rock with 2 trees and beautiful reed grass, called <i>Kotki</i> . To the north are the valleys of Spín and Tou of the Daotánis and Wana, about 2 marches distant. The road follows the valley of the Gomal, which runs in wide straight reaches of easy shingle. Then the

river being left, a plain, nearly a mile broad, is crossed, after which is passed the *kotal* of Kanzúrwáli a spur of the Zarmelán hills. The path is either along the bottom of the ravine or on the south slope of the rocks.

The descent for the first  $\frac{1}{2}$  mile from the *kotal* is steep; the next mile an easier slope. Guns could not go by this road without a hard day's labour from the pioneers, but it is practicable for camels.

## Route No. 9—continued.

No water at Kanzúrwalí, but the river is not very far.

9	GÚLKACH . . .	*15	108	Over an easy plain to Kat-i-Khurguana, a large mound of clay. Onwards is an easy plain to Gúlkach, a valley covered with reedy grass and low shrubs. Water, grass, and forage abundant.
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10	KHAZANA GUND . . .	14	122	The road leads along the Gomal valley, which is some 3 miles wide here; it then enters the stony plain of Zarmelán, and a little further on a small plain under the hill of Ursak: this is a steep craggy ridge about 800 feet high. The Kandari stream probably joins the Gomal here.
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At 10 miles pass an encamping ground called Trappa Una, after which the stony bed of the Gomal is traversed. This march is stony, with abundance of water. Forage and grass plentiful.

11	BETSUL . . .	11½	133½	The road, as usual, is along the channel of the Gomal, which is wider than usual and not so stony. At 1½ miles from the encamping ground pass the insulated rock with a flat top called Khazána Gund. At 3½ miles pass Jani Kach, with 3 acres of cultivation, and the entrance of the stream
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Zariwan, said to come from near Birmul.

A short distance beyond pass Khairu Dingrah, a wretched hut so called: then leave the river and ascend the hill of Stigai; the road then leads for 4½ miles over the desolate plain of Sumblabor Raghle, the boundary, as it is called, between Khorásán and India. Betsul is a collection of graves of Loháris who have died in the pass. Water, grass, and forage are abundant.

12	STIGAI . . .	14½	148	The road leads over a stony plain, then ascends to Gatkai by the bed of a rivulet which drains part of the Wazírí country and must be large in the rains, as it has cut a bed 30 feet wide in the hard slate. At Gatkai there are some troublesome large stones. The road then runs along the side
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of a hill. At 8 miles pass a fine spring, then ascend an easy ravine, and cross the *kotal* of Stigai, about 150 yards high.

There is a low ridge crossed by three paths, all equally good. The descent is easy by a broad road, then follow the ravine to Stigai. This march is one of the most difficult, and a road could not be made under a day's hard work. The ravine is crossed by camel-tracks, but none of them are fit for guns, the first 3 miles above Gatkai being so difficult.

If necessary this obstacle could be avoided by keeping down the bed of the Gomal.

Water has to be brought from a spring up a ravine to the north nearly a mile distant.

Washu grass is plentiful. The camping ground is a dry plain 300 yards wide.

13	AHMADSI KACH . . .	10½	158½	For 3 miles the road follows a level ravine, 40 yards wide, bounded by low rocks or hillocks often passable for cavalry, then enters the bed of the Gomal, which winds so much that crossing is very frequent. The breadth of water here is 20
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feet, and the depth 1 foot. Pioneers would have some work in clearing away the stones of the Gomal, but there is no real difficulty for guns.

14	SARMAGHA . . .	11½	170	The Gomal still winds so much that it has to be crossed as often as seven times in a mile. Footmen can climb the hills the whole march, and thus avoid this constant crossing. It is never less than 30 yards wide. The shingle is composed of large stones, some of them a foot in diameter, but there
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is no serious obstacle for guns.

At 4½ miles is "Mamatsile," a great white rock in the centre of the pass, and at 9 miles the salt-river of Áb-i-Talkh enters the stream.

Sarmagha is a halting-place, 500 yards wide, and a few feet above the level of the river.

\* From native authority this march is also given as 9½ miles.

## Route No. 9—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
15	ÚTMÁN . . . .	13	183	Following the Gomal at 5 miles distance, the Dwa (second) Gomal makes its appearance from a narrow ravine. This stream rises at a hill called Durzléi near Paltú, and flows through the Kharóti country between the Kóhnak and Wazírí ranges. The Gomal valley, above its junction with the Dwa
<p>Gomal, is very confined, the Wazírí and Murunnú ranges approaching each other. The curves become more frequent. Before reaching Útmán the valley opens again. In the ravines at some distance the <i>washú</i> grass is plentiful. The Gomal here is 200 yards wide with banks 3 feet high; the channel in the dry season is 12 feet wide and 6 inches deep.</p> <p>Útmán is a widening of the valley large enough for a camp. Water and camel forage in abundance.</p>				
16	SÚGHÚRGAI . . .	12	195	The road presents no difficulty. At 6 miles pass the Kala-i-Bábakar, inhabited by Kharotis, who have shown great skill in conducting water to every little spot of soil within miles of their fort. Being the only place of supply for caravans within several marches, there is always a quantity of chopped straw for sale.
<p>A tower of refugo has been built on a rock commanding the fort; to this they fly on any danger appearing, and prevent by their fire any injury being done to the crops or gardens below them.</p> <p>The main stream of the Gomal rises here; several springs join near the fort, and flow over a fine small shingle, the stream rapidly increasing till near Útmán, where it is generally 12 feet wide, 6 inches deep, and running 4 feet per second. Its banks, 3 feet high and 200 yards wide, show that the river is considerable in March.</p> <p>The next 6 miles about the fort are up a pass, a pebbly reach 400 yards wide and very straight. The rocks bounding it gradually rise in height from the Kala-i-Bábakar. The space at Sughúrgai is wide enough to encamp in. Fuel, water, and camel-forage abundant.</p>				
17	SHÍNSTA . . . .	12	207	The road goes over the Kotal-i-Sarwandi, estimated by Broadfoot at 7,500 feet high. The ascent among hills covered with bushes lasts for about 6 miles, and has a slope of about 3°: then for 2 miles runs along a level ravine 30 or 40 yards wide, winding among hills that are steep on the north side and rounded on the south.
<p>The descent towards Shínsta commences with a slope of 11° for about 20 yards: here are a few stones that require breaking; after this there is a gentle undulating slope to Shínsta, passable for guns. This march would require a few hours' labour.</p> <p>There are no houses at Shínsta, the cultivators being migratory, but a little watch-tower commands the cultivation. Water is plentiful from spring; grass is scanty; but there are abundance of thorny bushes and low trees for fuel.</p>				
18	KALA-I-LANGAR . .	13 $\frac{1}{4}$	220 $\frac{1}{4}$	Soon after leaving Shínsta, ascend the Kóhnak range by the Sarga pass—a ravine cut by water, which winds in easy curves, its width, never less than 30, being sometimes 100 yards. Two hours' work would make it an excellent road. About 3 miles, pass two ruined forts on the other

side of the Sargo defile—one called Glo Kala, or thieves' fort.

Then there is a gradual descent to the deserted fields of Khún-i-Káréz (the "bloody spring" so called from the contests between two factions to possess it), which gives a good supply of water. After this the road passes through the cultivated fields of Langar for 2 miles. There are two forts at Langar, containing about 80 houses; the larger is a square of 100 yards, the walls, 20 feet high, 6 feet thick, are made of mud and flanked by eight towers: the gate is uncovered. This is one of the strongest forts in Katawáz.

## Route No. 9—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Intermediate.	Total.	
19	DAND . . . . .	16	236 $\frac{3}{4}$	On leaving Langar, cross a stream 20 feet wide, 1 foot deep, current 2 feet per second: the water slightly brackish. Its banks are 4 feet high, but easily passable in many places, though in spring it is scarcely fordable. Then ascend gradually to the open plain of Katawáz, and pass Zardhún Shahr (green city), a fort of about 50 houses of Balc Khel and Sulímán Khél, with some 500 acres of cultivation. Then for 3 miles through Gázdara, which is a pass formed by water flowing into Katawáz through the hillocks formed by the Zhérú range, and the end of Katasang. The Gázdara gradually diminishes in width. In the middle for about half a mile the width at bottom is only 20 feet, the hills at the side 200 feet high, and the windings frequent and sharp. On the Dand side the pass is 30 feet wide, bounded on either side by hills that may be easily crowned. A few small springs issue from the crumbling rocks, but are soon lost. Guns could be dragged through the pass, and a few hours' labour would make it a good road. <i>Little Gázdara Pass.</i> —There is another and similar pass, a mile or two the north, called the Little Gázdara. From Katasang the road leads over a plain for 4 miles, descending easily to Dand. This is a fort with 30 houses and about 150 acres of cultivation, but there is no water nearer than Dih sai or Nání—the former a large village of Andars with 100 houses; the latter a group of four or five forts of Andars and Sulímán Khéls.
20	PÁNA . . . . .	12	248 $\frac{3}{4}$	Leaving Dand, a dry watercourse is crossed with banks 4 feet high; it then goes among some low hillocks; the road then bifurcates, one fork going over the ridge, the other round, and both joining again at Jarakaram, 4 miles from Dand. The road over the ridge saves a few hundred yards. It then goes over a plain, and crosses some easy hillocks near Pána. The whole road is very easy for guns. Near Pána are a number of villages and forts which would supply a brigade with grain and forage, and water abundant at all of them. Pána itself is a village inhabited by about 500 Andar Ghilzáis. Supplies for a small force could be obtained, and there is a water-supply from <i>kávéz</i> . Two cross-roads from Pána to Kala-i-Kharóti.
21	JOGA . . . . .	10 $\frac{1}{2}$	259 $\frac{1}{4}$	A cluster of forts. No description of the road.
22	NÁNÍ . . . . .	13 $\frac{3}{4}$	273	No description of the road. Encamp near a broad canal, called the Ju-i-Sher. Supplies and fuel procurable. Water, grass, camel forage abundant. Nání is a large place, and there are several other forts in the vicinity inhabited by Andar Ghilzáis.
23	ISPÁNDÍ . . . . .	7 $\frac{1}{4}$	280 $\frac{1}{4}$	The road is a good one over an open flat plain. On the right pass the group of villages of Karabághi (inhabitants Kazilbásh) and Kala-i-Sher and Kala-i-Fakír (inhabitants Andari). On the left, about 2 miles distant, is a low range of hills, beyond which lie the districts of Kakrak and Waghaz. On the left, opposite Nogai, is a large group of villages called Bagla.
24	GHAZNÍ . . . . .	7	287 $\frac{1}{4}$	The road for the first 4 $\frac{1}{2}$ miles is good. A low range of hills borders it at a distance of 1 $\frac{1}{2}$ miles to the west. The country between is well cultivated and studded with a number of villages. That to the east is equally fertile, and extends to a much greater distance to the hills in this direction. At about 3 $\frac{1}{2}$ miles is a garden called "Chilbachagán," and between this and the town is a sandy bed of a river about 200 yards broad. From this point two lines can be taken to the

## Route No. 9—concluded.

encamping ground on the north side of the fort, *i.e.*, the direct road through the gardens outside the town which is practicable for artillery, and one by a detour to the right (east) which can be utilised for baggage animals. The immediate vicinity of the south side of the fort is much intersected by canals, and the Ghazní river washes the south-west face. In the event of the fort being occupied by an enemy in force, it would be necessary for an army moving to a position on the north and north-east to work round by a considerable detour to the east. This can be done from the vicinity of Chilbachagán.

For description of Ghazní, *vide* Route No. 8, stage 12.

*Note.*—The above route is closed by snow in winter. After Kanzúrwalí the information is not very reliable.

ARTHUR R. DICK, *Lieut.*,

*2nd Punjab Cavalry.*

## Route No. 10.

FROM DERA ISMÁIL KHÁN TO KANDAHÁR *viâ* RÁH-I-MÁRÚF.

*Authority*—(NATIVE INFORMATION.)

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	HAINDÁN . . .	15	...	} <i>Vide</i> Route No. 9.
2	KULÁCHI . . .	12	27	
3	LÚNI . . .	8	35	
4	MÁNJI . . .	14	49	
5	MASHKINAI . . .	12	61	
6	KASÚRA KACH . . .	12	73	
7	TOE DABAB . . .	12½	85½	
8	KANZÚRWÁLI . . .	8	93½	
9	DÁMANDAR . . .	(?) 9	102½	Kanzúrwalí to Dámandar (distance not certain). The road follows the bed of the Gomal and then up a steep ascent. It is a halting-place, watered by a spring on the watershed line, between the Kandar and Gomal streams.
10	HUSÉN NIKA . . .	10½	113	Dámandar to Husén Nika, 7 <i>kós</i> . This march is a difficult one, first over a high <i>kotal</i> and then through a rugged pass. The halting-place is at the <i>ziárat</i> of Husén, where the Koldad Khél, and other Sulímán Khél Ghilzáis come down to barter with the Lohánis. From here two roads strike off—one to Ghwaleri, the other to Záo.
11	GASTA OR GUSTOI . . .	10½	123½	Husén Nika to Gasta, 7 <i>kós</i> . Road along the bed of the Kandar stream. This is an encamping ground without houses, belonging to the Mando Khél, described as a pastoral race in alliance with the Násars and generally able to hold their own. They never molest caravans passing through their country.

## Route No. 10—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
12	KHARKANDI . . .	9	132½	Gasta to Kharkandi, 6 <i>kós</i> . Road along the bed of the Kandar stream. Here are a few villages in the midst of cultivation belonging to Mando Khéls and Násars.
13	MÁMÚ KHÁNI . . .	9	141½	Kharkandi to Mámú Kháni, 6 <i>kós</i> . Road generally through a hilly country along the bed of the Kandar. Mámú Kháni is a plain inhabited by Mando Khéls and Násars.
14	MAKHÁL . . .	12	153½	Mámú Kháni to Makhál, 8 <i>kós</i> , an encamping ground. A long and tiresome march. The road at first goes over the Mámú Kháni plain, and then enters a narrow defile commanded by lofty hills. This defile is about 5 <i>kós</i> long. From Makhál three passes or valleys open out into view—those of the Zhób, Kandar, and Gomal.
15	TRIKHGÁZ . . .	9	162½	Makhál to Trikhgáz, 6 <i>kós</i> . The road passes through a long defile, the country being hilly and barren. The place itself consists of 30 or 40 houses of the Jhumiran tribe. It was in the days of the Mogal Empire famous for the manufacture of weighing-scales made of raw hides; and although this trade has almost disappeared, yet the manufacture still exists. Water procured from a small stream.
16	LÁRI . . .	10½	173	Trikhgáz to Lári, 7 <i>kós</i> . Lári is the name of a plain where <i>káfilas</i> usually encamp. It is occupied by a poor and inoffensive tribe of Kákars. Water from springs. At Lári the road turns off to Kandahár.
17	} SPÍNWÁBI . . .	60	233	} Spínwári on the road from Kandahár to Quetta; about 60 miles. No reliable information regarding this route.
18				
19				
20				
21	} MARÚF . . .	30	263	} About 30 miles through the Marúf valley. The valley is well cultivated. The town of Marúf looks a long straight one, running generally north and south of a whitish appearance. It is supposed to be fortified in the same manner as Kalát-i-Ghilzai, only there is no hill. The Arghastán river runs to the north of it and forms a deep ravine seemingly. To the south of it there seems a spur running out from the range which entirely commands it. To its west is a long narrow wood running east and west.
22				
23				
24				

The Kákars hold Zhób. The Karótis, Appezis, Mando Khél, Shiránis, and Wazírís are to be found in the other two. Major Grey says that at Makhál the roads to Ghazní and Kandahár respectively separate.

Another account (native) makes them separate at Trikhgáz.

(N.B.—This was observed through a telescope at a distance of some 15 miles, so the description cannot be considered accurate.)

The houses of the villages in the Marúf valley are not domed.

## Route No. 10—continued.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
25	A STAGE . . .	15	278	At its north-eastern end the Arghastán valley is almost a circular plateau surrounded by hills, with the town of Marúf in the centre of it. It is seemingly highly cultivated and is fairly wooded. The valley then becomes a long, narrow, winding one for about 20 miles, about which distance it reaches
the plateau described as dividing the Kúshk-i-Rúd and Arghastán valleys, and it here assumes a more open character, till it reaches the village of Amín Kala, when the hills dividing the Kúshk-i-Rúd and Tamák valleys commence closing it in.				
26	AMÍN KALA . . .	15	293	Pass Arvat, Muhamad Aslam, and Mezkín Khán, distant 10½, 11, and 12½ miles, respectively, from the last stage. On leaving Mezkín Khán the road passes through low stony hills and close to Amín Kala crosses the Wándóz <i>nálá</i> , the left bank of which is very steep. Amín Kala is a large village
with a fair encamping ground. The water-supply is close at hand, and grain and <i>bhúsa</i> are plentiful. The villagers do not keep a large supply of wheat on hand, but there are mills on the river at frequent intervals where wheat can be ground. The Wándóz <i>nálá</i> here joins the Arghastán. On this <i>nálá</i> are situated the villages of Abdúl Latif and Mír Aslam. On the Wúchanakar <i>nálá</i> , which joins the Wándóz about 1 mile from Amín Khan, is Saifulla. From these villages and also from Mezkín Khán, supplies could be collected for a force encamped at Amín Khán. There is good grazing for camels in and along the river bed.				
27	ATA MUHAMAD . . .	9	302	At intervals of about ¼ a mile are Muhamad Husén, Abdulla Khán, and Pír Muhamad. From Pír Muhamad to Ata Muhamad (about 6½ miles), the road passing round the north of the high hill, above the latter place becomes more difficult for wheeled traffic. In a few places it will be necessary
to leave the road and pass through the low gravelly hills to the north, owing to the rocky and dangerous nature of the path along the river bank. Between Pír Muhamad and Ata Muhamad is the village of Fakír-úd-Dín, on the left bank, close to Fakír-úd-Dín, is the Latár <i>nálá</i> , 3 miles from the mouth of which is the village of Smáilai. Between Amín Kala and Pír Muhamad, on the left bank of the river, is Sájaó, to the south-east of which are the villages of Muhamad Khán Loé Kárez, Kachnáí Kárez, and Imárat. To the four latter villages there is a rough road from Amín Khán. Good supply of water near encamping ground.				
Supplies might be collected here from Ságzáí, Khógáni, and Fakír-úd-Dín. There is very good grazing for camels close at hand.				
28	MURGHAN KECHA . . .	16	318	The road proceeds westwards along the right bank of the river for about 12 miles, when it turns northward and leaves the valley of the Arghastán over a low <i>kotal</i> which offers little difficulty for the passage of guns. It then proceeds in an westerly direction towards Murghan Kecha.

The right bank of the Arghastán, along which the road runs, slopes, with a few exceptions, gradually down to the water. The opposite bank is steep, and only accessible at intervals to guns and cavalry.

Ságzáí, Karwán, Katzi, and Babar are passed at 3, 5, and 7 miles respectively.

Before reaching Ságzáí the Sodani and two small *nálás* are crossed. On the former is situated the village of Khógáni, which consists of three hamlets about ¼ mile apart.

The *nálás* present no difficulty to the passage of guns. The road is rough and stony, but passable for guns; all the *nálás* could be ramped with a few minutes' labour. The drainage from the hills on the right of the road in falling into the river crosses and cuts up the track at frequent intervals, but most of the *nálás* thus formed can be made practicable for guns with a few minutes' labour.

## Route No. 10—concluded.

The road is commanded on the right throughout almost its entire length by low undulating hills. An enterprising enemy might seriously annoy convoys, all the ground being very favourable for the concealment of large bodies of men.

Murghan Kecha is a large village of some 200 houses and supplies are plentiful. There is a good camping ground to the east of the village. The water-supply is obtained from a small stream about  $\frac{1}{2}$  mile to the south. Another very small stream runs through the village. The water from both these sources is brackish. There is good grazing ground for camels in the neighbourhood.

29	MAND-I-HISSÁB . . . . .	7	325	Between Murghan Kecha and Mandi Hissár two <i>nálás</i> are met,—the first of which is about 1 mile from Murghan Kecha. This <i>nála</i> would be difficult to cross with guns during rainy weather, owing to the swampy nature of the ground near the road, and a slight detour to either bank would be necessary: otherwise the road, which passes through a stony undulating country, is good.
Camping ground confined by cultivation. Water from <i>káréz</i> . Small post, the garrison of which was 30 sabres and 40 rifles. Grain and <i>bhúsa</i> procurable.				

30	KANDAHÁB . . . . .	10 $\frac{1}{2}$	335 $\frac{1}{2}$	North-west towards the low <i>kotal</i> of Shórandán. The Tarnak river is crossed at 1 mile 3 furlongs. Its bed is about 100 yards broad, and generally contains water in pools. At 2 miles 7 furlongs the crest of the <i>kotal</i> , broad and flat. Thence steady but easy descent for nearly a mile. Shórandán
	(BÁR DURÁNÍ GATE CAMP) . . . . .	12	337	

village lies off the road to the right, and is about 4 miles from Mand-i-Hissár. After getting on to the plain, the road is crossed by numerous irrigation canals, which might be troublesome to artillery. The soil is also soft and cuts up with traffic. At 6 miles 1 furlong cross dry bed of Shorad river. It is broad and shallow. At 8 miles 7 furlongs pass a *ziárat* on the right, at which the Kalát-i-Ghizáí road comes in from the east (right rear). At 9 miles 7 furlongs the suburb of Deh Khwája, lying along the left of the road for nearly  $\frac{1}{2}$  a mile. Irrigated fields on the right. The road leads straight to the Bár Durání Gate, but there is a broad track all round the walls outside. The Ídgáh, or north gate, is reached at 11 $\frac{1}{2}$  miles, and the centre of the former British cantonment, north-west of the town, at 12 miles from Mand-i-Hissár. The best camping ground is on the *maidán*, north of the city between the graveyards and the hills, and also about 12 miles.

The above route is fairly corroborated by information supplied to Major Macaulay, from which it seems that Kandahár is 34 easy marches from Dera Ismáíl Khán. This road is said never to be closed by snow.

ARTHUR R. DICK, Lieut.,  
2nd Punjab Cavalry.

## Route No. 21.

GHAZNÍ TO BÁMIÁN *viá* MAIDÁN AND THE UNAI AND IRÁK PASSES.

*Authorities*—KÁBAL-KANDAHÁR FORCE (1880); ROUTE OF FORCE UNDER GENERAL ROSS (1880).

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	SHASHGAO . . . . .	13 $\frac{1}{2}$	...	At 1 $\frac{1}{2}$ miles pass the suburb of Roza, the outskirts of which are a mass of vineyards. At 2 $\frac{1}{2}$ miles a <i>nála</i> and a stream are met with, which require ramping, but they can be turned by a detour to the west. Between 3rd and 4th miles, there are a succession of dry watercourses, some of which require ramping, to allow the passage of wheeled artillery.



## Route No. 21—continued.

At the 4th mile road ascends a low *kotal* in nearly a straight line. (This *kotal* overlooks the Ghazni plain.)

From here the hills open out on both sides, forming a basin from 1 mile to 1½ miles broad, in which is a line of *kárézes*, furnishing water to a few score acres of cultivation.

At 6½ miles the hills have converged again, and here is the southern end of the Sher Dahán pass. The road ascends gradually to the crest of the pass, which is reached at 7½ miles (elevation 8,500 feet), containing hills bare and treeless, easy of access, especially from the east.

The hills open out from entrance to crest of pass.

At 9½ miles northern end of pass is reached. Ascents and descents gradual, and quite practicable for the heaviest wheeled guns. The road through the pass is good, and broad enough for four horses abreast, and easy for all arms.

Last 3½ miles road good over open country. Hills to the east from 2 to 3 miles distant, right up to Shashgao.

Shashgao is a walled village, surrounded by a considerable amount of cultivation. Good camping ground on open plain. Hills to the east, 1 mile distant. The Shinéz is here a very small stream, but water is plentiful in numerous springs. Supplies and forage procurable for a large force. The whole of the Kábal-Kandabár force camped here on 14th August 1880.

2	HAFT ÁSIÁ . . .	9¾	23	Road easy for all arms. On the east it runs close under the hills, and the ground thereabouts is unsuitable for the action of cavalry and wheeled artillery. To the west the country is open, and troops can move on a broad front. Supplies and water sufficient for three mixed brigades of all arms. Camel-grazing and forage also procurable. Inhabitants Wardaks.
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3	HAIDAR KHÉL . . .	10½	33½	Up to about 5th mile troops can move along on a broad front, the country being open. At about 5 miles the road narrows, and troops and baggage have to converge on the one road for a short distance. Road passes under low hills on right; a little difficult in places for heavy guns. The valley is extremely fertile and well cultivated, with numerous villages dotted about.
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Good camping ground on west of road, with room for two infantry brigades (8 regiments), and room for a similar force can be found a mile or so this side of Haïdar Khél, between that place and Jakin (Takia).

Supplies and water in sufficient quantity for one cavalry and three infantry brigades.

4	SÁIADÁBÁD . . .	5	38½	Easy road along main Kábal-Ghazni highway. The best camping ground here is on the opposite or left bank of the Shinéz river. Supplies have to be collected at Sáiadábád from the villages in the Shinéz and Unkái valleys, both of which are fertile and well cultivated.
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5	TOP (Elevation 7,400'.)	10½	48¾	The road runs for about 3 miles along an open valley, and thence to Shekhábád is commanded by low hills close to it on the east, and by higher and more distant ones on the west. There is a rapid descent into Shekhábád (elevation 6,650'), where the river is crossed, and thence a continuous ascent, at first somewhat steep, but gradually becoming gentle, up the valley to Top.
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Ample space for camping, and a good supply of water from a stream.

6	KALA DURÁNÍ (Elevation 7,100'.)	10½	59¼	The road continues to ascend gently for 5½ miles, when it reaches a watershed which extends across the valley, and descends gradually thence to Kala Duráni, passing at about 6 miles the villages of Beni Bádám and Anda which lie close under the hills to the west. From the watershed above
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mentioned signalling can be carried on with the Sher Dahán Kotal. The road is good, but runs rather close to the hills on the west. The centre of the valley, which is gravelly and uncultivated, could, however, be followed by any force without wheeled artillery. Numerous small ravines would have to be crossed, but otherwise there are no difficulties.

No sufficient water-supply for a camp between Top and Kala Duráni.

*Route No. 21—continued.*

Ample camping ground, and water abundant and good from a stream. Near Kala Durání is another fort called Kala Sher Muhammad, and the place is known by either name.

7	KOT ASHRÚ . . .	13	72½	The road is good, and fit for wheeled artillery, except at one or two points which require widening and improvement, to Páen Maidán, 7½ miles. For 2½ miles from Kala Durání, it continues to descend gradually, when the Kábal river is crossed, which here, bending north-east, flows through the Landar valley to Kábal. The river was easily fordable in April, 18" deep. Hence to Páen Maidán (elevation 7,170') the valley is somewhat contracted, road following the course of the river.

From Páen Maidán (where General Ross encamped in 1890) a track follows the river up the Bálá Maidán valley, joining the Kábal-Bámián road near Kot Ashrú (*vide* Route No. 6). It would require making for wheeled artillery.

8	JÁLBEZ . . .	10 ?	82½	} <i>Vide</i> Route No. 6, Stage 3 <i>et seq.</i>
9	SAR-I-CHASHMA . . .	10 ?	92½	
10	UNAI KOTAL (foot of)	9 ?	101½	
11	GARDAN DIWÁL . . .	12	113½	
12	KALA-I-KHÁRZÁB . . .	11	124½	
13	KALA IRÁK . . .	15½	139½	
14	KALA TOPCHÍ . . .	10½	149½	
15	BÁMIÁN . . . (Kala Surkári).	8½	158½	

The above is distinctly the best and most direct route from Ghazní to Bámián. There is another route which runs north-west from Ghazní, crosses the southern continuation of the Paghmán range by the Kotal-i-Náúr, and the Helmand some 40 miles below Gardan Diwár, and finally passes over the Band-i-Bábá by the difficult Kotal-i-Reg into the Bámián valley. The information regarding this route is scanty and generally unreliable, being almost entirely from native report. What is known is given below.

### GHAZNÍ TO BÁMIÁN *via* THE KOTAL-I-NÁÚR AND KOTAL-I-REG.

*Authority—*MAITLAND.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
1	JOGATU . . .	12 ?	12	Road crosses the plain from Ghazní, and then follows an open valley, and passes over a low <i>kotal</i> into the Sar-i-Ao valley at the head of the stream which waters Ghazní. Two low <i>kotals</i> are then crossed, leading into the Baligardo and Ábdara valleys respectively, and the latter valley, which gradually contracts, is followed to the Kotal-i-Náúr. The country beyond the pass is said to be a flat open plateau with cultivated hollows, and plenty of water and grazing.
2	SAR-I-AO . . .	12 ?	24	
3	TAMITOP . . .	12 ?	36	
4	CHAHYÁS . . .	8 ?	44	
5	SURKHÁK BUM . . .	12 ?	56	

## Route No. 21—concluded.

No. of Stages.	Names of Stages.	DISTANCES IN MILES.		REMARKS.
		Inter-mediate.	Total.	
6	GOSHAK . . .	8 ?	64	At Jaopítal the Daulat Yár-Kábal road is joined. The Dafadár says of the road up to this point, that it " <i>is said</i> to be good all the way, and practicable for camels, being used by traders, and also by people from as far as Kohát and Jálálábád, who come in summer to graze their flocks." Chahyás is said to be situated in the Khawáb valley, whence the road appears to cross to the Kajáo valley, and thence by a not high <i>kotal</i> to the valley of the Helmand. At Jaopítal are 40 houses of Dámardaghán.
7	SANG SHANDA . . .	10 ?	74	
8	SURKHÁBÁD . . .	8 ?	82	
9	JAOPÍTÁL . . .	8 ?	90	
10	MÁRKHÁNA . . .	10	100	
<p>bridge. The road now follows the <i>tagao</i> (called Tagao Ispesang) to about 9½ miles, when it ascends to the Kotal-i-Márxhána, ascent easy, road good. The descent is steep and rocky, impassable for guns unless improved.</p> <p>Twenty houses of Razák Besuds, and an Afghán commissariat depôt with supplies for 1,000 men. Room for camp: <i>tagao</i> 500 yards wide; all cultivated.</p>				
11	GHAEGARA . . .	7	107	Road good, along steep, rocky hill-sides for 2 miles. The stream is then crossed (easily fordable, except when in flood; there is also a wooden bridge practicable for camels), and the road follows the opposite hill sides for the rest of the stage. It is throughout made, and good. Several villages are passed. A village of 30 houses of Murád.
12	SHIBABAK . . .	12 ?	119	The road to the Kotal-i-Reg turns north from the main road at Ghurgara, and ascends the Band-i-Bábá range. The <i>kotal</i> is passed beyond Jiriakhána. The passage is said to be narrow (about 30 yards wide) with precipitous rocks on either hand. It is stated to be practicable for horsemen, but not for camels. From the <i>kotal</i> the road descends to the Bámián valley by the Dara Faoládi, and is said to be fair.
13	GAWÁS . . .	16 ?	135	
14	JIRIAKHÁNA . . .	12 ?	147	
15	BÁMIÁN (Kala Sarkárf).	20 ?	167	

The Kotal-i-Reg is said to be closed for four months in the year. It derives its name from the sand-drifts which accumulate on the *kotal*. The present Amír advanced into Afghánistán by this pass, meeting Sher Alí at Ghazní.

W. P. BLOOD, *Lieut., R. I. Fusiliers,*  
*Attaché, I. B.*



ROUTE MAP  
TO ACCOMPANY  
MAIN LINES OF COMMUNICATION  
BETWEEN  
**THE INDUS**  
AND THE  
**HINDU KUSH—HELMAND.**  
PREPARED IN THE QUARTER MASTER GENERAL'S DEPARTMENT,  
INTELLIGENCE BRANCH,  
SIMLA, JULY 1887.

Scale 1 Inch = 32 Miles.

