

THE ROAD
FROM
SIMLA TO SHIPKI

THE ROAD ¹⁹⁰⁰
FROM
SIMLA TO SHIPKI
IN
CHINESE THIBET

AND
VARIOUS MINOR ROUTES
WITH A FEW HINTS FOR TRAVELLERS.

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Rifle Brigade.

WITH MAP.

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GENERAL DIRECTIONS.

THE road from Simla to Narkunda is too well known to require description ; it is not particularly interesting or pretty ; the last march is the best. There is a short cut, for pedestrians only, over the fine wooded ridge between Matiana and Narkunda, which is well worth taking. The majority of visitors from Simla but rarely get beyond 'Narkunda' or 'Bagi.' The panorama of distant snows from the former place is certainly very fine, and the march through the forest to 'Bagi' is lovely. Bagi is generally the 'ultima thule,' as beyond it the bungalows have no servants except a chowkidar or caretaker, and the traveller must make all his own arrangements for food, cooking utensils, etc. There is no view of the snows from Bagi itself, the bungalow, being on the wrong side of the ridge, faces away from them. Among the trees in the forest are the silver fir, 'Abies Wellbiana': native name, 'Pindrow.' The foliage is dark green with a silvery underside.

The Himalayan spruce 'Abies Smithiana': native name, 'Rau'; the oaks, 'Quercus semicarpifolia': native name, 'Kashir,' foliage dark green; and 'Quercus dilatata': native name, 'Moru.' There are also Hazel: native name, 'Ban Patu'; yew, 'Thona' and the Maple; at and about 'Kotgarh,' the Rhododendron. Many of the trees are covered with long streamers of the moss called 'old man's beard'; ferns and flowers are in profusion. A few days spent in scrambling over 'Huttu' will well repay the botanist or collector. There are some fine bits of rock scenery, and the whole march is a most enjoyable one.

After leaving Kotgarh trees get scarce, and along the bottom of the Sutlej valley past 'Nirit' and 'Rampur' to near 'Gaura' there are very few. Between 'Kotgarh' and 'Nirit' you meet a good many people of the 'Kulu' type. The women particularly are good-looking and picturesquely dressed in a sort of soft homespun. The head is covered with a square cloth hanging down the back and reaching to the brows in front: it is bound round the temples by a band of coloured wool, sometimes by a broad braid of the woman's own hair. At 'Nirit' the villagers are Brahmins and fair-skinned, while the actual cultivators are a dark-skinned race called 'Kolis.' Kotgarh is a pretty little place, but is hardly worth a visit on its own account; it is rather warm at times. The next two marches along the river are unpleasant, very hot, and mosquitos and sand-flies without number. The crossing of the 'Nogri' is during the rains sometimes rather exciting. The writer had a near chance of being swept away, while crossing during a spate, by the sagging of the 'Jhula' ropes. There is, just before you reach the 'Jhula,' a curious village in the river bed partly built in a cave. Rampur is uninteresting and extremely dirty; it is, perhaps, rather picturesque and might present attractions to an artist. It is the last post office on the road. There is the open or forest dâk as far as Killa five marches on. The runner shows the contents of his bag to any traveller he meets on the road on the chance of there being one for him. He also shows it at the various bungalows. There is a charming simplicity about this arrangement, but it is nevertheless very useful. Between 'Rampur' and 'Gaura' one leaves the river and ascends to a respectable level again; at 'Gaura' there is a forest of 'chir' '*pinus longifolia*.' There is also some of that curious plant, the flycatching '*Drosera peltata*' Between 'Gaura' and 'Saraban' there are quantities of the pretty, feathery, golab

resham with its rose-coloured flowers. The crossing of the 'Manglad' stream brings a change in the vegetation. At 'Sarahan' there are wild figs and apricots; the crops are millet, maize, and the amaranthus with its bunches of blood-red flowers. The Rajah of Bussahir has his palace here. The old man is very fond of the English; also of their liquor; and if he hears that a traveller is at the bungalow he will, if not incapacitated by or recovering from a debauch, pay him a visit. He is, however, very garrulous and a nuisance, as it is very difficult to get rid of him. He sometimes asks himself to dinner. The people of Bussahir and Kunowar are much ground down by his exactions, and would gladly pass under British rule. I heard many stories, which there is no reason to doubt, of the way the people are oppressed. I asked one influential man in Kunowar why they did not appeal to the Deputy Commissioner at Simla, and his answer implied that the petition, if sent, would never reach him.

Between 'Sarahan' and 'Taranda' you pass from 'Bussahir' into 'Kunowar.' The march is a fine one, but tiring; the hills above the road are full of pheasants and jungle-fowl. There are also kakur, bears and leopards. A few miles out the road crosses the 'Dralli' cliffs. Here it was that Sir Alexander Lawrence lost his life in August 1867. A portion of the roadway gave way under his horse, and both were precipitated into the depths below. A stone marks the spot.

In the woods you now see horse-chestnuts, elms, alders, laurels, wild cherries, etc. Just before reaching 'Taranda' deodars begin. The bungalow is very finely situated at the lower edge of the forest, and commands a fine view. Far up the valley you just get a peep of the snowy crest of 'Raldang.' Opposite across the river is the district called the 'Pundra bis' (*the fifteen twenty*). Why it is given this name it is hard to say.

It is separated from Kulu by lofty snow mountains. Looking across at this mountain mass after dark you see lights twinkling far up on what looked in the day-time to be a perpendicular hill side. Yet each of those twinkling specks means a village, small and probably poor, perched on what Mark Twain would describe as 'the slant of rainbow,' with perhaps a day of arduous toil to reach their nearest neighbours. What a quiet primitive, secluded life must theirs be!

From here onward nearly all the cooly work is done by women, and it is wonderful what loads they will carry. They are, as a rule, far pleasanter to deal with than the men. Nothing is gained by stopping at 'Paunda,' which is only about five miles on and is not very well situated.

Between it and 'Nachar' there is a fine grove of elms and deodars, some of which are of great size. It contains a quaint, very Burmese 'Poongye Kyoung' looking temple. It is exceedingly picturesque and makes a pretty photograph. Nothing could possibly be finer than the situation of the Forest Bungalow at 'Nachar.' It stands in an open glade in the middle of a magnificent forest, principally deodar, which stretches behind and above the bungalow to a height of 13,000 feet, while in front you get through openings in the forest, charming peeps of the snows.

In the garden round the bungalow are Spanish chestnuts, plums, peaches, mulberries, greengages, cherries and walnuts. Close by, under some particularly fine elms and deodars, is another quaint temple. It is known as the 'money-lending Deota,' and is said to derive a handsome income from usury. In the woods are quantities of wild raspberries and strawberries.

The deodar, identical with the cedar of Lebanon, takes 80 years to attain a girth of 6 feet in the neighbourhood of Simla. Double this at Pangi, which

is just outside the arid region, and inside the arid region 200 years and over, it attains a maximum height of 250 feet and a girth of 40 feet. The forests of 'Bussahir' and 'Kunowar' are leased to the British Government for 50 years, from 1887, for Rs. 10,000.

The timber is felled often many thousand feet above the river, into which, after being sawn into sleepers, each weighing about two and a half maunds, it is conducted by a series of timber slides, stops are placed at intervals to prevent the logs from getting too much pace on, but it happens now and then that a log will get away, and come skipping down the steep hill side end over end in a succession of enormous bounds, and eventually reach the river in a condition resembling matchwood. The work of attending to these slides, particularly when a jam occurs, is arduous and dangerous, and the men (often 'Baltis') are very highly paid. In some places where it is impossible to work slides, the logs are carried down to the river, or the nearest slide, on men's backs. One man will make two such trips in a day. On arriving at the river they are counted, marked, and started off to find their own way down to the plains, where they are caught and fished out.

The bridge at Wangtu is a wooden structure on the 'cantilever' principle. The rocks above and below are full of pigeons. The water-marks at a height of 30 feet above the road show what the level of the river was in ages past. After Wangtu the dry climate trees begin. Wild olive, called 'wili' by the people, the edible pine with its large round cones and silvery bark, the pistachio and the holm oak. In the hills above Urni there are many 'burrel.' The bungalow is well situated, is airy and clean. Virginia creeper and cotton grass do not extend beyond this.

The hill sides now begin to be covered with what is known as 'southern wood,' a strongly aromatic smelling

plant with white leaves, which gives the hills a greyish-white appearance. Between 'Urui' and 'Chini' the scenery is very grand, the road being mostly cut across the face of the 'Roghi' cliffs. The views of the 'Morang' snows which are just across the valley are magnificent. The principal peaks are 'Raldang' 21,250, the 'Morang Kailas' 19,866, and Castle Rock 18,110, while several thousand feet below, the Sutlej, a yellow streak, thunders along its rocky bed. 'Chini' is on a wide, open and gently sloping spur. There is a bungalow now falling into ruin, once the favourite residence during the rains, of a former Viceroy. Close to it is the grave of Captain Henry Apperly, of the Bengal Horse Artillery, who died here in 1845. From under the tomb a spring bubbles.

The Sutlej along whose banks the road has lain more or less for so many miles is a very noisy neighbour; at Nirit, the roar during the rains is simply deafening: so it is at 'Wangtu.' The course of the river generally is made up of foaming, thundering rapids, and here and there long stretches of comparatively smooth water. The average fall between 'Wangtu' and 'Rampur' is about 69 feet per mile, while from the confluence of the 'Teedong Gar' above 'Rispa' to 'Wangtu' it is over 70 feet per mile. The distance from 'Pangi' to the source (supposed) in the Holy Lake of 'Manasowarah' is about 250 miles. At the point where it enters British India from Thibet it is about 9,000 feet above the sea. At Nirit it is only about 3,000. Pangi marks the western limit of Buddhism in these parts. The first prayer-wheel, called by the Hindus a 'Tirkudwara,' is in the fields not far from the bungalow. The village, which is indescribably dirty but picturesque and shaded by fine walnut trees, lies above the bungalow. Behind it rise the crags and precipices of a fine hill over 14,000 feet called Pirie, the summit of which is covered with curious cairns, in each of which is stuck a flag with a long pole. Once a year all the

people make a pilgrimage to the summit where they pass the night. They take with them flags, one for each person, who has died in the village in the preceding twelve months and put these on the cairns. The reason for this curious custom it is hard to understand. From the top of 'Pirie' a very fine and extensive view is obtained. There are burrel on it, but the best place in the neighbourhood is reached by turning off to the left above the village and making for the valley down which the stream flows, which is crossed just before reaching Pangi. High up, under the snow, which can be seen from the bungalow, there is good sport to be got.

From 'Rarang' there is a very fine view of the Morang Kailas, which is immediately opposite. Here one meets for the first time with one of those curious stone walls called 'Manis,' which are afterwards so common. They are composed of flat pieces of stone carved with the mystic Buddhist formula 'Om. Mani. Padmi. Hom.' ('Oh the jewel that is in the lotus') both in Sanscrit and Thibetan and repeated as many times as the stone will allow. They are carved by the 'Lamas' and sold to travellers.

After leaving 'Rarang' the road passes for miles, in fact up to 'Jangi,' across a gigantic avalanche of granite blocks, which in ages past must have been a cataclysm of a stupendous nature. Up and down the mountain for thousands of feet this chaotic assemblage of rocks extends, while far above, one can see, through the deodar forest which covers it, the cliffs from which the avalanche must have fallen. Some of the trees are of gigantic size, and must from the known slowness of their growth be of immense age. As the forest could not possibly have stood through the avalanche it follows that it must have grown up since. The people have extremely vague traditions on the subject. At Akpa grapes are procurable in August and September.

At 'Jangi' there is a fine prayer-wheel made of copper and covered with the sacred formula in letters a foot high laboriously beaten out from the inside. At every revolution a projecting tongue on the wheel strikes a bell, and the worshipper can therefore keep count of how his prayers are progressing. One sees here too in use the small hand prayer-wheel. The handle is about 6 inches long, and has a spike on the top which passes through an orifice at the top and bottom of the cylinder, which is from 3 to 4 inches in diameter and 2 to 3 inches high. A small cap of silver is screwed on to the top of the spike to keep the concern together. The sides of the cylinder, which is of copper, are often ornamented with the sacred formula in silver letters. A short chain with a weight is attached to the side, and the cylinder is kept twirling, way of the sun, by a gentle motion of the wrist.

After Pangi, which is just outside the arid region, the pencil cedar, a sort of juniper with a fragrant wood, is met with; it is called by the natives 'Shurgu.' There are also the silver fir, the blue pine, a kind of furze, wild gooseberries, and the white poplar called 'Mal.'

At 'Pooi,' there is the dwarf juniper. There are also a great many wild holyhocks.

One of the ways of reaching 'Sugnam' is by 'Lipi', but it is not so good as the way by 'Tabang.' Further up the 'Taite' river is 'Aserang,' beyond which place is a wilderness of mountains inhabited only by 'ibex' and 'burrel.'

'Sugnam' is a large flourishing village. The people are chiefly Buddhist and of Tartar extraction.

From here to 'Pooi,' or 'Spuch,' as it is written in the map, is a long tiring march. The way by 'Lafang' over the pass is certainly the best. The cliff road passing through 'Shasu' is absolutely dangerous in places; a few pieces of wood stuck into holes and cracks in the

rock with a rope of twisted birch twigs and a few pieces of slate being often all there is between the traveller and destruction. It should not be attempted by any one not having a good head. It is possibly in a better state of repair some years than others, but no sureness of foot or steadiness of nerve is of the least avail when the breaking of a rotten stick or rope means a fall which can in most places have but one termination. There is besides a very nasty gully to cross, down which rocks are constantly falling; the cliffs above are in a constant state of disintegration, and masses of rock are constantly detaching themselves, which after a fall of over a thousand feet burst and fill the gully with an avalanche of stones.

'Pooi' is a large flourishing village, purely Buddhist and semi-Thibetan. A warm kind of cloth is manufactured here, something like the Cashmir 'puttoo.' There is a Moravian Mission, the present incumbent being the Revd. Mr. Schreve. Mr. and Mrs. Schreve have lived some years in this out-of-the-way-corner of the world. Visitors are few and far between. I was the sole one in 1891. During the winter they are entirely cut off from Simla. The Mission House is very small, and attached to it is a small school-room or church. In the matter of converts the Mission, as in other parts of Thibet, makes no headway. Their attitude is one of observation. 'Watching and waiting for Thibet' is the watchword of the Mission.

The 'Mookyar' or head man has a well-built house and a large collection of arms and saddles. These latter are very elaborate affairs profusely ornamented with silver, and covered with small square pieces of Yarkund carpet.

The dress of the people, particularly the women, is picturesque. The wife of the 'Mookyar' had a most elaborate head-dress of silver network called a 'Perak,' which hung down her back and on both sides of her

head. In September is held the harvest festival. The men drink quantities of a beer they brew for the purpose, and ride races at full gallop up and down the break-neck paths of the village. There is also a quaint dance performed by the women who turn out in all their finery.

The bridge over the Sutlej below 'Pooi' is a dangerous-looking structure and unpleasant to cross. It is rather a remarkable feat of native engineering. It has a span of about 90 and a height above the water of about 60 feet. The roadway is formed of loose planks, is only about 4 feet wide, and has no sort of hand-rail. It is on a slant from end to end, and has a cant to one side. From here to 'Nangea' the scenery is wild and rugged. Opposite 'Dubling' is the place where the bridge will be when the Hindustan and Thibet road is continued. The curious manner in which the strata are twisted, and the lines of water-worn boulders high above the present level of the river, will be interesting to the geologist. At 'Khalb' the 'Li' or 'Spiti' river flows unto the 'Sutlej' through a gorge or 'cañon' so deep and narrow that the sun can never reach the bottom. The scene at the junction is particularly wild and striking.

The coolies will prefer taking the lower or cliff road to going over the pass. It is bad, and impracticable for animals. Ponies can be taken the whole way over the pass into 'Shipki,' but the ascent, particularly towards the end, is in places so steep that riding is almost impossible. It is curious to note the changes in vegetation during the ascent. At the top of the pass, under the snow, is a stretch of green turf sown thick with gentians and other alpine flowers. On the other side of the river rises that most impressive mountain "Lio Porgyul," nearly 24,000 feet. It is of a peculiar red colour. This, combined with its terrific steepness and the winds which ever rage around it, account in some measure for the

curious fact that the snow line on it is some 6,000 feet higher than it is on the pass. To the right of 'Porgyul' and in 'Thibet' is another curious red mountain, over 20,000, called 'Soonar.' This is quite devoid of snow. "Porgyul" rises from the river (about 9,000) in a series of stupendous mural precipices almost to its summit, and is indescribably grand. The view generally is very extensive both over the route the traveller has come, and out over Spiti and Lahoul. From the second or Thibetan crest the brown low rolling hills of Thibet stretch away on every side to the horizon. On the right of the pass and also in 'Thibet' is a hill of black rock called 'Coorla.' This, although lower than 'Soonar,' is covered with snow.

I found the people of 'Shipki' very civil indeed. The few English travellers who have visited this out-of-the-way-place have, in nearly all cases, been treated with rudeness, often approaching nearly to violence. They helped me to pitch my tent, brought firewood, milk, fruit and vegetables, and remained,—a good-humoured but highly inquisitive crowd during the hours of daylight for the three days I stayed there. I soon discovered the absolute impossibility of penetrating by this route into Chinese territory. A few miles on, the Sutlej is crossed by a 'jhula.' On this a guard is kept. Neither on the 'Kŭng Mā' or in Shipki itself is there any sign of Tartar soldiers.

The dogs are particularly fine, but very savage. Yak-tails, felt boots, caps, etc., can be purchased in any quantity; but the people have a very good idea of the value of money, and things cannot be said to be cheap. There are ibex to be found on both sides of the pass. The shikari of Shipki was very anxious for me to go out, but I could not spare the time. There is also plenty of small game on the lower slopes of the pass, both on the Hindustan and Thibetan side.

Things to be taken and Hints for Travellers.

BISCUITS, gingerbread-nuts, tins of Butter, (Irish,) jams, cocoa (Van Houten), cocoa and milk, tea, sugar, potted meats, bacon [in canvas], extract of meat, (Brand,) corn-flour, a few tins of milk (very rarely wanted), rice, flour, oatmeal, pepper, salt, spices, raisins and currants, curry-powder, carbonate of soda or baking powder, candles, (the best,) matches, of course, stores *ad lib.* may be taken, but the above are almost necessaries. A few 1-lb. tins of corned beef should be taken in case of supplies failing. Kerosine oil can be bought at Rampur.

Light hatchet, small spade for trenching tent, trowel, light strong rope, whipcord, hammer, nails, brad-awl, sail-maker's needle and twine for repairing tent, spare boot nails, spring candlestick with globe and top, candle lantern, bucket, cobbler's wax, a few coils of thin copper wire, needles and thread, buttons, tape, etc.

The tent known as the Light Field Service Cabul tent is about the best pattern ; it is light and roomy ; the poles should, however, be jointed in the middle. For servants—*tent d'abris*. The bed known as the 'Cashmir,' it is very light and strong, a light folding table and chair, wash-hand basin stand, folding canvas or India-rubber bath.

All loads should be of such a shape that they can be carried on the back ; the Simla coolies will carry them on their heads in preference, but once in the interior they are carried the other way.

The 'Bigarri' brings with him his own rope which he fastens round the load in such a manner as to leave two projecting loops through which he puts his arms up to the shoulder ; in some districts they only hitch the loop over the shoulders.

Skin-covered wicker trunks for carrying stores, clothes, etc., and open basket ones for the numerous odds and ends required in camp life; these last are cylindrical in shape, and are called 'Khiltas.'

All bundles of bedding should be tightly strapped up in waterproof sheeting, not only to keep it dry, but also to protect it from the numerous pests which infest the persons and clothes of these unwashed folk.

Tent-pegs of strong tough wood and about 2 feet long should be provided for the corner and storm ropes; the small iron pegs sold with the tent are only useful for minor ropes and side-walls.

Supplies for the Interior should be taken from Simla.

Potatoes, onions, flour, and atta for the servants can be bought at Kotgarh and Rampur, but it is not always wise to trust to doing so.

Fowls and eggs can be obtained in small quantities up to Pangi; small hill sheep can be obtained all along the road, but notice, sometimes as much as three days, is required, as they have to be brought from elevated grazing grounds.

Milk is obtained throughout the whole route up to Thibet, in fact much better than can be got in Simla; the half-bred 'Yak' the 'Zo Po' gives excellent sweet milk, rich in cream. Some of the Bungalows have small gardens from which beans and pumpkins of sorts can be got.

Strong boots or shoes well furnished with nails should be taken, as after the Hind and Thibet road ceases the path is dreadfully rough on shoe leather.

Money should be taken principally in small change, and the traveller will, if he is wise, invariably pay his coolies himself and for everything he buys; if left to servants they take a percentage and the people get dissatisfied.

The coolies should never be paid until all the loads are in, and then they should be paid at once.

Always, when marching early in the morning, let them halt for half an hour for their morning meal; if marching

late see that they have it before they start. Take quinine, Eno, Lorbeer's cholera and snake antidotes, chlorodyne, ipecacuanha, arsenical soap (for skins), zinc eye ointment, carbolic ointment, lint and plaister, Cockle's pills, and seidlitz powder; people suffering from various ailments, as well as injuries, are sure to be brought to you for treatment, and if supplied with a few ordinary medicines one can often alleviate a good deal of suffering. Take blue or neutral tinted goggles for the snow.

The water is, as a rule, good, but do not drink much on the march, particularly when climbing.

Take a 'Warren' cooking-pot; it will be found invaluable; keep a stew going in it, and follow the instructions sold with it carefully. Do not let your servants have the management of it; do it yourself; take also a saucepan and frying-pan,—enamelled iron is the best, and a kettle; tea pot and sulky, copper cooking-pots are always a source of danger,—the tin wears off and leaves the copper exposed; all cooking vessels should be either of block tin or enamelled iron.

Have the flour, rice, etc., sewn up in strong bags made of linen or drill.

Have tops made for jam and butter tins, so that when the tins are opened the top can be put on; one top will do for each kind of tin; it should fit pretty tight.

It is just as well to make up one's mind to make tea one's principal beverage; beer is, of course, out of the question on an extended trip. One cooly can carry a box of two dozen bottles; whisky or brandy are more portable; but one very quickly gets into the habit of only taking an occasional drink, and the water met with is generally excellent.

The writer left Simla at the beginning of the rains. As far as Kotgarh the rain was heavy and incessant; but from here onwards it got less and less, until at Pangi it ceased altogether.

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Simla ...	...	...	7220	Leave the 'Mashobra' road after passing the toll bar, long ascent to 'Mahasu,' then level.
Fagu ...	12 $\frac{1}{4}$	...	3178	The road to 'Mussoorie' and that to the 'Chor' Peak branch off here.
Theog ...	4 $\frac{3}{4}$	...	7421	A short cut, about 3 miles out, for pedestrians only.
Matiana	11 $\frac{1}{4}$	...	7691	Level road.
Narkunda	11	39 $\frac{1}{4}$	8799	Through the forest on the slopes of 'Huttoo,' at about 5 miles 'Kotgarh' road, turns off to the left, rather a steep descent.
Kotgarh	10 $\frac{3}{4}$	...	5600	(Road through 'Komarsen' to Kulu <i>via</i> Dularsh. Descend by a short cut, for pedestrians only, for 2 hours, then strike road, reach the Sutlej in 3, and 'Nirit' in 4 hours.
Nirit ...	10	60	3660	Road fairly level along bank of river. The bridge over the torrent is taken up during the rains, and the crossing has to be made by a rope 'jhula'; ascend gradually from the 68th mile.
Bridge over 'Nogri'	7	67	...	

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Rampur City ...	...	72	3870	There is a Post Office here.
Bungalow	13	73	...	
Gaura ...	6½	79½	6512	Ascend for about 5 miles, the last mile very steep, then fairly level.
Manglad Stream	...	85	...	At 83rd mile steep descent to bridge over 'Manglad' stream, then steep ascent to 87th mile, join the Up- per or Forest road, from 'Bagi,' then level.
Sarahan	10½	90	6713	The scenery is very fine on this march, road level to about the 94th mile, be- tween 95th and 97½ as- cent and descent over the 'Maneoti' Pass; from 100th mile descend to bridge over mountain torrent; then ascent, first gradual then steep, passing village with 2 fine deodars to crest of ridge, then level for ¼ mile.
Bridge ...	...	102	...	
Manas- pur ...	...	103	...	
Taranda	14	104	7015	
Bridge ...	...	107	...	At 105th mile steep descent to bridge over torrent, then gradual ascent.
Paunda	4½	108½	6124	Gradual ascent; fine deodar and elm forest with quaint temple at 110th mile in

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Nachar	4½	113	7125	deodar forest. The scenery is particularly fine. Steady descent to Bungalow, which is about 100 feet above the river.
Wangtu Bridge.	3	116	5361	Cross 'Wangtu' bridge and a little further on a bridge over the 'Wangar' torrent (from here there is a path over the 'Bhabeh' Pass to 'Dankar'); road fairly level along river bank; at 122nd mile road turns to left up hill; the road to 'Kilba,' the Forest Head-Quarters, continues along the bank for a mile, then crosses to left bank by a wooden bridge.
Chagaon	..	123	...	Change coolies, ascend for 1¼ miles, then level.
Urni ...	9¾	125¾	7900	Road level for one hour, then gradual ascent for another hour. The scenery now begins to be very fine; the view of the 'Morang' snows across the Sutlej being magnificent, the principal peaks being the 'Kailas' 19,866,

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
				<p>'Rāldāng' 21,250, and 'Castle Rock' 18,110; the 'Baspa' river here flows into the Sutlej from the S. E. This valley is noted for its fine scenery, and is more open than most Himalayan valleys. A road follows the course of the river up to near its source see (<i>Route No. 6</i>), then crosses the high range to the S. and descends into the valley of the 'Bhagirathi' by the 'Nela' Pass.</p>
Rogi ...	10 $\frac{1}{4}$	136	9361	<p>The road to 'Roghi' rises gradually with a slight ascent at the very end to the Bungalow, which is finely situated, Rāldāng being immediately opposite.</p>
				<p>'Burrel' are to be got on 'Rakchora,' a fine rugged hill, which rises behind the Bungalow.</p>
Chini ...	3	139	9196	Good camping ground ; fine view.
Pangi ...	7	146	8950	Road fairly level ; cross two fine torrents at head of

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Bridge over Kozhang	...	...	...	ravine at 145th mile, then gradual ascent.
	...	...	...	Level to 149th mile; then gradual, followed by steep ascent, then descent, and last two miles level.
Rarang	8	154	9068	Camping ground. A forest bridge here connects with the road on left bank; a strong prevailing wind blows over the ridge on which the camping ground is. [There is a road through 'Riba' along the 'Todang Gar' river to the 'Gamrang' or Winter Pass; closed between May and September, as all the snow bridges are swept away. Also a way down to 'Gaugotri,' but which is said to be very difficult; it goes by way of the 'Charang' Pass to 'Chitkul' on the 'Baspa'; also another road to 'Rispa' and the 'Morang' fort up the Taglagar river to the 'Zeoozang' Pass into Thibet.]
Akpa	3	...	...	The road is fairly level [change coolies at 'Akpa']

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Jangi ...	4	161	9000	<p>through fine deodar forest. There is a large prayer-wheel here in a temple; the Hindus call it a 'Tarkudwàra.'</p> <p>From this point the length of the marches is given in hours, as it is almost impossible to estimate miles on the sort of road that has to be traversed; also if miles were correctly given it would convey nothing to the intending traveller. The times given are those taken by laden coolies well kept up to their work.</p>
Jangi ...		161	9000	<p>Gradual descent for four miles, when the road comes to an abrupt termination; from henceforward it is only a rough hill track.</p> <p>Descend by rough path to the 'Taite' river, cross by a crazy bridge, then very steep ascent up a bad path for one hour, after which $\frac{3}{4}$ miles along a fairly level path. A</p>
End of road ...		165	...	

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Kola ..	5½			rather rough descent and ascent round the end of a spur, then level to 'Kola,' and passing above 'Pilo' to 'Labrang.'
Labrang	36¼		9000	Instead of the long and fairly level road round the spur, there is a short cut by a rather steep ascent over the 'Kilmerung' Pass, from which, although the elevation is trifling, the view is superb. The road passes through a deodar forest down to the upper part of 'Labrang' and thence to 'Tabang'; this is, perhaps, a better way, certainly more picturesque.
Labrang	...	...	...	Camping ground very bad, rough, stony, and on a slant. 'Khanum,' a large village, is opposite across the valley, a mile distant.
Tabang	1	...1	0000	Steep ascent for one hour to the hamlet of 'Tabang.' The camping ground is good here, but all supplies as well as coolies, except milk, must be got from

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Runang Rang Pass ...	4½	5½	14360	<p>‘Labrang’ or ‘Khanum.’ From here a gradual ascent; at 2 hours is a stream. This is a good place for the coolies to have their morning meal; then steady ascent for 2½ hours to the top of the Pass. A bitter cold wind generally blows over the crest, then descent for about 3½ hours down stony, desolate valley. (Passing ‘Thaling’ village towards the end) to the ‘Thanum’ river, the last bit of descent very steep and rough. Cross the river, a clear rushing stream, by a very rickety bridge, then a gradual ascent to village. About 15 miles.</p>
Thanum	3½	...	...
Sugnam	...	10	8000	<p>‘Sugnam’ is a large flourishing village, chiefly Buddhist.</p> <p>There is a road up the river through ‘Rupa,’ ‘Pama-chang’ and the ‘Nam-gang’ Pass to ‘Dankar’ in ‘Spiti,’ and another by the ‘Hangerang’ Pass 14,354 over the</p>

northern spur of 'Thugirigga' by 'Hango' to 'Chango' on the 'Li' or 'Spiti' river on the road to 'Lahoul.'

There are two ways of getting to 'Pooi,'—one by the way of the 'Charling' Pass over the southern spur of 'Thugirigga' 16,684, and the other by the cliff road down the gorge of the Sutlej. These roads diverge near 'Shaso;' the latter is very bad and rough, and in places very dangerous, and is impassable by animals; either way is a long, tiring 12-hour journey. The cliff road should not be attempted by any one who has not a good head. In August and again in September the only available space for a tent was the flat roof of a house.

The road to 'Pooi' or 'Spuch,' as it is spelt on the map, drops sharply down into the bed of the stream from the 'Han-

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Shaso ...	3	...	...	gerang' Pass and ascends to a corresponding level on the opposite side. From here there is a fairly good path to 'Shaso,' a small village; [before reaching it the road up to the 'Charling La' branches off to the left with a gradual ascent of about 3 miles to 'Lafang' Dogri; good milk can be obtained here, nothing else. From the 'Dogri' there is a very stiff climb up a steep slope of loose stones and shale to the top of the Pass 14,600. About an hour further is another 'Dogri'; no supplies of any sort or fire-wood, but a good place to camp and break the journey. From here is a long and rough but not difficult descent to 'Pooi.']
Shaso ...	3	...	...	There is a path from here to 'Labrang' crossing the 'Thanum' and ascending the almost precipitous spur of 'Cheladt' by the 'Benang' Pass, but it is very dangerous and very often impassable.

		<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Cliff	...	1½	...	...	<p>The cliff road continues along the hill-side, a good bit of it over slate avalanches (now at rest,) for an hour and a half, when it reaches the cliffs of the Sulej just above the point where the two streams join. From here for the next five hours the path works across the face of the cliffs, is bad throughout, and in many places exceedingly dangerous. It then leaves the cliffs ; and after an hour and three-quarters (coolies 2½) of good going, with a drop into and a steep climb out of a deep ravine, 'Pooi' is reached. About 18 miles. Coolies take a good 12 hours with two short halts for food ; one at 'Shaso,'—one in the cliffs.</p>
		5			
Pooi	...	...	12	10000	<p>'Pooi' is a large flourishing village with many well-built houses ; it is purely Buddhist. The only camping-ground, before the crops are cut, is the open space in front of the 'Mani' house or Lama Serai,</p>

which answers to the village green, and is used for public meetings, festivals, etc. There is a Moravian Mission here. The Mission House stands above the village; it is very small; only two rooms with office, and a school-room used as a church. There is a fine prayer-wheel in the Lama Serai. Before leaving 'Pooi' or 'Namgea' it is advisable to send on word to 'Shipki' to prepare the way, as some travellers have been very rudely treated and not allowed to pitch their tents. Take on also from 'Pooi' a man who can talk both Hindustani and Thibetan to act as interpreter. He can also, perhaps, smooth over any difficulties that may arise. Wilson, when he went there in 1876, was very rudely treated.

The 'Mookyar' or head man of 'Pooi,' by name 'Stopki,' is very civil, and will give every assistance

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Bridge over Sutlej ...	$\frac{1}{2}$	...	...	in his power to help travellers on. From 'Pooi' there is a steep descent of about a thousand feet to the Sutlej, which is crossed by a very unpleasant kind of bridge 100 feet long and about 70 feet above the water; here very deep and rapid. From here to 'Dubling,' where coolies are changed, the road is bad and rocky. 'Dubling' is some little way above the road, and notice should be sent on ahead to prevent delay.
Dubling	2	...	...
Khalb ...	3	...	...	Road very rough and bad, up and down over rocks and through streams along the river bank. Coolies are again changed here. A bit of rough ascent and descent, and the last bit level to camping ground on a field above the village under a huge rock. A rope bridge here crosses the river and ascends to the Monastery of 'Tashigang,' high upon the side of 'Lio Porgyul.' There is
Namgea	1	$6\frac{1}{2}$	10000	

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
				also a way, too, round the shoulder of the spur to 'Nako' and 'Chango.' From 'Namegea' there are two ways of reaching 'Shipki,'—one by the gorge through which the Sutlej enters India, and the other over the 'Kūng Mā Lā.' The first is bad and quite impracticable for animals, but is preferred by the coolies to the long, tiring ascent and great height of the Pass.
Namgea Dogri...	1	...	...	One hour's climb up a steep rocky path to a few terraced fields and tumble-down stone huts fenced with hedges of wild gooseberry, and a stream of clear cold water, then a steady ascent up a rocky pathway rough and arduous certainly, but not in the least dangerous or difficult; the last half-hour being up a very steep slope of loose stones and gravel, and the 1st crest of Pass is reached. An hour's scrambling over a boulder-strewn slope
1st Crest	3½	...	...
Kung Ma La ...	...	...	15500	

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
2nd Crest	1	...	...	brings you to the 2nd or Thibetan crest, the frontier line being somewhere between the two; the view is magnificent.
				The first part of the descent is like the last part of the ascent,—loose stones and shale with no firm foothold; it then gets easier as the slope becomes less, and before reaching 'Shipki' is very fairly good; two-thirds of the way down is the 'Dogri' of 'Shipki.'
Shipki ...	3¼	9	10000	A large Tartar village; good milk, flour, pumpkins, and sometimes sheep can be obtained; wood and water plentiful; coolies by the lower road take 10 hours.

'Pooi' to 'Sugnam' over 'Charling' or 'Lafang' Pass.

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Charling Dogri...	6½	<p>Began the ascent behind 'Pooi' at 6-30 A.M.; road rough; halted at a spring about 9 for 20 minutes to allow the coolies to eat; then steady ascent, bad in places to 'Charling Dogri,' which I reached at 1 P.M. Halted ½ hour; reached top of Pass after a stiff climb; at 2-30, halt 10 minutes. [Coolies took a lower but longer path after leaving the 'Dogri,' as they would not face the steep ascent.] Descended half, running half, walking ankle-deep in loose stones and gravel down a very steep slope, and reached 'Lafang Dogri' at 3-15; waited for the coolies until 3-45; struck into the 'Shaso' road at 5; went on with the two strongest coolies with my tent, and reached 'Sugnam' at 6-15; the remainder of the coolies arrived at 7-30 P.M.; 13 hours out from 'Pooi.' A long, tiring day.</p>
Charling Pass ... 14700	1	...	...
Lafang Dogri ...	35	...	...
Sugnam (Coolies)	11¾ 13	...	...

'Sarahan' to 'Narkunda' by the Upper or Forest Road.

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
Sarahan	At 87th mile the road turns off to the left and follows the course of the 'Manglad' stream, which it crosses by a bridge at about 3 miles; then gradual ascent through lovely forest scenery, passing 'Moshnu' village in about an hour; $\frac{3}{4}$ later cross bridge in ravine and ascend for another $\frac{3}{4}$ hour to village of 'Darun.' The Bungalow is one hour further on,—about 14 miles altogether.
Moshnu	4	...	...
Darun	1 $\frac{1}{2}$	...	...
Forest Bungalow ...	1	6 $\frac{1}{2}$...	
Darun ...	...	...	...
Forest Bungalow Tachlech	...	4 $\frac{1}{2}$...	Descent through forest, then over open hill-side passing 'Tola' village; at 1 $\frac{1}{2}$ hours cross stream; 1 $\frac{1}{2}$ hours later by bridge over end of spur to bridge across the 'Nogri' a clear green stream; then ascent for one hour,—about 10 miles. Steady ascent at times through fine forest for 2 $\frac{1}{2}$ hours to crest of ridge. Here is a small grassy plateau and a pond with

	<i>hrs.</i>	<i>hrs.</i>	<i>ft.</i>	
				a bubbling spring ; then level road through forest and across fine rocks ; one place where a pony could not cross, as the beams of the road had given way,—about 10 miles.
Bhali ...	...	4½	...	Road fairly level through fine forest scenery ; cross large stream at head of valley at 2¾ hours ; then gradual ascent for one hour to a place where the road had given way and a detour is necessary ; a steep bit of up and down for 20 minutes.
Soongri	...	4	...	About 10 miles level road, fine scenery, occasional bits of forest.
Kudrelli	3	...	...	About 9 miles ; Forest Rest House.
Bagi ...	3½	...	...	About 9 miles.
Narkunda ...	...	...	...	A level road though the forest on the slopes of 'Huttoo' 12 miles ; it is quite worth while, if time allows, to do this march <i>via</i> the top of 'Huttoo' (about 11,000 feet).

	Bungalow Rooms.		<i>m.</i>	Cooly hire.	
					A. P.
Simla to					
Fagu ...	DB*	4	12	5 6	
Theog ...	DB*	3	5	2 6	
Matiana	DB*	4	11 $\frac{1}{4}$	4 0	
Narkunda	DB*	5	11	4 0	
Kotgarh	DB*	2	10 $\frac{3}{4}$	4 0	
Nirit ...	RB	1	10	4 0	
Rampur	RB	1	13	4 0	
Gaura ...	RB	1	6 $\frac{1}{2}$	4 0	
Sarahan	RB	2	10 $\frac{1}{2}$	4 0	
Taranda	RB	2	14	5 0	
Paunda	RB	2	4 $\frac{1}{2}$	2 0	
Nachar	FB	2	4 $\frac{1}{2}$	2 0	
Wangtu	RB	2	3	1 0	
Urni ...	RB	2	9 $\frac{3}{4}$	4 0	Change at Chagaon, 3as. Urni 1.
Rogi ...	RB	2	10	4 0	
Pangi ...	RB	4	10	4 0	Two sets of rooms.
Rarang	camp		8	4 0	
Jangi ...	RB	2	7	4 0	Akpa 2as. Jangi 2as.
Labrang	camp		11	5 0	
Sugnam	camp		14	6 0	
Pooi ...	camp		20	6 0	
Namgea	camp		11	5 0	Dubling 2as. Khalb 2as. Namgea 1.
Shipki ...	camp		11	4 0	
Total distance—					
<i>viâ</i> Rampur ...			228		
<i>viâ</i> Bagi ...			250		

* At these Bungalows there is a khansamah and staff of servants.

Upper or Forest Road.

	Bungalow Rooms.		<i>m.</i>	Cooly hire.	
				A.	P.
Narkunda to Bagi	DB*	5	12	4	0
Kudrelli	FB	2	9	4	0
Soongri	DB	2	9	4	0
Bhali ...	DB	2	10	4	0
Tachlech	FB	1	10	5	0
Daran ...	FB	2	10	5	0
Sarahan	RB	2	14	5	0

* At these Bungalows there is a khansamah and staff of servants.

'Simla' to the 'Chor Mountain.'

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Fagu ...	12		8178	Road well-known.
	2½	...	...	'Cheog' forest, fine deodars and temple; road lies on a level straight through forest, then descends to
Kot ...	8¾	...	...	'Kot' (4,300).
Digitall ...	...	12	4330	Descend to bed of river; during the rains may be difficult to cross. After crossing there is a steep ascent for ¾ mile; then the road goes on very easy gradient, with slight rise to 'Bhujjil.'
Giri River	½	...	...
Bhujjil ...		12	5475	
				¾ mile level; 2½ miles of easy ascent of 10 in 100, —good road; the remainder—8 in 100—easy ascent by good road through a fine forest of fir to 'Madhain' Ghát, which is the watershed on the north shoulder of the 'Chor.'
Bahla ...	7	7	7600	
Madhain Ghat ...	3	10	8600	
				Steep ascent all the way; pony no good; room at 'Kalabagh' for a small camp.
Kalabagh	4½	...	10800	
Chor Peak	1	...	11982	A rough but quite easy ascent.

'Pooi' in 'Upper Kunowar' to 'Dankar' in 'Spiti.'

	<i>hrs.</i>	<i>ft.</i>		
Pooi ...	...	...	...	Ascend from behind the village for about 5 hours to the top of the 'Chuling' Pass ; then a descent of about 3 hours.
Pass ...	...	10094	...	
Chuling	8	11000		
Lio ...	...	...	...	About 10 miles of descent; road fairly easy.
				Cross 'Spiti' river soon after starting by a wooden bridge ; and during the march, which is about 15 miles, several small streams by bridges for pedestrians only.
Chango	...	...	...
Lepcha Pass ...	...	13700	...	Cross 'Spiti' river by bridge near 'Shalkar' Fort, then cross the 'Lepcha' Pass and descend to 'Somra' on the 'Spiti' river. From 'Chango' there is a road by way of the 'Para' river through Chinese territory into 'Ladak.'
Somra ...	...	...	...
Lari ...	...	...	...	Cross 'Spiti' river by a 'jhula' and up left bank of river to 'Lari.'
Poi or Pok ...	6	...	...	Up left bank crossing several small streams.
Dankar	4	12700	...	Same as last march. Capital of 'Spiti.'

'Chini' to 'Landour.'

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Chini ...	...	...	...	Descend to Sutlej, cross by a 'jhula' at Poari, then ascend to 'Barang.'
Poari ...	3	...	...
Barang...	10	...	...	Steep ascent followed by level to 'Meibar,' change coolies, then ascend Pass about 12,000, then rough descent into 'Baspa' valley.
Pass ...	9	..	...
Janga ...	16	...	...	Up right bank of 'Baspa,' change coolies at 'Rukchum,' road is rough; take supplies for coolies from here.
Chitkul...	16	...	...
Sancha...	10	...	...	Up right bank of 'Baspa,' no trees, road rough. Road rough, at four miles descend into river bed, follow it for about six miles, ford stream several times, camp near Neela Glacier.
Camp ...	12	...	...
Neela Pass ...	S	...	...	Ascend glacier and ascend to Neela Pass about 18,000 feet, steep snow ascent near top, descend two miles to stream, along which for two miles, and camp.
Karkuti	12	...	...
				Descend into Ganges valley.

	<i>m.</i>	<i>m.</i>	<i>ft.</i>	
Derali ...	16	...	...	Good but narrow road.
Jangla Bunga- low ...	4½	...	...	Then ascent followed by descent, at four miles, confluence of Ganges and 'Neela' rivers; from here visit 'Gangotri' and 'Gowmukhi.'
Camp ...	9	...	...
Jangla ...	...	...	...	Cross river at 'Hirsai,' then down right bank of Ganges, cross several streams.
Jhala ...	9	...	...
Dangal ...	9	...	...
Bathari	11	...	...	Gradual descent by right bank of Ganges, change coolies at 'Minarie.'
Barahat	15	...	...
Darasu...	15	...	...	Ascent, then descent, followed by stiff ascent.
Lalluri ...	9	..	...	Long ascent to top of Pass, then long descent.
Bhowa- nee ...	16			First three miles level, then ascent to 'Magar,' after which very steep ascent to 'Teree' road, seven miles from Landour.
Landour	18			
Total, about 200				

NOTE.—A better way is to ascend the 'Baspa' from its junction with the Sutlej near 'Kilba.'

'Simla' to the top of the 'Shalle Peak.'

Leave 'Simla' after early breakfast ; first to 'Mashobra ;' then descent, easy to 'Sipi,' after which it is steeper and in places rather rough, down to the 'Nowle Gad' river, which must be forded, as there is no bridge. After crossing there is a steep ascent to the village of 'Kūtnōl,' which should be reached during the afternoon ; there is a very good place to camp in a grove of pine trees above the village. Start early next morning, taking food and *water also* for the day, as there is none to be found further up the mountain ; the last part of the ascent is very steep ; a pony can be taken up part of the way. The actual summit is very small, most of it being taken up with a Temple. The height of the peak is about 9,400. 'Kutnol' is about the same level as 'Mashobra.'

A *purwana* should be procured from the Deputy Commissioner, Simla, for the supplies required.

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- (2) Map showing Routes to Skardu, etc.
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