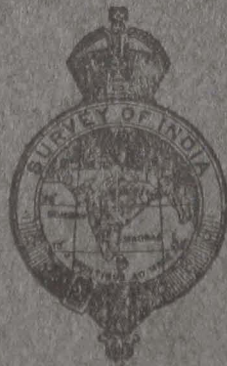


ROUTES
IN THE
WESTERN-HIMĀLAYA, KASHMĪR, &c.

—
VOLUME I
PŪNCH, KASHMĪR & LADĀKH

BY
MAJOR KENNETH MASON, M. C., R. E.,
SURVEY OF INDIA.

PUBLISHED UNDER THE DIRECTION OF THE
SURVEYOR GENERAL OF INDIA.



PRINTED AT THE OFFICE OF THE TRIGONOMETRICAL SURVEY OF INDIA.

DEHRA DUN, 1922.

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WITH WHICH ARE INCLUDED

MONTGOMERIE'S ROUTES

REVISED AND REARRANGED

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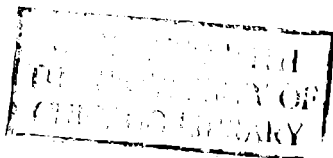
**ADDITIONS AND CORRECTIONS TO ROUTES IN THE
WESTERN HIMALAYA, KASHMIR, &c. Vol. 1.**

No. 2. JAN. 1926.

It is suggested that this leaflet be inserted in the pocket at the end of the book.

Additions, Corrections and Notes have been received from Captains E. L. Harrison 1/2nd Punjab Regiment and R. Allhusen, R.A., for the following routes, and are issued herewith:—

- Routes 50. Srinagar to Leh *via* Zoji La and Drās (Stage 15).
54. Kishtwār to Leh (Stages 1-9).
55. Kailang (Lāhul) to Leh (Stage 13).
57. Dankhar (Spiti) to Leh (Stages 12 & 15).
57. & 55 New track Kiangdom to Pang.
69. Dras to Zāskar (Stages 6-11).



Route 50. SRĪNAGAR and LEH, via the ZŌJI LA and DRĀS.
(Stage 15).

The mileage between Saspul and Nimu is shown as 14½. The transport rates work out at 11 miles which appears to me to be correct.

Route 54. KISHTWAR to LEH via the UMASI LA
(Introduction and Stages 1-9).

Capt. Allhusen reports the Hagshu La route has now (1925) ceased to exist. He adds the following information.

Stage 1.

For Bagine, he suggests PIAS as a halting place as the road becomes unfit for ponies as far as Athōli (stage 4). PIAS, Hamlet: S.T. very scanty: F.G.W. plentiful.

Stage 2.

For Shirir, he recommends Sharshu, caves, no E., S.T. nil, F.G.W. plentiful.

Stages 4-6.

He divides the two marches between Atholi and Matsel into three as follows.

5a	Mashoo	6/56	...	Several villages; S. T. F.G.W. plentiful.	Road fit for ponies few obtainable.
5b	Chishoti	8/64	...	Village: S.T. moderate F.G.W. plentiful.	Road fit for ponies.
6	Matsel	8/72	...	...	...

Stage 7. (last column).

Between Bhuzas and Bugjan Hiwan, there is no bridge over the Kaosh R. which can only be forded in summer in the early morning.

Stage 9. (last column).

Sumchum Gonpa is now (1925) apparently called Zangaul Gonpa.

Route 55. KAILANG (LAHUL) to LEH.
(Stage 13).

At Marsalang Captain Harrison was able to obtain transport, fuel and grazing in the autumn 1925.

Route 57. DANKHAR (SPITI) to LEH.
(Stage 12).

On stage 12 Captain Harrison found no water after passing springs about mile 4 from Thugje till he reached Debring.

(Stage 15).

At Marsalang he was able to obtain transport, fuel & grazing.

Routes 57 and 55, New track KIANGDOM to PANG via the PHIRSEFU.

Captain Harrison reports that there is an easy track leading from Kiangdom to Pang, up the Phirsefu in the autumn. This may be closed earlier in the year by melting snow. It can be covered in three easy marches. F. G. W.

Route 69. DRAS TO ZASKAR via UMBA LA
(Introduction).

Capt. Allhusen (1925) reports there is no sign of Tazi Tonzas, m. 3 from Ringdom. The mosquitos are very vicious between the Pensi La and Ringdom in July.

Instead of stages 6-11, he substitutes the following:—

6	Ringdom, <i>E.</i>	52B	$\frac{17}{77}$	...	See Route 51. Many pigeons seen here.	Track easy and fit for ponies.
7	Trakkar, <i>E.</i>	52C	$\frac{29}{106}$	...	S. T. nil; F.G.W. plentiful.	Road much used and fit for ponies. Hagshu La route has ceased to exist.
8	Abring, <i>E.</i>	52C	$\frac{20}{126}$	12000	Two distinct villages. S.T. fair (ponies available) F. G. fair. W. plentiful.	Road good. During July ponies and yaks come to pasture.
9	Phe, <i>E.</i>	52C	$\frac{12}{138}$	11500	Village. S.T. F.G.W. fair. Few ponies obtainable, but coolies easily procurable.	Fair track. At Tung-ring join Route 54.
11	Padam (Zaskar), <i>E.</i>	52C	$\frac{20}{158}$	11373	Former capital of Zaskar. S.T.F.G. W. available.	...

**ADDITIONS AND CORRECTIONS TO ROUTES IN THE
WESTERN HIMALAYA, KASHMIR, &c. Vol. 1.**

No. 1. JAN. 1925.

It is suggested that this leaflet be inserted in the pocket at the end of the book.

Maps. The following degree sheets have been published since 1922 :—

42 L, 43 E & I, 52 E F G H I J K L O & P.

The following will be published in 1925 :—

42 I J K M N O P.

Additions, Corrections and Notes have been received for the following routes and are issued herewith :—

Routes 49 a (new). Drās to Skārdu, *via* the Deosai.

62. Gurais to Kargil, (stages 5-7).

63. Gurais to Kargil, *via* Shingo valley, (stages B5-B7).

65. Islāmābād to Amarnāth, (introduction).

71. Gilgit to Skārdu *via* Nagar, (stage 12).

74. Kapalu to Leh *via* Shyok, (stages C6 to 8).

76. Skārdu to Askole, (stages 2-end).

98. Askole to Ishak-art-aghzi (introduction & stage 1).

N.B. Travellers are earnestly requested to send in corrections and additions, which they think will add to the value of the book.

Route 49a. DRĀS to SKĀRDU, via the DEOSAI.—104 miles.

(After page 116)

The following route has been communicated by Mr. R. O. Egeberg of Indiana, U. S. A. The first part covers the same ground as stages B 5 to B 7 of Route 63 in the opposite direction, and in more detail.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	<p>Drās, <i>RH., C., E., P.O., TO.</i></p>	43N	...	10144	<p>Large village and fort. S. T.F.G. available; W. plentiful. RH. bad; E. good.</p>	<p>West of Drās track ascends and crosses spur. After 5 m. it descends to junction of Chango-chu and Marpo-chu, and crossing the Chango-chu, ascends by l. bank of Marpo-chu, over rocky spurs. Two easy fords before reaching camp.</p>
1	<p>Patchkan Brangsa <i>E.</i></p>	43N	<p>10 10</p>	...	...	<p>Track up wide, open nala in NW. direction for 2 m., then by l. side of Roksam Kalpa N. high above stream by easy zig-zags; cross stream near head without marked descent; easy ascent to Marpo La. Good, easy track descends over scree in wide valley by Gūltari-chu to a point a little below where Shingo trail joins.</p>

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
2	Docas E.	43N	13 23		...	Good E. by large rock in centre of valley; G. F. W. available.	Good track descends by Gältari-chu for 3 m., past shepherds huts where milk, good grass and wood can be obtained. Several miles below Docas there is a ford and a mile below, a good but rude foot bridge. Cross to l. bank of Gältari-chu and ascend steeply over scree into the Shingo valley. Track high above river for 1½ m., then descends and crosses tributary of Shingo below Sumalo by foot bridge and easy ford. Short, steep ascent to Sumalo; then along r. bank of Shingo, several hundred feet above river, crossing several gullies to Tsuntze Tang, 4 m. from Sumalo.
3	Tsuntze Tang E.	43N	10 33		...	S.F.T. plentiful. G. good; W. from Tang Lung-ma-chu or spring 900 feet up mountain to the west.	Cross Tang Lung-ma-chu by easy ford and foot bridge; pass Chongo Tang. Track now along r. bank high above river, crossing several tributaries. About mile 10, there is a good E. with G. and F., several hundred feet above, and ½ m. from the

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Karapolensa, <i>E.</i>	43N	$\frac{16}{49}$	...	E. good; G. W. F. available.	<p>trail. About mile 13, the track branches to Gurais and Astor; there is a good ford up stream. The north side is marked by a cairn on the edge of a high gravel bluff. Ascend the stream Karapolensa Lungba, $\frac{1}{4}$ m. to W. About 3 miles up, cross the stream. Good camp site; G. W. F. available.</p> <p>Good, easy track up nala over moraine to Karapolensa La about 15,000 feet. Descent easy over hard snow down Verchin or Braksangsakok N. to the Deosai. Half a mile from the pass easy ford to left bank; good trail along left bank, over moraine to Arbo Chang (south branch of Shigar river). Good E.F.G. in nala on r. bank. Arbo Chang ford easy, thence across country in a NW. direction to Teharchur La, just above Jerbarcho lake and three miles north of main track from Srinagar to Skardu.</p>

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
5	Tcharchur La, <i>E.</i>	43M	18 67			E. good on ledges above pass. G. good F. from 3 m. down nala. Fine views of Nanga Parbat and Karakoram peaks from point 1200 feet above camp.	Follow Route 45 to Skārdū, <i>via</i> Burji La.
6	Usar Mar, <i>E.</i>	43M	19 86	13970	} See Route 45.		
7	Skārdū, <i>R. H., C., E., P.O., TO., Dispensary.</i>	43M	18 104	7700			...

Route 62. GURĀIS to KARGIL, *via* TILĒL and DRĀS.

(Stages 5-7; page 156).

Major J. H. B. Somerville D. S. O., R. A. who travelled both ways between stages 5 and 7, Koradgai to Drās, in June 1924, states that the description "Nature of country" here is misleading, as between Bhutkolan and Mushk villages the valley is anything but wide and open. It is a narrow gorge, with precipices alternately on each side. *Up* to mid-June, that is, as long as the main stream has snow bridges over it, it is passable for laden ponies, but loads have to be removed and carried by coolies in a couple of bad places; but as soon as the snow melts it is impassable for animals. The description at the commencement of the route is therefore incorrect. Also the hamlet of Haobal, stage 6, is now non-existent and unknown. The only hamlet now between Mushk and Koradgai is Bhutkolan, which itself is about 5 miles further downstream of its former position as marked on the map. Stage 6 should therefore be Bhutkolan, with same remarks as for Haobal. From distances given Bhutkolan is probably on the site of former Haobal.

Route 63. GURAIŚ to KARGIL**B.—via the SHINGO valley and DRĀS.**

(Stages B 5-B 7; page 159).

See new route 49a, described above.

Route 65. ISLĀMĀBĀD to AMARNĀTH.

(Introduction; page 161).

Capt. Macgowan, F. R. G. S. sends the following correction and addition to the 3rd para. of introduction:—"Amarnāth Cave may be reached from Bāltal in the Sind valley, before June, when the snow bridges, upon which the journey depends, begin to thaw. The journey has been made with coolies as late as September, but at great risk. It may also be reached from Gumber dak hut near the summit of the Zōji La. This route crosses a pass above the cave, 15208 ft. high, and is passable for coolie transport only. If going northwards, it is difficult to locate the exit from Amarnāth. There is a route for lightly laden coolies from Amarnāth northwards to Minimarg (Drās); it follows the Amarnāth ravine to a glacier at its head, below a high peak (17871 ft.); crosses the glacier, towards the snout; descends over rocks on the right-hand side, to a gorge (camp); thence leads down the gorge to the Vachkarga or Sukr nala, which is followed along left, then right bank, crossing by snow bridges".

Route 71. GILGIT to SKĀRDU via NAGAR.

(Stage 12, Chu-tran).

Capt. E. Byers, 1/2nd Punjab Regt., who was at Chu-tran in 1924, reports a PO. has been opened there.

Route 74. KAPALU to LEH via SHYOK**C.—via BIAGDANGDO.**

(Stages C 6 to 8, pages 190-191).

Mr. R. Le M. Barrett (1923) communicates the following notes on a good short cut from Biagdangdo to Hundar. In 1922, however, there were no skin rafts at the former place and it is doubtful whether they are always available. Information on this point can be obtained at Khapalu.

"At Biagdangdo cross the Shyok by rafts. Good trail along left bank over ledge and steep scree. Cross two tributary streams by ford or horse bridge in ill-repair. Country practically uninhabited for twenty or twenty-five miles. Camp at Hotuny, next march Hundar."

Route 76. SKĀRDU to ASKOLE.

The following additional details regarding Route 76 B have been communicated by Mr. R. O. Egeberg of Indiana, U. S. A. (See pages 194-196).

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Yuno E.	43M	$\frac{22}{38}$	8000	See stage 2, page 194.	Pass Tandara and Maricha, and about 7 m. from Yuno cross to r. bank Braldu R. by new, rather shaky, wooden bridge. $1\frac{1}{2}$ m. over loose stones and sand, to base of cliff. Easy track, in good condition ascends to 500 ft. above river, traverses cliff for 3 m., then descends to Tiston, (good E. on upper farm terraces of Tiston) thence over field terraces of Tiston fan, down over sand and gravel of river bed (fairly hard going) $1\frac{1}{2}$ m., and up over terraces to Dassu. Coolies 9 hrs.
3	Dassu E.	43M	$\frac{14}{52}$	...	Village; good E. in apple and pear orchard, 200 yds. from river, 30 ft. above it. S. T. F. G. moderate; W. plentiful.	Path traverses terraces for $\frac{1}{2}$ m., then descends to river bed, for 1 m. below Nete bluff. At high water Nete bluff must be traversed by poplar ladders. Cross another bluff by good trail, ascending and traversing for 4 m. to

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B4	Gomboro <i>E.</i>	43M	14 66	9200	} See Route 76.	saddle in a big, rock spur called Stallam, 1500 ft. above the river. 700 ft. descent by good trail to head of steep gully opposite Rgoyungo and down to river bed. Thence to Bianco. (Good E. in walnut grove 200 ft. above river, a little S E. of village.) Path descends to low fields 20 to 30 ft. above river, and remains level through fields, from foot of bluffs on which the villages of Tsedor and Kunar are situated; thence gradually ascends to face of bluff below Hoh, crossing Hoh N. 1 mile up by solid bridge of two poplar logs, no railing, to Gomboro fan. Coolies 9 hours. About m. 6, track branches; one branch going along river bed; this is dangerous because of falling rocks; other ascends very steeply to 700 ft. above the river and traverses very steep

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
B5	Askole E.	43M	19 85	10000	} See Route 76.	<p>slope. After 3 m. it descends steep slope along west side of tributary mud stream to point near its mouth. Cross fan to ledge above river, and follow this to Pakore. Here there are three possibilities. Poplar ladders lead to a high trail to Chongo. Another route crosses river by good rope bridge (200 ft.) to Pakore, proceeds along l. bank, crossing tributary by wooden bridge, to a point opposite Chongo, where it recrosses by another good rope bridge. Third way, track descends a little along ledge, ascends 100 feet, traverses a little then descends to river bed finally ascending 500 ft. to Chongo on fan behind moraine. Thence fairly good path, in places built on props, via Tungal and Suringo to Askole. Coolies 10 hours by right bank; if bridges are used, 12 hours.</p> <p>...</p>

Route 98. ASKOLE to ISHAK-ART-AGHZI.

(Introduction and stage 1; page 254).

Para. 2 of introduction. For the words "Two passes exist..... was discarded" substitute —

"Two passes exist; that described below by the Baltoro glacier and Muz-tâgh Luma, and Route 99. The former was discarded....."

Mr. R. O. Egeberg of Indiana reports that in 1923, the Biafo stream could be crossed below the snout of the glacier, owing to the retreat of the latter, by two enormous boulders and along the new moraines. (Stage 1).

ADDENDA AND CORRIGENDA

TO

Routes in the Western-Himalaya, Kashmir, &c, Vol. I.

Page	Route	Column	
vii	49	5	<i>For</i> 134 <i>read</i> 133.
"	50	5	" 240 " 234.
"	51	5	" 300 " 293.
"	53	5	" 301 " 294.
"	54	5	" 302 " 297.
viii	61	5	" 140 " 138.
ix	72	5	(A) <i>For</i> 233 <i>read</i> 229.
"	73	5	(B) " 214 " 210.
"	80	5	<i>For</i> 211 <i>read</i> 207.
x	81	5	" 200 " 193.
"	88	5	" 56 " 49.
xv	Preface	para 2	(A) <i>For</i> 576 <i>read</i> 579.
"	"	"	(B) " 588 " 591.
"	"	"	line 4. <i>After</i> available <i>add</i> though some of these have been corrected from extra departmental information, and all have been reprinted in degree sheet form ;
"	"	"	" 5. <i>For</i> only the <i>read</i> degree sheets from the.
"	"	"	" 6. <i>For</i> sheets <i>read</i> series.
"	"	"	" 6. " In <i>read</i> <i>For</i> the greater part of.
xvi	"	para 2	" 7. " Superintendent of the Trigonometrical Survey <i>read</i> Director Geodetic Branch.
1	1	<i>notes</i>	" 1. <i>For</i> Lachman <i>read</i> Lachhman.
"	"	7	Stage 2. " Mariand " Maniand.
3	"	2	" 8. <i>Under</i> Pūnch, <i>add</i> Hospital.
23	10	2	" 6. " " " "
24	11	2	" 5. " " " "
56	24	3	" 3. <i>For</i> 43K/61 <i>read</i> 43K/16.
82	37	<i>notes</i>	line 6. " MWB. " MWS.
84	"	7	Stage 7. " Bhatta Kundi <i>read</i> Butta Kundi.
114	49	head line 2	<i>For</i> 134 miles <i>read</i> 133 miles.
"	"	<i>notes</i>	line 2. <i>For</i> few places after Kharal <i>read</i> few places before and after Kharal.
"	"	"	" 6. <i>For</i> 8 miles <i>read</i> 7 miles.
"	"	7	Stage Drās line 11. <i>For</i> small suspension bridge <i>read</i> small cantilever suspension bridge, m. 16 <i>and delete</i> Road..... Khārbu.
"	"	4	Stage 1. <i>For</i> 21/21 <i>read</i> 20/20.
"	"	5	" 1. <i>Insert</i> 9250.
"	"	6	" 1. <i>For</i> village above R.H. <i>read</i> village of Khārbu above R.H.

Page	Route	Column	
114	49	7	Stage 1. <i>For</i> Down r. bank <i>Substitute</i> Down r. bank Drās R. to Drās-Shingo (Shigar) confluence, m. 5½. Then by r. bank joint river.
"	"	7	" 1. line 9. <i>after</i> open, <i>add</i> Track <i>bad</i> and tiring with ascents and descents over spurs.
115	"	4	" 2. <i>For</i> 12/33 <i>read</i> 12/32.
"	"	5	" <i>Insert</i> 8500
"	"	4	" 3. <i>For</i> 13/46 " 13/45.
"	"	"	" 4. " 19/65 " 19/44.
116	"	"	" 5. " 16/81 " 16/80.
"	"	"	" 6. " 18/99 " 18/98.
"	"	"	" 7. " 14/113 " 14/112.
"	"	2	" 8 <i>Under</i> Skārdu, <i>add</i> Dispensary.
"	"	4	" <i>For</i> 21/134 <i>read</i> 21/133.
117	50	notes	line 3. from top. <i>For</i> 240 miles <i>read</i> 234 miles.
"	"	"	para 1. line 4. <i>After</i> 15th <i>add</i> but during this period they should be strictly adhered to.
"	"	"	" 1. line 5. <i>For</i> often ask Rs. 10/- <i>read</i> ask from Rs. 5/- to Rs. 10/-.
"	"	"	" 1. line 5. <i>For</i> three <i>read</i> four.
"	"	"	" 1. " 6. " Sōnamarg <i>read</i> Gund.
"	"	"	" 3. " 1. " not motors " only for motors in fine weather.
"	"	"	" 4. line 3. <i>For</i> Foti <i>read</i> Fotu.
"	"	"	" 5. <i>Begin</i> the para with If time is a consideration the three marches from stage 11 to stage 14, may be made into two by halting at Khalatse where there is a good R. H.
"	"	"	" 5. line 2. <i>Delete</i> and probably road.
"	"	"	" 7. line 2. <i>Before</i> the old <i>add</i> degree sheets from.
"	"	"	" 7. line 2. <i>After</i> reconnaissance, <i>Delete</i> the remaining para and insert a new Para. Special permission is required to travel beyond Kargil.
118	50	7	Stage 1. <i>For</i> Gungabal <i>read</i> Gangabal.
"	"	4	" 2. " 10½/23 " 11/23½.
"	"	"	" 3. " 13/36 " 13½/37.
"	"	6	" 3. " not very good <i>read</i> bad (1926)
"	"	"	" 3. line 6 from bottom. <i>Add</i> at Rezan <i>after</i> mile 6.
119	"	4	" 4. <i>For</i> 15/51 <i>read</i> 15/52.
"	"	6	" 4. line 1. <i>Add</i> in summer <i>after</i> E.
"	"	4	" 5. <i>For</i> 8½/59½ <i>read</i> 8½/60½.
120	"	2	" 6. " Matāyan " Matāyan.

Page	Route	Column	
120	50	4	Stage 6. For 15/74½ read 15/75½.
"	"	5	" 6. " 11000 " 10430.
"	"	7	" 6. " Pandras " Pindras.
"	"	4	" 7. " 12½/87 " 12½/88.
"	"	7	" 7. line 8. For 15 miles read 15 m.
"	"	7	" 7. line 11. For small suspension bridge read small cantilever suspension bridge, m. 16 and delete Road..... Kharbu.
"	"	2	" 8. Insert (before 43 N/NE.
"	"	4	" 8. For 21/108 read 20/108.
"	"	5	" 8. Insert 9250.
"	"	6	" 8. Substitute of Kharbu for near Drās-Shigar confluence.
"	"	7	" 8. For down Drās Shigar R. r. bank read down r. bank Drās R. to Drās-Shingq (Shigar) confluence mile 5½. Then by r. bank joint river.
"	"	"	" 8. line 8. After more open, add Track bad and tiring with ascents and descents over spurs.
121	50	7	" 9. line 4. & line 9. For Wakka-chu read Wakkha-chu.
"	"	4	" 10. For 23/146 read 22/145.
"	"	5	" 10. " 10350 read 10500.
"	"	6	" 10. Insert at end E. on polo ground opposite R. H.
"	"	7	" 10. line 1. For Wakka-chu read Wakkha-chu.
"	"	"	" 10. line 5. For 13008 feet mile 11, read 12200 feet mile 7.
"	"	"	" 10. For Sange-Kuma-chu read Sange-luma-chu.
"	"	"	" 10. Insert at end Road very fair throughout.
"	"	4	" 11. For 14/160 read 14½/159½.
"	"	5	" 11. " 10890 read 11200.
"	"	7	" 11. " Sange-Kuma read Sange-luma.
"	"	"	" 11. line 6. After mile 7, add where the boundary of Ladakh is crossed.
"	"	"	" 11. For 13446 ft. read 13200 ft., mile 10.
122	50	4	" 12. For 15/175 read 14½/174.
"	"	5	" " 11400 read 11300.
"	"	7	" 12. line 6. After mile 7 add (9500 ft.)
"	"	"	" 12. line 9. After r. bank. insert Pass Khalatse (Khalsi RH., C., E., P.O., T.O., 9700) large village, mile 10, (see Route 72).

Page	Route	Column	
122	50	7	Stage 12. line 12. For 6½ read 6¼.
"	"	"	" 12. ,, 13. Delete Pass ... 72).
"	"	4	" 12. ,, 13. For 18/193 read 17/191.
"	"	5	" Insert 9900.
"	"	3	" 14. Delete IA 45 SE.
"	"	4	" For 14½/207½ read 14/205.
"	"	5	" Insert 10200.
"	"	7	" line 2. After plateau add (11,000 ft).
"	"	"	" 14. line 3. For mile 7 read mile 8 ;
"	"	"	" 14. ,, 7. ,, sandy and stony read sandy, stony and very tiring.
"	"	3	" 15. For 14½/222 read 11/216.
"	"	5	" Insert 10250.
"	"	6	" For village read collection of villages.
"	"	7	" 15. line 3. After plateau add(11200) line 5. Delete Dokpo.
"	"	3	" 16. Delete IA 45 SE.
"	"	4	" 16. For 18/240 read 18/234.
"	"	7	" 16. line 2. After Ladākh add Government granary.
123	51	head line 2	For 300 miles read 293 miles.
"	"	notes	Para 1. line 5. delete to Nurla ... available.
"	"	"	" " 7 " near.
"	"	"	" Delete last sentence .
126	51	5	Stage 15. Insert 12,200.
"	"	6	" 15. line 3. For Kuma read Luma.
"	"	7	" 15. ,, 6. ,, 13446 ,, 13200.
"	"	4	" 16. For 10/235 read 8/233.
"	"	5	" 16. ,, 11400 ,, 11300.
"	"	4	" 17. ,, 18/253 ,, 17/250.
"	"	3	" 17. Insert 9900.
"	"	3	" 18. Delete IA 45 SE.
"	"	4	" 18. For 14½/267½ read 14/264.
"	"	5	" 18. Insert 10200.
"	"	4	" 19. For 14½/282 ,, 11/275.
"	"	5	" 19. Insert 10250.
"	"	2	" 20. Add at end P.O., T.O., Dispensary.
"	"	3	" 20. Delete IA 45 SE.
"	"	4	" 20. For 18/300 read 18/293.
128	53	head line 2	" 301 ,, 294.
131	"	4	" 17. ,, 10/236 ,, 8/234.
"	"	3	" 17. ,, 11400 ,, 11300.
"	"	4	" 18. ,, 18/254 ,, 17/251.
"	"	5	" 18. Insert 9900.
"	"	8	" 19. Delete IA 45 SE.
"	"	4	" 19. For 14½/268½ read 14/265.
"	"	5	" 19. Insert 10200.
"	"	4	" 20. For 14½/283 read 11/276.
"	"	5	" 20. Insert 10250.

Page	Route	Column	
131	53	2	Stage 21. <i>Add at end P.O., T.O., Dispensary.</i>
"	53	3	" 21. <i>For (52 F) IA 45 SE. read 52F.</i>
"	"	4	" " " 18/301 " 18/294.
"	54	head line 2	" " " 302 miles " 297 miles.
134	"	3	" 12. " (52 G) IA 46 <i>read 52G.</i>
136	"	"	" A23. " 18/255 " 17/254.
"	"	4	" " <i>Insert 9900.</i>
"	"	3	" A24. <i>For (52 F) IA 45 SE. read 52F.</i>
"	"	4	" " <i>For 14$\frac{1}{2}$/269$\frac{1}{2}$ " 14/268.</i>
"	"	5	" " <i>insert 10200.</i>
"	"	4	" A25. <i>For 14$\frac{1}{2}$/284 " 11/279.</i>
"	"	5	" " <i>insert 10250.</i>
"	"	3	" A26. <i>For (52 F) IA45 SE. " 52F.</i>
"	"	4	" " " 18/302 " 18/297.
"	"	3	" B22. " (52 F) IA45 SE. " 52F.
"	"	5	" B24. <i>insert 10250.</i>
"	"	3	" B25. <i>For (52 F) IA45 SE. " 52F.</i>
"	"	5	" " <i>insert 11500.</i>
137	55	notes	line 9 and 10 <i>delete old reconnaissance and (Indian Atlas sheets 45 and 46).</i>
"	"	3	Stage Kailang <i>For (52 H) IA 46 read 52H.</i>
138	"	"	" 3. <i>For (52 H) IA 46 52 read H.</i>
"	"	"	" A6. " (52 G) IA 46 " 52G.
139	"	"	" A9. " (52 G) IA 46 " 52G.
"	"	"	" B5. " (52 H) IA 46 " 52H.
"	"	"	" B6. " (52 G) IA 46 " 52G.
140	"	"	" 10. " (52 G) IA 46 " 52G.
"	"	"	" 12. " (52 G) IA 45 SE. <i>read 52G.</i>
"	"	"	" 14. " (52 F) IA45 SE. " 52F.
141	56	notes	line 5 <i>delete old reconnaissance (Indian Atlas sheets 46 and 45).</i>
"	"	3	Stage Kailang <i>For (52 H) IA 46 read 52H.</i>
142	"	"	" 5. <i>For (52 H) IA 46 read 52H.</i>

Page	Route	Column	
142	56	3	Stage 6. " (52 G) IA 46 read 52G.
143	"	"	" 14. " (52 G) IA 46 " 52G.
"	"	"	" 15. " (52 G) IA 45 SE. read 52G.
"	"	"	" 18. " (52 F) IA 45 SE. " 52F.
			<i>notes</i>
153	61	head line	For 140 read 138.
154	"	7	Stage 9. line 3 For Shigar read Shingo (Shigar).
"	"	4	" 11. For 10/140 read 8/138.
178	71	2	" 14. delete E insert R.H., C.E., P.O.,
"	"	head line	For 233 read 229.
"	"	A	" 214 " 210.
"	"	B	Stage 1. insert 10250.
179	72	5	" 2. For 14½/32½ read 11/29.
"	"	4	" 2. insert 10200.
"	"	5	" 3. For 14½/47 " 14/43.
"	"	4	" 3. insert 9900.
"	"	5	" 4. Insert Khalsi after Khalatse.
"	"	2	" 4. For 8/55 read 8/51.
"	"	4	" 4. " 10132 " 9700.
"	"	5	" 5. " 16/71 " 16/67.
180	"	4	" 6. " 18/89 " 18/85.
"	"	"	" 7. " 19/108 " 19/104.
"	"	"	" 8. " 12/120 " 12/116.
"	"	"	" 9. " 14/134 " 14/130.
"	"	"	" 10. " 14/148 " 14/144.
181	"	"	" 11. " 14/162 " 14/158.
"	"	"	" All. " 162 " 158.
"	"	"	" A12. " 15/177 " 15/173.
"	"	"	" A13. " 11/188 " 11/184.
"	"	"	" A14. " 17/205 " 17/201.
"	"	"	" A15. " 12/217 " 12/213.
182	"	"	" A16. " 16/233 " 16/229.
"	"	"	" B11. " 162 " 158.
"	"	"	" B12. " 14/176 " 14/172.
"	"	"	" B13. " 10/186 " 10/182.
"	"	"	" B14. " 7/193 " 7/189.
"	"	"	" B15. " 21/214 " 21/210.
183	72	"	For 211 read 207.
"	"	head line	Stage 1. Insert 10250.
"	73	column 5	" 2. For 14½/32½ read 11/29.
"	"	4	" 2. insert 10200.
"	"	5	" 3. For 14½/47 read 14/43.
"	"	4	" 3. insert 9900.
"	"	5	" 4. Insert Khalsi after Khalatse.
"	"	2	" 4. For 8/55 read 8/51.
"	"	4	" 4. For 8/55 read 8/51.

Page	Route	Column	
183	73	5	Stage 4. <i>For</i> 10132 <i>read</i> 9700.
"	"	4	" 5. " 16/71 " 16/67.
184	"	"	" 6. " 14/85 " 14/81.
"	"	"	" 7. " 13/98 " 13/94.
"	"	"	" 8. " 9/107 " 9/103.
"	"	"	" 9. " 19/126 " 19/122.
"	"	"	" 10. " 20/146 " 20/142.
185	"	"	" 11. " 12/158 " 12/154.
"	"	"	" 12. " 18/176 " 18/172.
"	"	"	" 13. " 14/190 " 14/186.
"	"	"	" 14. " 21/211 " 21/207.
191	74	5	<i>For</i> 10400 <i>read</i> 10600.
"	"	6	Stage 9. line 1 <i>after</i> village <i>add</i> about 1½ miles from and 300 feet above river level.
"	"	"	" 9. line 8 <i>after</i> available <i>add</i> E, good halfway between village and river 200 feet, above river.
"	"	7	<i>delete</i> line 4 <i>insert</i> by upleft bank of Kardūng gorge.
"	"	6	Stage 10. <i>delete</i> E. very small.
"	"	7	" " whole para <i>from</i> cross..... Route 88 and <i>insert</i> Track very fair by left bank Khardūng valley.
"	"	2	" 11. <i>For</i> Polu camp <i>read</i> Khardūng Polu.
"	"	3	" 11. (52F) <i>read</i> 52F.
"	"	4	" " IA45 SE.
"	"	5	" " 15/151/148 <i>read</i> 6/142/139.
"	"	7	" " 15000 <i>read</i> 15300.
"	"	"	" " <i>add</i> Cross Kardūng or Laowchi La 17600 feet ascent is very steep from North side. The "Polu" or camping ground mentioned in Route 88 can be omitted if an early start is made from Khardūng Polu. For further details regarding the pass see Route 88.
"	"	3	" 12. <i>For</i> 10/161/158 <i>read</i> 19/161/158.
201	80	head line 2	<i>For</i> 200 miles <i>read</i> 193 miles.
"	"	notes	line 5 <i>For</i> coolies <i>read</i> Transport.
202	"	6	Stage 5. line 1 <i>delete</i> large and for village <i>read</i> Village.
203	"	2	<i>For</i> Tartar camp <i>read</i> Yokma.
"	"	3	Stage 6. <i>For</i> 28/89 <i>read</i> 15/76.
"	"	5	" " <i>insert</i> 14400.
"	"	6	" " line 2. <i>For</i> camp <i>read</i> camping ground.
"	"	7	" " <i>add</i> gentle ascent by grazing ground.
"	"	7	" " <i>delete</i> the whole para.

Page	Route	Column	
203	80	1 to 7	7 Kungma. E. 14 IA 63 ^A SWI $\frac{90}{15400}$ Changpa camping ground. S. T. mill except milk; F.G.W. available. Steady gentle rise to Kongta La 17000 ft. Road good. Easy descent.
"	"	4	Stage 7. For 23/112 read 15/105.
"	"	"	" 8. " 15/127 " 15/120.
"	"	"	" 9. " 20/147 " 20/140.
"	"	"	" 10. " 17/164 " 17/157.
"	"	"	" 11. " 12/176 " 12/169.
"	"	"	" 12. " 8/184 " 8/177.
"	"	"	" 13. " 16/200 " 16/193.
204	81	head line 2	For 56 miles read 49 miles.
"	"	notes	line 2 delete taken Tankse and insert changed at Mang. During winter the Pangkong Tso ice is passable.
"	"	6	For large village read Village.
"	"	7	Stage Tankse line 1 for gorge read narrow valley.
"	"	7	" 1 line 1 delete but sandy and insert Gentle ascent for 4 miles. Descent easy 1½ miles to Pangkong Tso 3 miles by S. bank of lake to Spangmik (13900). Thence sandy going.
"	"	1 to 7	Delete stage 2 and 3 and read 2 Mang. E. (52 K) IA 63 ^A SW 14 28 13900 Large scattered village. S.T., F.G.W. available. Track at foot of cliffs or along lake to Meruk. M. 7; at m. 11 leave Pangkong Tso and ascend Shushal tributary fan. Road good. Descent easy to Shushal plain.
"	"	1	For stage 4 read 3.
"	"	2	Delete R.H.
"	"	4	For 15/56 read 20½/49.
"	"	6	Before village insert large and scattered. For very dirty read destroyed E. in willow plantation.
211	86	notes	For it is essentially a summer route read It is an alternate summer route to the Shyok route (No....) which is only passable in winter Delete though throughout.

Page	Route	Column	
211	86	3	For stage Khalsar (Kharchar), <i>E.</i> (52 F) " IA 45 NE. <i>read</i> 52F.
"	"	5	Stage Khalsar (Kharchar), <i>E.</i> <i>insert</i> 10600
"	"	6	" " " <i>after</i> line 1 <i>add</i> about 1½ mile from and 300 ft. above river level.
"	"	7	" Khalsar (Kharchar), <i>E.</i> <i>delete</i> This..... surface.
"	"	3	" 1. For (52 F) <i>read</i> 52F. IA 45 SE.
"	"	6	" 1. line 1. For small village <i>read</i> Hamlet and line 2 for scanty <i>read</i> nil.
212	"	4	" 2. For 13/33 <i>read</i> 10/30.
"	"	5	" 2. <i>Insert</i> 12450.
"	"	6	" 2. <i>Delete</i> nil.
"	"	7	" 2. <i>Delete</i> steep transport and <i>insert</i> steep ascent to Nobok Lartsa, 15500 ft. m. 7; cross easy Nobok La, 17000 feet m. 3; descent easy for 4 miles, after which very rough.
"	"	4	" 3. For 24/57 <i>read</i> 27/57.
"	"	5	" 3. <i>Insert</i> 12400.
219	88	head line	line 4(a). For 576 <i>read</i> 579.
"	"	"	" 5(b). " 588 " 591.
"	"	notes	Para 1. line 1. For three <i>read</i> two.
"	"	"	" " 2. <i>Delete</i> pass, Tutyalak.
"	"	"	" " 2. For pass <i>read</i> passes. Both must be treated with care.
"	"	"	" " 8. <i>After</i> valley <i>insert</i> and for some 10 miles beyond Murgo.
"	"	"	" 2. " 1. For June <i>read</i> mid-June.
"	"	"	" " <i>After</i> transport <i>insert</i> in a normal year, but can be forced with yaks earlier if necessary.
"	"	"	" 2. line 2. For ponies..... dangerous <i>read</i> ponies should be taken over unladen. Avalanches might be dangerous on the north side of the pass earlier in the year than June.
"	"	"	" 2. <i>Delete</i> the last sentence. The Depsang..... ponies.
"	"	"	" 3. line 2. <i>After</i> year <i>add</i> during this period it is not really difficult if a very early start is made.
"	"	"	Bring last sentence of para 2. The dep- sang..... ponies <i>after</i> para 3.
"	"	"	Para 7 line 1. For India atlas <i>read</i> degree.

Page	Route	Column	
219	88	notes	Para 7 line 4. <i>For these are read the last two are.</i>
"	"	"	" 7 line 5. <i>Delete I.A.</i>
220	"	3	Stage Leh. <i>For (52F) IA 45 SE. read 52F.</i>
"	"	2	" 1. <i>For Polu camp, E. read Polu* camps E.</i>
"	"	5	" 1. <i>For 15000 read 15250.</i>
"	"	7	" 1. <i>Last line after shyok R., add passing the camping ground of Kharding Polu, 15,300 at m. 9. This camping ground would be employed if travelling in the opposite direction.</i>
"	"	3	" 2. <i>For (52 F) IA 45 NE. read 52F.</i>
"	"	5	" 2. <i>For 13500 read 13350.</i>
"	"	6	" 2. <i>Delete line 4 and 9. Bring F. (burtsa) after limited.</i>
"	"	7	" 2. <i>line 2 after ravine add and gorge.</i>
"	"	7	" 2. <i>line 4 after valley add in summer when the river is full there is a higher and more tedious road.</i>
"	"	5	" 3. <i>For 10400 read 10600.</i>
"	"	6	" 3. <i>After village add about 1½ mile from and 300 feet above river level.</i>
"	"	6	" 3. <i>line 3 after available add E. good halfway between village and river, 300 feet above river.</i>
"	"	7	" 3. <i>line 3. For 2 read 3 and delete Ford Lungma.</i>
"	"	"	" 3. <i>line 6. For 4 read 6½ and after line 6 for fair... cultivation read very tedious across stony bed of Nulra-Shyok junction to Liakzan mile Thence across sandy plain, crossing summer dungma towards end of March.</i>
221	"	3	" 4. <i>For (52F)/IA 45 NE. read 52F.</i>
"	"	5	" 1. " 10030 read 10250.
"	"	7	" 4. " Summer Lungma & read fan of and for Popchik mile 7 read several small hamlets.
"	"	5	" 5. <i>For 10100 read 10600.</i>
"	"	6	" 5. <i>line 3 after cultivation add Government granary. Hot springs.</i>
"	"	7	" 5. <i>Delete Pass..... starting.</i>
"	"	"	" 5. <i>line 4. For 6 read 8.</i>
"	"	"	" 5. <i>line 6. After bridge add 10800 feet.</i>

* *Polu* means a camping ground below a pass. There is sometimes a stone shelter of sorts.

Page	Route	Column	
221	88	7	Stage 5. For zig-gag ... feet read road with 35 zig-zags to 12800 feet to avoid Thulanbuti gorge. Descent steep but well graded to Um-lung.
"	"	5	" 6. <i>Insert</i> 12250.
"	"	6	" 6. line 2 <i>delete</i> very and line 3 <i>after</i> scanty <i>add</i> ; and <i>delete</i> or nil.
"	"	7	" 6. line 5 for 6 read 2 and <i>add</i> a new road from this point onwards by left bank was constructed in 1925. The old road is by right bank to m. 6.
"	"	3	" 7. For (52F)/IA 45 NE. read 52F.
"	"	5	" 7. " 13000 read 14150.
"	"	3	" A5. " (52F)/IA 45 NE. read 52F.
"	"	5	" A5. For 10400 read 10600.
"	"	7	" A5. <i>Delete</i> Pass starting and for Tutyalak-chu read Thulan buti-chu.
222	"	3	" A6. For (52F)/IA45 NE. read 52F.
"	"	5	" A6. " 10760 read 10900.
"	"	6	" A6. <i>After</i> Ladakh <i>add</i> hot springs.
"	"	7	" A6. line 3 <i>delete</i> Tutyalak.
"	"	7	" A6. <i>Delete</i> Pass springs.
"	"	3	" A7. For (52F)/IA45 NE. read 52F.
"	"	5	" A7. " 13000 read 14150.
"	"	3	" 7. " (52E)/IA 45 NE. read 52F.
"	"	5	" 7. " 13000 read 14150.
"	"	6	" 7. <i>Begin</i> with E. opposite westernmost moraine of Murgisthang glacier.
"	"	"	" 7. line 3 <i>delete</i> very scanty;
"	"	7	" 7. For whole para. Road difficult should be made read Pass Shangpost with good E. 15200 feet, mile 2. Pass Sartarrg (E.), 16400 feet, mile 8. Cross saddle back glacier on watershed between Nubra and Shvok valleys. Cross Sassir pass, 17600 feet, mile 11. A 2 o'clock. Start should be made, and ponymen must be made to move. Otherwise road may be difficult and dangerous from avalanches, moraine slips and sudden floods.
"	"	3	" 8. For do. read 52E.
"	"	6	" 8. line 1 <i>before</i> shelter <i>insert</i> Ruined.
"	"	"	" 8. For F. G. ... scanty read F. G. available, but liable to exhaustion in the caravan season.

Page	Route	Column	Stage	
222	88	7	8.	line 2 <i>after</i> ford <i>add</i> early in the day.
"	"	"	"	8. line 5 <i>for</i> Chung-tash <i>read</i> Chong-tash.
"	"	"	"	8. line 5 <i>after</i> (lake) <i>add</i> 15200, m. 8. F.G.E.
"	"	"	"	8. line 7 <i>for</i> ravine <i>read</i> valley.
223	"	2	"	9. Below Murgo, <i>E. add</i> (Chalan Chumik).
"	"	3	"	9. <i>For</i> (52E) <i>W. read</i> 52E.
"	"	5	"	9. " 15300 <i>read</i> 14600.
"	"	6	"	9. <i>Delete</i> G. very scanty and whole para <i>after</i> available and <i>insert</i> E. near junction of Chungtas and Murgo streams.
"	"	7	"	9. <i>Delete</i> whole way and <i>for</i> road fair <i>read</i> road rough over spurs.
"	"	"	"	9. line 5 <i>after</i> mile 10, <i>add</i> or m.14.
"	"	2	"	10. <i>For</i> Kizil-langar <i>E. read</i> Kizil-lunga, <i>E.</i>
"	"	3	"	10. <i>For</i> (52E) <i>W. read</i> 52E.
"	"	4	"	10. " 20/139 <i>read</i> 24/143.
"	"	6	"	10. " <i>After</i> plentiful <i>add</i> E. in Kizil-Lunga (= red stream).
"	"	7	"	10. line 1. <i>After</i> follow <i>add</i> side.
"	"	"	"	10. " 3. " feet <i>add</i> and cross.
"	"	"	"	10. " 4. <i>Delete</i> leading to.
"	"	"	"	10. " 5. <i>After</i> plains <i>add</i> E. at m. 6.
"	"	"	"	10. " 10. <i>For</i> Pulo <i>read</i> Polu.
"	"	2	"	11. <i>For</i> Pulo, <i>read</i> Karakoram Pulo.
"	"	4	"	11. " 18/157 <i>read</i> 17/160.
"	"	6	"	11. " stone <i>read</i> Rough stone.
"	"	7	"	11. line 1. <i>after</i> stream <i>add</i> in stony valley.
"	"	4	"	12. <i>For</i> 22/179 <i>read</i> 22/182.
"	"	"	"	13. " 10/189 " 10/192.
"	"	"	"	14. " 20/209 " 20/212.
224	"	"	"	15. " 10/210 " 10/222.
"	"	"	"	16. " 21/240 " 21/243.
"	"	"	"	17. " 8/248 " 8/251.
"	"	"	"	A17. " 248 " 251.
"	"	"	"	A18. " 14/262 " 14/265.
"	"	"	"	A19. " 10/272 " 10/275.
225	"	"	"	A20. " 14/286 " 14/289.
"	"	"	"	A21. " 16/302 " 16/305.
"	"	"	"	A22. " 12/314 " 12/317.

Page	Route	Column	
225	88	4	Stage A23. <i>For</i> 12/326 <i>read</i> 12/329.
"	"	"	" A24. " 24/350 " 24/353.
"	"	"	" A25. " 14/364 " 14/367.
"	"	"	" A26. " 10/374 " 10/377.
"	"	"	" A27. " 12/386 " 12/389.
"	"	"	" A28. " 22/408 " 22/411.
226	"	"	" B17. " 248 " 251.
"	"	"	" B18. " 14/262 " 14/265.
"	"	"	" B19. " 16/278 " 16/281.
"	"	"	" B20. " 7/285 " 7/288.
"	"	"	" B21. " 16/301 " 16/304.
"	"	"	" B22. " 12/313 " 12/316.
227	"	"	" B23. " 16/329 " 16/332.
"	"	"	" B24. " 12/341 " 12/344.
"	"	"	" B25. " 25/366 " 25/369.
"	"	"	" B26. " 20/386 " 20/389.
"	"	"	" B27. " 12/398 " 12/401.
"	"	"	" B28. " 22/420 " 22/423.
228	"	"	" 28. " 408/420 " 411/423.
"	"	"	" 29. " 22/430/442 " 22/433/445.
"	"	"	" 30. " 18/448/460 " 18/451/463.
"	"	"	" 31. " 25/473/485 " 25/476/488.
"	"	"	" 32. " 27/500/512 " 27/503/515.
"	"	"	" 33. " 30/530/512 " 30/533/545.
"	"	"	" 34. " 26/556/568 " 26/559/571.
"	"	"	" 35. " 20/576/588 " 20/579/591.
233	90	2	" 13. " Gapshan E. " Gapshan, (Yapchan).
234	"	"	" 18. Khufelang (Khapalung) <i>read</i> Khufelang Aghri (Khapalung).
254	96	<i>notes</i>	line 3 para 2 <i>for</i> © <i>read</i> ; and <i>for</i> That <i>read</i> that.
"	"	"	" 4 <i>after</i> Luma <i>add</i> , and Route 99. The former and <i>delete</i> It.
267	+	3	Index K. <i>Insert</i> Khalsi 50, 72-73 <i>after</i> Khālsar.
268	+	2	" K. <i>Insert</i> Kungma 80 <i>after</i> Kungi La 51.
269	+	1	" M. <i>For</i> Man 81 <i>read</i> Mang 81.
"	+	2	" M. " Matayan 50 <i>read</i> Matāyan 50.
270	+	1	" P. <i>Delete</i> Pandras 50.
"	+	2	" P. <i>Insert</i> Pindras 50 <i>after</i> Pile- taghach 88.
272	+	2	" T. <i>Delete</i> "Tartar camp" 80.
273	+	3	" Y. <i>Insert</i> Yokma 80 <i>after</i> Yid N.53.
9	Askrlē to Ishak-aot- aghzi	head line	<i>For</i> 88 <i>read</i> 98. In the additions and corrections to Route book.

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The routes shown in italics are not given in detail but are remarked upon at the head of adjacent routes.

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ADDENDA & CORRIGENDA.

Page.	Route.	Column.	
1	1	<i>notes</i>	line 1 <i>For Lachman read Lachhman.</i>
1	1	7	line 5 from end. <i>For Mariand read Maniand.</i>
3	1	2	Under Pūneh, add <i>Hospital.</i>
24	11	2	" " " "
56	24	3	Stage 3 <i>For 43K/61 read 43K/16.</i>
82	37	<i>notes</i>	line 6 <i>For MWB read MWS.</i>
84	37	7	Stage 7 <i>For Bhatta Kundi read Butta Kundi.</i>
116	49	2	Under Skārdū, add <i>Dispensary.</i>
117	50	<i>notes</i>	line 14 <i>For Foti La read Fotu La.</i>
118	50	7	Stage 1 <i>For Gungabal read Gangabal.</i>
126	51	2	Under Leh, add <i>P.O., T.O., Dispensary.</i>
131	53	2	" " " "
178	71	2	Under Shigar, <i>For E. read RH., C., E., P.O.</i>
191	74	3	Stage C11 <i>For 52 F read (52 F).</i>

Travellers are requested to send any further corrections or additions to these routes to the Superintendent of the Trigonometrical Survey, Dehra Dūn.

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11	Kohāla	Pūneh	Mang Bajri ...	70	24
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Two key maps in pocket at end.

P R E F A C E

In the winter of 1855, Lieutenant T.G. Montgomerie was deputed to commence the survey of Kashmīr. With the old instruments a primary series of triangulation was carried to the valley and across the Deosai plains to Skārdu, thence up the Indus to beyond Leh. A network of secondary and minor triangulation was constructed during the succeeding years; and the topographical work, following closely on the theodolite observations, was completed by the year 1865, when the limits of Ladākh were reconnoitred and mapped. The Gilgit Agency at that time had not been formed, nor the states of Hunza and Nagar penetrated, but the work of various surveyors had led them into many districts which were then almost totally unknown.

At that time our knowledge of the Himālaya was very deficient; few sportsmen ventured far from beaten tracks; the mountains were far distant from the railheads of India; and very careful forethought and intelligent preparation were necessary before long journeys could be undertaken.

As a result of Montgomerie's labours, a quarter-inch reconnaissance map of Kashmīr and Ladākh was compiled and published. The remoteness and inaccessibility of the country precluded the possibility of a map carefully surveyed in every detail; nor would such a map at that time have justified the expense entailed. And when the enormous area completed in those short eleven years is considered,—110,000 square miles of triangulation, 92,200 square miles of topography—it is hardly to be wondered at that modern travellers should have discovered errors in the old map.

At the close of the operations, Lieut.-Col. Montgomerie collected from his assistants and contemporaries—amongst whom may be mentioned Godwin-Austen and Henry Trotter—the accounts of their journeys, and published a small route book. This was, the author believes, the first attempt at a modern guide to the Western Himālaya. In 1883, a second edition of his pamphlet was published with a few additions from Major Bates' Gazetteer. Since that date this has been gradually extended, partially revised and several times reprinted. The last edition, termed the "Third edition, Revised and corrected," was issued in 1909. Certain routes had undoubtedly been brought up to date, but many had been left uncorrected. The reason for this was that little or no new work had been recently undertaken by the Survey of India Department in the areas concerned, and details were lacking of improvements and changes.

Various other guide and route books have appeared in the meanwhile, amongst which the most useful are Duke's, Neve's and De Bourbel's. The first and second, which are intended mainly for tourists and sightseers, give more details regarding points and places of interest, but less of the actual conditions and necessary arrangements of travel. De Bourbel's Route-book was admittedly an attempt to extend and bring Montgomerie's publication up to date; but the date is 1897 and in many particulars it is no longer correct, while many important routes are omitted.

In 1909, about the time the last edition of Montgomerie was published, the modern one-inch survey of Kashmir was commenced. The present publication is the outcome of that survey, and is compiled under the orders of Colonel C.H.D. RYDER, C.B., C.I.E., D.S.O., Surveyor General, who was for some time in charge of the survey work: and the author has himself spent five field seasons in Kashmir and beyond. Though the one-inch survey only extends to the Great Himālaya range, new work has been carried by triangulators across the northern ranges, now more accessible than in the past, and the Indian work is connected with that of Russia. These operations enabled some of the officers concerned to correct the old routes, and to add others. Furthermore, much new information has been made available as the result of private enterprise.

Montgomerie's Route-book covered Jammu, Pūnch, Kashmīr, Ladākḥ, Spiti, Kangra, Kulu, Lāhul, and the mountains north of Simla and Mussoorie, approximately 6 degrees of latitude and 8 degrees of longitude, an area roughly four times the size of Switzerland and the Alps. In view of additional routes and other details included herein, it has been considered advisable to divide the new edition into two volumes. The present work therefore includes only the first four areas mentioned above, with the addition of the Kara-koram and K'un-lun ranges. It is hoped to revise the remaining routes of the previous edition and publish a second volume containing these and others at a later date.

The objects of this route-book are (1) to assist travellers and sportsmen to select the most suitable route from a given place to any other in the area, (2) to show them where accommodation and assistance may be obtained, and where difficulties may be expected, (3) to help them in the matter of supplies, transport, &c., (4) to give such details which cannot be shown on existing maps. It is not a climber's guide nor a military report; neither is it intended to supplant the use of maps, without which no mountain journey should be undertaken. With these objects in view, new key maps* have been included at the end and map references have been given in every route. New details of

* Portions of certain routes in Part IV, fall without the area shown on the key maps, and are therefore not shown.

importance to travellers, such as hospitals, dispensaries, hotels, banks, &c., have been added. Bungalows have been classified, so far as information was available, as Dak bungalows, with board (DB.); Rest-houses, without board (RH.); Military works bungalows (MWB.); Inspection bungalows (IB.); and forest rest-houses (FRH.). In the case of the last three, permission to occupy them should be previously obtained, if possible, from the military authorities, the Public Works or State Engineer, or the Forest Departments. It is probable that these details have been omitted in some cases, but the author has intentionally left them out when he has been in doubt. Heights and distances have been revised from the most recent surveys, or other information: in country not surveyed under modern conditions these must be taken as approximate. Data regarding supplies, fuel, transport, &c., have been reconsidered as far as possible from the latest sources and with the help of recent travellers; but it must be remembered that the experience and opinions of individuals are bound to differ on these questions. Moreover, in a mountainous country, the alignment of a road is frequently liable to disfigurement by slips and its bridges may be washed away by spates; in outlying districts their immediate or even subsequent repair is not assured. The condition of a pass and the position of a ford vary within limits from year to year; supplies are dependent on climate, an inconstant factor; and regulations, themselves liable to change, are in force in certain areas, restricting their issue. The intending traveller should therefore try to ascertain beforehand whether the conditions set down here obtain at the season he wishes to travel; and he should whenever possible obtain early from the local Tahsildar a written authority to enable him to obtain necessary assistance when required.

Regarding maps, the one in existence at the time of publication is given. Others, which may be more suitable when published, are often shown in brackets. For almost the whole of Ladākḥ, only the old Indian Atlas quarter-inch sheets of Montgomerie's survey are yet available; and for Astōr, Gilgit and the northern limits, only the old northern-transfrontier quarter-inch sheets are obtainable. In Turkistān, the maps of Sir Aurel Stein's new atlas of "Chinese Turkistān and Kansu" are the best. These were published by the Survey of India and copies are stocked by that department. On the key sheets themselves are given details of the method of ordering modern Survey of India maps. The official agency for the Survey of India in Kashmīr is Cockburn's Agency, Srinagar, which always maintains a stock of maps for sale. Information regarding these and other Survey of India matters can be obtained through this agency. Maps can also be had direct from the O. C. Map

Record and Issue Office, 13 Wood Street, Calcutta; but the local agency is recommended.

In a book of this nature slips and omissions are bound to occur, while some details noted on are liable to change. In the midst of other work the author has been unable to devote as much time as he could have wished, to the book while passing through the press, particularly as regards the accenting of names. It is hoped that travellers will assist the Survey of India publishers to maintain its usefulness for future travellers by forwarding corrections to the Superintendent of the Trigonometrical Survey, Dehra Dūn; such corrections will be embodied in any later edition that may be required.

The author wishes to take this opportunity of thanking the various friends who have assisted him, especially Captain J.A.L. Deane, R.A., Major J.H.B. Somerville, D.S.O., R.A., and Captain B.K. Featherstone, late 54th Sikhs, F.F., who have kindly added to the information of and corrected several routes in the Gilgit Agency, in Ladākḥ and in Baltistān, respectively. He is also indebted to the authors of the guide books mentioned for certain minor particulars, and to Mr. Sarat Kumar Mukerji of the Printing office, Dehra Dūn, for the care he has bestowed on the book while in the proof stage.

KENNETH MASON.

Kashmir, 1922.

ABBREVIATIONS.

- DB.*—Dak bungalow with servants and board.
RH.—Rest house without servants or board.
IB.—Road inspection bungalow (civil).
MWB.—Military Works bungalow.
FRH.—Forest rest house.
C.—Caravan sarai for Indian travellers.
E.—Encamping ground.
PO.—Post office.
TO.—Telegraph office.
S.—Supplies.
T.—Transport.
F.—Firewood or other fuel.
G.—Grass or grazing.
W.—Water.
R.—River.
N.—Nāla, Nār, Nāi.
r.—right.
l.—left.
- } For a small party
of travellers.

MAPS.

The Survey of India maps referred to are:—

- (1) Scale 1/1,000,000; these are merely denoted by a number *e. g.*, 43.
- (2) Scale 1 inch to 4 miles; denoted by a number and letter, *e. g.* 43 K. Sixteen of these sheets cover the area of sheet 43.
- (3) Scale 1 inch to 2 miles; denoted by number, letter, dash, and quadrant; *e. g.* 43K/NE. Four of these cover the area of sheet 43K.
- (4) Scale 1 inch to 1 mile; denoted by number, letter, dash and number; *e. g.* 43K/15. Sixteen of these cover the area of sheet 43K, and four the area of sheet 43K/SE.

Other maps referred to are from old, non-official or other surveys, but are obtainable through the Map Agent, Srinagar. These are:—

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|---|----------------|---------------|
| Indian Atlas sheets, | referred to as | IA 45 SE, &c. |
| Northern Trans-frontier sheets, | „ „ „ | NTF 3 NW, &c. |
| Stein's Chinese Turkistān series, | „ „ „ | S 6, &c. |
| Wood's map of the De Filippi expedition, 1913-14, | referred to as | W. |

PART I.—THE OUTER HILLS.

SECTION A.—TO PUNCH.

Route 1. RĀWALPINDI to PUNCH, via LACHHMAN PATTAN—100 miles.

The route described below is that in general use; beyond Lachman Pattan there are however several alternatives, fit for ponies, and shorter though not so good as that described. In some places T has been noted as scanty. A few coolies are almost always available but probably no pony transport.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Rāwalpindi, <i>Hotels, R.H., E., P.O., T.O., Hos- pital, Banks.</i>	43G/2		1670	Large city and cantonment. Railway station R.H.; motor and tonga agencies; European shops.	By cantonment and the Park south-eastwards along the main Grand Trunk road to Lahore. At mile 6 leave this road and take rough cart-road.
1	Sihala, <i>E., P.O., T.O. at R.S.</i>	43G/2	11 11	1500	Village and station on NW. Railway. T. nil; S. F. G. W. available.	Rough cart-road over broken country on left bank of Soān R. Cross Ling R. by ford at mile 11.
2	Kahuta, <i>R.H., C., E., P.O., Dispensary.</i>	43G/6	12 23	2020	Large village, bazar and tahsil. S. T. F. G. W. plentiful.	Good pony road past Mariand, mile 2. Country well-wooded with cultivation in patches.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Panjar, <i>FRH., E.</i>	43G/10	10 <hr/> 33	2750	Village in cultivation surrounded by forest. S. T. nil; G. W. scarce; F. plentiful.	Graded descent past Barāthiān mile 2, and Sūn, mile 4½, to Jhelum river right bank, mile 6, which is followed for rest of stage. In last mile cross suspension bridge over Jhelum to Pūnch State territory.
4	Lachhman Pattan, <i>RH., E.</i>	43G/10 43G/9	10 <hr/> 43	1590	Small village S. T. scarce; F. G. moderate; W. plentiful. RH. is one mile beyond the suspension bridge. E. is very small.	Graded road up hill side past Bhateā, mile 3, round spur projecting to Gūn R.; thence south-eastwards up tributary by good and well-graded road, fit for camels.
5	Palandri, <i>RH., E., Dispensary.</i>	43G/10 43G/9	14 <hr/> 57	4600	Large scattered village. S. T. F. G. available; W. plentiful.	Graded road past Chhālhar mile 3, round northern slopes of Nānga Pīr.
6	Hēlan, <i>E.</i>	43G/13	17 <hr/> 74	5500	Scattered village. S. T. F. G. W. scanty.	Good graded road over broken country. Pass Bhāntini mile 8.

Route 1.—RĀWĀLPINDI TO PŪNCH.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Hajira, RH., E., PO.	43G/13 43G/14 43K/2	11 85	3400	Village on Swān N. S.T. scanty; F.G.F. moderate; W. plentiful. A shorter road fit for ponies from Palandri to Hajira is <i>via</i> Nār.	Road as above. Pass Sehr mile 5 and cross bridge over Pūnch river mile 6½. Thence by left bank Pūnch river to mile 14. Cross Pūnch river.
8	Pūnch, RH., C., E., PO., TO.	43K/1	15 100	3300	Town, fort, bazar; capital of Pūnch State. S. T. F. G. W. abundant.	...

Route 2. JHELUM to PŪNCH, *via* MĪRPŪR and KOTLI—98 miles.

This is the most direct and frequented route between Jhelum and Pūnch. It is passable throughout for pack transport, and is generally kept in fairly good repair. It is well to make a double march to Mīrpūr the first day if possible.

Jhelum, <i>Hotels, D.B., C., E., P.O., TO., Hospital, Bank.</i>	43H/9	...	764	Cantonment, civil station, town and headquarters of district. Station on NW. Railway. S.T.F. G.W. ample.	Rough cart road by right bank of Jhelum river. Cross by Gatālian ferry.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Gatalian, <i>E.</i>	43G/12	$\frac{10}{10}$	808	Hamlet, and ferry across Jhelum R. S. T. F. G. nil; W. plentiful.	Cross upper Jhelum canal, mile 3, and Bala pass, 1650 feet, mile 9.
2	Mirpūr, <i>E., P.O., Hospital.</i>	43G/16 43G/15	$\frac{13}{23}$	1180	Small town, bazar, tahsil. S.T.F.G.W. plentiful.	Fair road passable for laden animals over stony ground. Cross Mirpūr plateau and Pūnch R. ferry.
3	Chaomukh, <i>E., P.O.</i>	43G/11	$\frac{10}{33}$	1120	Large village. S.F.G. available; T. scanty; W. plentiful.	Recross Pūnch R. ferry.
4	Rājdhani, <i>E.</i>	43G/15	$\frac{9}{42}$	1650	Scattered village. S.T. F.G. available; W. plentiful from spring.	Road difficult in places for animals. Pass Nār, 8 miles. Country broken up by low hills. Cross Mamhuli stream at mile 13.
5	Gulpur, <i>E.</i>	43G/15	$\frac{15}{57}$	1850	Hamlet. S.T. nil., F.G. available; water from springs. Tharoohi fort is on summit of hill to east.	Fair road by Barāli, mile 4, passable for pack animals along eastern slopes of Pūnch valley.
6	Kotli, <i>RH., E., P.O., Dispensary.</i>	43G/14	$\frac{10}{67}$	2000	Town, fort, tahsil, bazar. S.T.F.G.W. available.	Fair road for pack animals along eastern slopes Pūnch valley. Pass Phag-wāri, mile 4.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES			
7	Sehra, <i>RH., E.</i>	43G/14 43K/2	$\frac{14}{81}$	2630	Large village, bazar, tahsil S.T.F.G.W. available.	Rough and stony road, passable for mules. Cross Mendhar ford, mile $1\frac{1}{2}$, and join Rāwalpindi-Pūnch route at suspension bridge over Pūnch R. (see Route 1.)
8	Pūnch, <i>RH., C., E., PO., TO., Hospital.</i>	43K/1	$\frac{17}{98}$	3300	Town, fort, bazar; capital of Pūnch State. S.T.F. G.W. abundant.	

Route 3. JHELUM to PŪNCH, via TANGROT and SARSĀWĀH—99 miles.

A much less frequented route than that described in Route 2. Stage from Sarsāwāh to Tāhi is indirect and very bad going for animals; coolie transport is recommended for this journey. The ford between Kakuta and Sehr is not always passable. Boats can be floated down the Jhelum river to Jhelum city from Tangrot.

	Jhelum, <i>Hotels, DB., C., E., PO., TO., Hospital, Bank.</i>	43H/9	...	764	Cantonment, civil station, town and headquarters of district. Station on N.W. Railway. S.T.F. G.W. ample.	Rough cart-road over cultivated plain.
1	Shekhupur, <i>RH., E.</i>	43G/12	$\frac{12\frac{1}{2}}{12\frac{1}{2}}$	882	Hamlet. S.T. F. G. W. available.	Fair unmetalled road, good for laden animals.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
2	Tangrot (or Dhangot), <i>RH., E., PO.</i>	43G/12	$\frac{12\frac{1}{2}}{25}$		1100	Hamlet at junction of Pūnch and Jhelum rivers. S.T.F. G.W. available.	Cross Jhelum ferry and Chana spur, mile 2. Track becomes rough and stony from here to Pūnch and is difficult in places for laden animals. Pass Dadiāl, mile 8.
3	Bihāri, <i>E.</i>	43G/11 43G/10	$\frac{15}{40}$		1650	Hamlet. S.T. nil. F.G. scarce. W. indifferent.	Cross Baoli ford, 2550 feet, at Chhochh, mile 5; and Khaira pass, 2945 feet, mile 8.
4	Sensa, <i>E., PO.</i>	43G/14	$\frac{12}{52}$		2150	Village. S.T. F. G. W. available.	Cross Baroi or Bharuhian pass, 3230 feet, and Baoli ford.
5	Sarsāwah, <i>E.</i>	43G/14	$\frac{10}{62}$		2490	Large village and bazar. S.T.F.G.W. procurable.	Cross Sarsāwah ford, and ascend steadily up steep wooded slopes to Chamba Gali, 4100 feet, at mile 10. Descend ravine steeply to Pūnch R., at mile 14. Thence by r. bank of latter past hot springs, temp. 150° F. in limestone rocks. The ascent of Chamba Gali is very tiring and is only fit for coolie transport.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Tāhi, E.	43G/14	$\frac{17}{79}$	2400	Large village. S.T.F.G.W. procurable.	Fair track up r. bank Pūnch R. Pass large scattered village Mandhol at mile 6. Ford Swān R. at Kakuta and join Rāwalpīndi-Pūnch route at Sehr.
7	Sehr, E.	43G/14 43K/2	$\frac{10}{89}$	2880	Village. S.T. F.G.W. procurable.	Cross bridge over Pūnch R. mile $1\frac{1}{2}$; thence by l. bank Pūnch R. to mile 14. Cross Pūnch R. See Route 1.
8	Pūnch, RH., C., E., PO., TO., Hos- pital.	43K/1	$\frac{10}{99}$	3300	Town, fort, bazar, capital of Pūnch State. S. T. F. G. W. abundant.	...

**Route 4. GUJRĀT to PŪNCH, via BHIMBAR and KOTLI—
119 miles.**

This route is fit for pack animals throughout except after heavy rain. There should be no difficulty regarding supplies &c. An alternative and shorter route *via* Makri is not so good as that described below.

	Gujrāt, RH., C., E., PO., TO., Hospital.	43I/2	...	760	Large city and civil station on NW. Railway. S.T.F. G.W. plentiful.	Country level, open and cultivated. Fair unmetalled road unbridged. Pass Harbaspur, mile 4. Cross the Bhandar N. (impassable after heavy rain), mile 6½.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
1	Daulatnagar, <i>DB., E., PO.</i>	43I./2	$\frac{11\frac{1}{2}}{11\frac{1}{2}}$		900	Large village. S.F.G. available; also a few coolies. W. from wells.	Country and road as above. Pass <i>Bazurgwal</i> , mile $2\frac{1}{2}$, and <i>Sabaur</i> , mile 4.
2	Kotla, <i>RH., E., PO.,</i> <i>Dispensary.</i>	43L/1	$\frac{8}{19\frac{1}{2}}$		1050	Small village. S.F.G. available; few coolies; W. from wells.	Country as above. Road very fair but <i>nalas</i> difficult after rain. Cross <i>Bhimbar</i> ford.
3	Bhimbar, <i>RH., C., E., PO.,</i> <i>Dispensary.</i>	43L/1	$\frac{8\frac{1}{2}}{28}$		1060	Small town, bazar and headquarters of <i>zillah</i> . S.T.F.G.W. available.	Fine, open, cultivated valley. Road follows <i>Uchili</i> valley to mile 4, near <i>Mithirāt</i> ; then ascends steeply and crosses the <i>Kāl Dhār</i> range by the <i>Adiāna Gala</i> , 2986 feet; steep zig-zag descent through pine forest to <i>Sundōa</i> , mile 9. Cross <i>Uchili N.</i> at miles $9\frac{1}{2}$ and $10\frac{1}{2}$.
4	Sādābād, <i>RH., C., E., PO.</i>	43K/4	$\frac{11}{39}$		2010	Small village. S. T. F. G. available; good spring W.	Fair pony road up the <i>Jōgi Hathian Kas</i> . Steep rocky ascent to pass, 2999 feet, over <i>Kamān Gōsha Gala</i> , mile 5. Cross <i>Jambhīr R.</i> ford, mile 10.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Naoshera, <i>RH., C., E., P.O.</i>	43K/4	$\frac{10}{49}$	1820	Small town, bazar, fort and tahsil above r. bank of the Tawi river. S. F. G. W. plentiful. Coolies available.	Good pony road; pass Kanāra, mile 5.
6	Larōka, <i>E.</i>	43K/4	$\frac{12}{61}$	2900	Scattered hamlet. S.T. scanty; F.G. plentiful; W. good from springs.	Good road by well cultivated Banāban valley. Pass Seri, P.O., mile 7. Cross Khōrbān ford, mile 9½, and Bān ford, mile 11.
7	Khuiratta, <i>E., P.O.</i>	43K/3 43G/15	$\frac{11}{72}$	2570	Large village on left bank of Bān N. Camp at Guri ziarat. S. T. F. G. procurable; W. from wells.	Good road by left bank Bān valley, over well-cultivated plain. Easy for laden animals. Pass Danna, mile 8. Cross Bān river, mile 10½.
8	Kotli, <i>RH., E., P.O., Dispensary.</i>	43G/14	$\frac{16}{88}$	2000	Town, fort, tahsil, bazar. S.T.F. G.W. available.	Fair road for pack animals along eastern slopes of Pūnch valley. Pass Phagwari, mile 4.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
9	Sehra, <i>RH., E.</i>	43G/14	14 102	119	2630	} See Route 2.	...
		43K/2					
10	Punch, <i>RH., C., E., PO., TO., Hospital.</i>	43K/1	17 119		3300		

Route 5. JAMMU to PUNCH,

via **A.—AKHNÜR, NAOSHERA, KOTLI—130 miles.**

B.—AKHNÜR, RAJAORI, MANKOT—132 miles.

**C.—AKHNÜR, RAJAORI, THANNA MANDI
—124 miles.**

All three routes described below are good; A is probably the best. All are fit for pack animals throughout and are generally passable, winter and summer.

Jammu, <i>DB., C., E., PO., TO., Hospital.</i>	43L/14	...	1000 (bridge)	Large town, winter capital of Jammu and Kashmir State. Winter palace of Maharajah; British Resident. Terminus of N. W. R. branch line on l. bank of Tāwi R. S.T.F.G.W. abundant.	Country open and cultivated. Road good for carts along Ranbir canal. Cross Chenāb river by ferry at Akhnūr.
	43L/13		1127 (at D.B.)		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
1	Akhnūr, <i>RH., C., E., PO., TO., Dispensary.</i>	43L/9	$\frac{18}{18}$	1090	Small town, fort and bazar on r. bank of Chenāb. S. T. F. G. W. plentiful.	Fair road up bed of Sumānwāli Khad by Kappa Gala.
2	Chauki Chauhra, <i>E.</i>	43K/12	$\frac{13}{31}$	2250	S. scanty; T. nil; F.G. W. available.	Cross Kālī Dhār range by Akhar Gala, mile 3. Ascent and descent graded. Cross Tāwi Khad at Sadhot, mile 5, and Thandapāniwāli Tāwi, mile 10.
3	Thandapāni, <i>RH., C., E.</i>	43K/8	$\frac{12}{43}$	1900	Village; S.T. F.G. available; W. plentiful.	...
A3	Thandapāni, <i>RH., C., E.</i>	43K/8	43	1900	See above.	Good pony road along well-cultivated open valley. Cross Niāri Tāwi ford, at Siōt, mile 7. Pass Dandesar village, mile 11, Baganōt, mile 13, and cross Tāwi river by ford at mile 16.
A4	Naoshera, <i>RH., C., E., PO.</i>	43K/4	$\frac{17}{60}$	1820	} See Route 4.	...
A5	Larōka, <i>E.</i>	43K/4	$\frac{12}{72}$	2900		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A6	Khuiratta, <i>E., P.O.</i>	43K/3 43G/15	$\frac{11}{83}$	2570	} See Route 4.	...
A7	Kotli, <i>RH., E., P.O., Dispensary.</i>	43G/14	$\frac{16}{99}$	2000		
A8	Sehra, <i>RH., E.</i>	43G/14 43K/2	$\frac{14}{113}$	2630	} See Route 2.	...
A9	Punch, <i>RH., C., E., P.O., T.O., Hospital.</i>	43K/1	$\frac{17}{130}$	3300		
$\frac{B3}{C3}$	Thandapani, <i>RH., C., E.</i>	43K/8	43	1900	See stage 3 above.	For 2 miles down well-cultivated valley. Cross low ridge to north.
$\frac{B4}{C4}$	Dharmśāl, <i>C., E., P.O.</i>	43K/8	$\frac{10}{53}$	2100	Village. S.T. F. G. W. available.	Road fairly good. Cross Niāri Tāwi mile 2; thence over several spurs, and low range of hills.
$\frac{B5}{C5}$	Siāl Sūi, <i>C., E.</i>	43K/8	$\frac{11}{64}$	2650	Village. S.F. G.W. available; few coolies.	Road fairly good. Cross steep range by Gesar Gals. Easy descent to Tāwi river, mile 6. Thence by l. bank.
$\frac{B6}{C6}$	Rājaori, (Rampur) <i>RH., C., E., P.O.</i>	43K/7	$\frac{16}{80}$	3030	Small town, bazar and tahsil. S.T. F. G. W. plentiful.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B6	Rājaori (Rāmpur), RH., C., E., PO.	43K/7 43K/6	80	3030	See above.	Fair hill road, pass-able for mules; up l. bank of Sukh Tāo valley.
B7	Dhēri, E.	43K/2	$\frac{14}{94}$	4000	Scattered vil-lage. S.T. very scarce; F. G. W. plentiful.	Across Bhimbar Gali, 5415 feet; thence along spur to Mendhar valley, and cross ford. Pass Mendhar, PO, mile 10.
B8	Mankot, E.	43K/2	$\frac{16}{110}$	3000	Village and fort. S. T. F. G. avail-able; W. plentiful.	Down r. bank of Mendhar R.; up l. bank of Pūnch R. Pass Sāgra at mile 2.
B9	Ban, E.	43G/14	$\frac{11}{121}$	2600	Small scat-tered village. S. T. F. G. scarce. W. plentiful.	Up Pūnch valley. Cross Suran ferry.
B10	Pūnch, RH., C., E., PO., TO., Hospital.	43K/1	$\frac{11}{132}$	3300	Town, fort, bazar; capi-tal of Pūnch State. S.T.F. G.W. abund-ant.	...
C6	Rājaori (Rāmpur), RH., C., E., PO.	43K/7	80	3030	See above.	Up l. bank Tāwi R. Ford Darhāl tributary, mile $1\frac{1}{2}$ and other minor streams. Pass Fatehpur, mile 4.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
C7	Thanna Mandi, <i>RH., C., E.</i>	43K/6	$\frac{14}{94}$	4930	Village. Salt depôt. S.T. F.G.W. available. RH. on r. bank of Dhāndal N. Ruined sarai of Mughal period.	Road fair with frequent ascents and descents; a small stream has to be crossed about half a dozen times; at one mile the road to Srinagar by Shupiyān turns off, (Route 21). Cross the Ratan Pir spur by Dhēri Gali, 7190 feet, at mile $3\frac{1}{2}$. From mile 7 follow down the course of the Suran R.
C8	Suran, <i>RH., E.</i>	43K/6	$\frac{16}{110}$	4340	Small village. S.T. scanty. F. G. W. available.	Road continues along the Suran valley, crossing the river by a bridge just opposite the RH., thence follows its r. bank. The first 5 or 6 miles over level turf covered with low jungle. the remainder through corn and rice fields. Cross Mandi bridge.
		43K/2				
C9	Pūnch, <i>RH., C., E., P.O., TO., Hospital.</i>	43K/1	$\frac{14}{124}$	3300	Town, fort, bazar; capital of Pūnch State. S.T. F. G. W. abundant.	...

PART I.—SECTION B.—TO BHADARWĀH.

Route 6. JAMMU to BHADARWĀH, *via* RĀMNAGAR—
91 miles.

Passable for pack ponies throughout in summer; from Korta onwards only practicable for coolie transport in winter.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
	Jammu, <i>DB., C., E., P.O., TO., Hospital.</i>	43L/14			1000 (bridge)	See Route 5.	Road passable for laden animals but stony. Up Tāwi valley. Cross Tāwi ford.
1	Parkāta, <i>E.</i>	43L/13	10 10		1127 (at DB)	Village. S.T. F. G. W. available.	Ascend sandstone range by fair hill road.
2	Surūin Sar, <i>E.</i>	43P/1	9 19		2000	Lake and village. T. scarce; S. F. G. W. available.	Descend range by fair pony road to Gambhir Khad. Cross this at mile 8. Pass Manwāl temple at mile 9½.
3	Chiani, <i>E.</i>	43P/1	12 31		2000	Village. S.T. F. G. W. available.	Cross east ridge, height 3995 feet; descend to Suloh Khad. Cross this near its junction with Sangar N., mile 8½. Thence over Palās ridge and by cultivated slopes.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
4	Rāmnagar, <i>RH., C., E., P.O., T.O., Dispensary.</i>	43P/5	$\frac{13}{44}$		2700	Town, fort, bazar, and capital of Rāmnagar jāgir. S.T.F. G.W. plentiful.	Road fair up Rāmnagar valley by cultivated slopes.
5	Korta, <i>E.</i>	43P/5	$\frac{9}{53}$		...	Village. T. scarce; S.F. G.W. available.	Road ascends steep spur and runs along the high ridge of Kāla Til; highest point 8825 feet. Easy descent to Tāwi river, which is crossed by bridges at Chumāra.
6	Dudu, <i>E.</i>	43P/9	$\frac{15}{68}$		6450	Village. T. scarce; S.F. G.W. available.	Road good up Tāwi valley. Cross to l. bank at Chil, mile $3\frac{1}{4}$, and back by bridge, mile 5.
7	Gunōduru, <i>E.</i>	43P/9	$\frac{12}{80}$		10170	Huts. S.T. nil; F.G.W. available.	Easy ascent to Sōj or Nakka Gali, 10600 feet. Short steep descent by spur in Birnothi forest.
8	Bhadarwāh, <i>RH., C., E., P.O., Dispensary.</i>	43P/9	$\frac{11}{91}$		5400	Large town, fort, bazar, capital of Bhadarwāh. S. T. F. G. W. available.	...

Route 7. PATHĀNKOT to BHADARWĀH,
via BASOHLI,—88 miles.

This route is passable for pack animals throughout.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Pathānkot, <i>DB., C., E., Hotels., P.O., T.O.</i>	43P/11	...	1090	Town, bazar. Railway terminus of Amritsar branch, N. W. R. S.T.F.G.W. ample.	Road fit for wheeled traffic throughout the year. A metalled road 2 miles longer leads by Sujānpur.
1	Mādhopur, <i>RH., C., E., P.O.</i>	43P/11	$\frac{8}{8}$	1180	Village, bazar & canal workshops. S.T.F.G.W. plentiful.	Road bad for wheeled traffic, by l. bank Rāvi river. Pass Shāhpur PO, mile 5; cross low spur to cultivated bay.
2	Dūg, <i>E.</i>	43P/11	$\frac{10}{18}$	1500	Village. S.T. F. G. W. plentiful.	Road fair. Road ascends over hills on l. bank of Rāvi R., descending to Phungotāh, mile 4½. Cross Rāvi by ferry, mile 7½.
3	Basohli, <i>C., E., P.O., Dispensary.</i>	43P/15 43P/14	$\frac{9}{27}$	1980	Town, fort and bazar. E. on bank of tank opposite Raja's palace. S.T.F.G.W. plentiful.	Road fair, graded. Cross Chiril valley, mile 8, and ascend hills on l. bank.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Bhud, <i>E.</i>	43P/14	$\frac{13}{40}$	3600	Village. S.T. F. G. W. available.	Road fair, rising steeply to ridge at 5500 feet. Thence gradual rise to Bānjal Gala, 6515 feet, mile 5. Steep but graded descent to Seawa river, which is crossed by bridge, mile 12.
5	Sarthali, <i>E., Dispensary.</i>	43P/14	$\frac{14}{54}$	4150	Village on opposite bank Seawa river. S.T. F. G. W. available.	Fair road. Cross bridge, mile 1½ near dispensary. Thence fair road by l. bank Seawa to mile 5, where recross to r. bank by bridge. Pass Chāndal, mile 6. Several small side nalas to be forded.
6	Loang, <i>E.</i>	43P/13	$\frac{8}{62}$	6000	Small village. S.T.F.G.W. available.	Fair road up r. bank Seawa river. Pass Sarthal, FRH., mile 6.
7	Garar Phēr, <i>E.</i>	43P/9	$\frac{11}{73}$	9200	Huts at foot of Chhatar Gali. S. T. nil; F.G.W. plentiful. Snow here to end of April.	Ascent easy; road fair after snow has melted. Cross Chhatar Dhār by Chhatar Gali, 9931 feet, and descend by fair road along Alauna river.
8	Bhadarwah, <i>RH., C., E., P.O., Dispensary.</i>	43P/9	$\frac{15}{88}$	5400	Large town, fort, bazar. Capital of Bhadarwah. S.T.F.G.W. available.	...

Route 8. PATHĀNKŌT to BHADARWĀH, via DALHOUSIE and CHAMBA—130 miles.

The road to Dalhousie is now passable for motors. The mileages and alignment of the whole route are liable to slight variation. The road from Chamba onwards is new. Except at Chamba town where mules are available, coolies are the only form of transport obtainable in Chamba. If mules are employed, they should be therefore taken through from Chamba. The Padri Gali is passable for them, but the road near Khundi Marāl and beyond is very rough.

A road from Chamba normally passable for mules in summer, *via* Tisā, the Sāch pass and Kilār in Pāngi joins Route 54 at Ārthal, 11 marches; whence Zāskar may be reached by the Umāsi La. This was not passable in 1922 for ponies throughout, as a bridge was down.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Pathānkot, <i>DB., C., E., Hotels, PO., TO.</i>	43P/11	...		1090	Town, bazar. Railway terminus of Amritsar branch, N. W. R. S.T.F. G. W. ample.	Motor road follows r. bank of Chakki Khad through level and cultivated country. At mile 6½ road turns northwards and ascends the broken outer hills.
1	Dunera, <i>DB., E., PO.</i>	43P/15	$\frac{28}{28}$		2250	Village. S.T.F. G. W. plentiful.	Good metalled road with many twists. Bakloh cantonment, (DB., E., PO., TO.,) is situated 1000 feet above and to the east of the motor road.
2	Dalhousie, <i>Hotel, IB., C., E., PO., TO., Hospital.</i>	43P/14	$\frac{24}{52}$		6000	Small civil and military station and convalescent depot. S.T.F. G. W. plentiful.	Country mountainous. Road practicable for laden animals across Bāthri Gala (8000 feet) and through Kāla Top forest. Descent by easy gradient.
3	Khajiār, <i>DB., E.</i>	52D/2	$\frac{10}{62}$		6000	Halting place. W. from streams.	Cross Rāvi bridge at end of march.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Chamba, <i>DB., C., E., PO., TO.</i>	52D/2	$\frac{8}{70}$	3030	Large town, bazar and capital of Chamba State. S. T. F. G. W. abundant.	Good bridle path by r. bank Rāvi for about 6 miles. Ascend and cross Pukhri spur, mile 8. Descend to and cross Sēul R. Thence by r. bank.
5	Sundla, <i>RH., E.</i>	52D/2 52D/1	$\frac{13}{83}$	...	Small village. S.T. F.G.W. available.	Ascend and cross Saluni spur. Descend and cross Sēul R. Ascend l. bank.
6	Kēhār, <i>RH., E.</i>	43P/13	$\frac{14}{97}$	5290	Village. S.T. F.G.W. available.	Road by l. bank. Pass Bhāndal (FRH., PO.), mile 3. At mile 6 road becomes difficult for laden animals.
7	Langōra, <i>FRH., E.</i>	43P/13	$\frac{12}{109}$	7250	Hamlet. S. T. very scanty. F. G. W. plentiful. E. on roofs of huts.	Road rough up Sēul river to Khundi Maral, mile 5. Steep ascent by stony bed of stream to Padri Gali, 9922 feet, mile 10, and long descent down spur.
8	Thanala, <i>E.</i>	43P/13	$\frac{13}{122}$	6740	Iron mines and village. S.T. scanty; F. G. W. plentiful.	Road very fair down r. bank of Niru N. to mile 3. Cross several small bridges and enter cultivated valley.
9	Bhadarwāh, <i>RH., C., E., PO., Dispensary.</i>	43P/9	$\frac{8}{130}$	5400	See Route 7.	...

PART I.—SECTION C.—CROSS ROUTES.

Route 9. ABBOTTĀBĀD to MURREE, *via* the GALIS
—41 miles.

This route is blocked by snow from December to March. The various Military Cantonments are only occupied during the summer months.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Abbottābād, <i>DB., C., E., PO., TO., Hospital, Bank.</i>	43F/4	...		4010	Military Cantonment, civil station, bazar and headquarters of Hazāra district. S. T. F. G. ample; W. from pipes.	Fair metalled road; cross bridges over Darkhān N. at miles 1½ and 3½. Leave Nawān Shahr, (PO), on left at mile 3. At Dhamtaur, mile 5, metalling ceases. Thence to Dunga Gali passable for camels. Cross Harnow bridges, mile 7, and Bagnotar bridge, mile 9½.
1	Bagnotar, <i>DB., M.W.B., E.</i>	43F/8	10 10		4840	Small village. S.T.F. limited; G.W. available.	Graded ascent by Bāra Gali cantonment, (PO., TO., hospital), mile 5; Kāla Bāgh cantonment, (PO., TO., hospital), mile 8, and Nathia Gali, mile 10. S. available en route in summer.
2	Dunga Gali, <i>DB., M.W.B., E.</i>	43F/8	12 22		7800	Small bazar and civil station occupied during summer only. Pipe W. supply; S.T.F.G.W. available.	Graded metalled road passable for motors. At mile 6, branch road leads to Ghora Dhāka cantonment, distant 1½ miles.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Chhangla Gali, <i>Hotel., DB., IB., PO., TO.</i>	43G/5	9 31	8420	Small bazar and hutted camp. S.F. G. procurable; T. limited; W. plentiful.	Road as before. Pass Khaira Gali (PO., TO.), mile 2½ and Bāriān (PO., TO.), mile 4. Join Murree-Jhelum valley road at Kuldanna, (PO., TO.) mile 7 (see Route 15).
4	Murree, <i>Hotels., C., E., PO., TO., Hospital, Banks and Treasury.</i>	43G/5	10 41	7000	Hill station and convalescent depôt. Civil station, town, bazar. S.T.F.G.W. abundant.	...

Route 10. MURREE to PUNCH, *via* DHĀNDA and MANG BAJRI—81 miles.

There are several alternative routes which connect Murree and Pūnch. None are good, being mainly tracks between various villages. That described below is possibly the best, but has not recently been compared with others. It is probably better to engage coolies for the through journey, as parts of the road are liable to be in bad repair.

	Murree, <i>Hotels., C., E., PO., TO., Hospital, Banks and Treasury.</i>	43G/5	...	7000	See Route 9.	Fair hill road passable for pack animals along the Kotli spur. Pass Galehra Gali, PO., mile 6.
1	Dhānda, <i>E.</i>	43G/9	13 13	5250	Small village; T. nil; S. F. G. W. scanty.	Rough stony descent to Jhelum valley. Cross Dhāl-kot ferry, mile 7.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Dara, <i>RH., E.</i>	43G/9	$\frac{9}{22}$	2000	Small hamlet on Mähl R. T. nil; S. F. G. W. scanty.	Rough road along hillside on l. bank Mähl R. Ford Mähl R., mile 14½.
3	Mang Bajri, <i>E.</i>	43G/9	$\frac{16}{38}$	2800	Cluster of villages in wide well cultivated valley.	Ford Mähl R. near confluence with Kën stream, mile 2; then the latter, mile 8. Steep rough ascent to Parât, mile 11.
4	Parl, <i>E.</i>	43G/13	$\frac{16}{54}$	5200	Cluster of villages on extensive and well cultivated valley.	Cross ridge by Khai Gala, 5747 feet, to Swän valley. Steep and stony descent. Cross Swän bridge, mile 11.
5	Hajira, <i>RH., E., PO.</i>	43G/13 43G/14 43K/2	$\frac{12}{66}$	3400	Village on Swän N. S. T. scanty; G. F. moderate; W. plentiful.	Good graded road. Pass Sehr, mile 5 and cross bridge over Pünch river, mile 6½. Thence by l. bank Pünch river to mile 14. Cross Pünch river.
6	Pünch, <i>RH., C., E., PO., TO.</i>	43K/1	$\frac{15}{81}$	3300	Town, fort, bazar, capital of Pünch State. S. T. F. G. W. abundant.	...

Route 11. KOHĀLA to PŪNCH, *via* MANG BAJRI—
70 miles.

This route is only fit for coolie transport and is not recommended.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Kohāla, <i>DB., E., PO., TO.</i>	43F/8	...	1800	Large village, small bazar, S. T. F. G. procurable; good W. from river. Bungalow is hot in summer.	From l. bank Jhelum R. steep stony ascent to ridge. Pass Hil, mile 6. Thence along ridge and cultivated hillside.
1	Chamiati, <i>E.</i>	43F/12	$\frac{11}{11}$	5250	Village. S. T. F. G. moderate; W. from spring.	Up Erin Kas N. and across ridge.
2	Mang Bajri, <i>E.</i>	43G/9	$\frac{16}{27}$	2800	Cluster of villages in wide well cultivated valley.	See Route 10.
3	Parl, <i>E.</i>	43G/13	$\frac{16}{43}$	5200	} See Route 10.	...
4	Hajira, <i>RH., E., PO.</i>	43G/13 43G/14 43K/2	$\frac{12}{55}$	3400		
5	Punch, <i>RH., C., E., PO., TO.</i>	43K/1	$\frac{15}{70}$	3300		

Route 12. JHELUM to KOHĀLA, *via* the JHELUM valley
—133 miles.

This route is little used for through journeys. The old road has not been kept up and though once fit for pack animals, is now little more than a foot-path. The details of S.T.F.G.W. have not recently been revised. The heights given are rough and apply to the villages and not the river. The route given from Tangrot onwards leaves the river in several places. The track by the river is only passable for very lightly laden coolies.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Jhelum, <i>Hotels, DB., C.E., PO., TO., Hospital, Bank.</i>	43H/9	...	764	} See Route 3.	...
	Shekhupur, <i>RH., E.</i>	43G/12	12½ 12½	882		
2	Tangrot (or Dhangot), <i>RH., E., PO.</i>	43G/12	12½ 25	1100	Hamlet at junction of Pūnch and Jhelum rivers. S. T. F. G. W. available. Ferry across Jhelum R.	Track leaves the Pūnch route and keeps to hills west of the Jhelum river. Very fair road generally passable for laden animals.
3	Baghām, <i>FRH., E.</i>	43G/11	12 37	1100	Large village. S. F. G. W. plentiful; T scanty. Ferry across Jhelum R.	Road reaches river here, and becomes rougher; it then crosses low hills again on west of river.
4	Dangali, <i>E.</i>	43G/11	10 47	1430	Hamlet. Ferry one mile to east. S. T. scanty; F. G. W. available.	Road ascends side valley and crosses low ridge before reaching Sālgrān.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Sālgrān, <i>FRH., E.</i>	43G/11	$\frac{12}{59}$	1850	Hamlet. S. T. scanty; F. G. W. available. Ferry across Jhelum to east of hamlet.	Footpath only. By hillside on r. bank of Jhelum valley. Pass Soheri, mile 5, and Kanānd, mile 10. Country well-wooded and most of the forest is preserved.
6	Owen ferry, <i>E.</i>	43G/10	$\frac{15}{74}$	...	Small village and fort on l. bank of Jhelum. S. T. F. G. W. available.	It is better to continue the journey by r. bank Jhelum R. Road is passable for mules high up the hillside, and graded. Pass Kulteā, mile 5. Thence by footpath to Soā, mile 7, and Sūn, mile 9. Here join Rāwalpindi-Pūnch road. (See Route 1). Thence by r. bank Jhelum R.
7	Lachhman Pattan, <i>RH., E.</i>	43G/10	$\frac{15}{89}$	1590	Small village. S. T. scarce; F. G. moderate; W. plentiful. RH. is one mile beyond the suspension bridge on l. bank.	Old road on r. bank in very bad repair. often quite impracticable for ponies. Pass Irochi, mile 7.
8	Rāmpattan, <i>E.</i>	43G/9	$\frac{9}{98}$	...	S. T. nil; F. G. W. plentiful.	Road as above; merely a footpath.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
9	Malot (or Dhāl-kot) ferry, E.	43G/9	$\frac{12}{110}$	1700	S. T. from Malot Satiān; F. G. W. plentiful.	Road as above; rough but just passable for animals.
10	Khapaddar ferry, E.	43G/9 43F/12	$\frac{10}{120}$	1750	S.T. nil; F.G. W. plentiful.	Track passable for pack animals by r. bank Jhelum. At mile 4 leave river and ascend hillside to motor road.
11	Kohāla, DB., E., PO., TO.	43F/8	$\frac{13}{133}$	1800	See Route 11.	...

Route 13. JAMMU to PATHĀNKOT—A. *via* Jasrota—74 miles.B. *via* Rājpora—65 miles.

The second of the two routes here described is the better, though neither is good. The first is more picturesque. Further detail is not given as Jammu and Pathānkot are indirectly connected by railway.

	Jammu, DB., C., E., PO., TO., Hospital.	43L/14	...	1000 (bridge) 1127 (at DB.)	See Route 5.	Cross suspension bridge and take Siālkot road to Satwāri Cantonment. Then take cart road past rifle range and leper asylum. Cross Batāwal ford at mile 9.
. 1	Tror, E.	43L/14	$\frac{13}{13}$	1050	Village. S.T. F. G. W. available.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A1	Tror, <i>E.</i>	43L/14	13	1050	See above.	Cart road crosses undulating country, well cultivated and broken by ravines at foot of hills.
A2	Sāmba, <i>C., E.</i>	43P/2	$\frac{12}{25}$	1250	Small town, fort and tahsil. S.T. F. G. W. available.	Mule track from here onwards. Cross Bein R. by ford.
A3	Aleh, <i>E.</i>	43P/6	$\frac{12}{37}$	...	Hamlet. S.T. nil; F.G.W. available.	Cross Tarnāh R. and broken foothills.
A4	Jasrota, <i>E.</i>	43P/7	$\frac{12}{49}$	1250	Large village. S. T. F. G. W. available.	Cross Uih R. ford. Pass Budhi, mile $3\frac{1}{2}$; cross Kathera ford, mile 9.
A5	Kathua, <i>DB., E., PO.</i>	43P/11	$\frac{12}{61}$	1050	See below.	...
B1	Tror, <i>E.</i>	43L/14	13	1050	See above.	Cart road crosses undulating cultivated country. Cross Devak R. and Basantar R. fords, miles $6\frac{1}{2}$ and 9.
B2	Rājpora, <i>E.</i>	43P/3	$\frac{17}{30}$	1025	Village. S.T.F.G.W. available.	Cart road as before, but country more cut up.
B3	Kānpur, <i>E.</i>	43P/7	$\frac{11}{41}$	1050	Village. S.T.F.G.W. moderate.	Cart road crosses Uih R. fords and is bad.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
B4	Kathua, <i>DB., E., PO.</i>	43P/11	$\frac{11}{52}$	1050	See below.	...
$\frac{A5}{B4}$	Kathua, <i>DB., E., PO.</i>	43P/11	$\frac{61}{52}$	1050	Small town and tahsil on r. bank Rāvi river. S.T.F.G.W. ample.	Cross Rāvi ferry at mile 3 and Upper Bāri Doāb canal, mile 7. Pass Sujānpur, mile $7\frac{1}{2}$.
$\frac{A6}{B5}$	Pathānkot, <i>DB., C., E., Hotels, PO., TO.</i>	43P/11	$\frac{13}{74/65}$	1090	See Route 7.	...

PART II.—THE PĪR PANJĀL.

SECTION A.—TO SRĪNAGAR.

Route 14. ABBOTTĀBĀD to SRĪNAGAR, *via* MUZAFFAR-
ĀBĀD and right bank JHELUM RIVER—168 miles.

The road from Abbottābād to Muzaffarābād is passable for motors. From the latter place cars cross the Jhelum to Domēl and follow the Jhelum valley cart road, described in Route 15. The route *via* Abbottābād is usually taken in winter when the Murree hill is blocked by snow.

The right bank of the Jhelum above Muzaffarābād is only fit for pack animals and is not often used for through traffic.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
	Abbottābād, <i>DB., C., E., P.O., TO., Hospital, Bank.</i>	43F/4	...		4010	Military cantonment, civil station, bazar and headquarters of Hazāra district. S. T. F. G. ample; W. from pipes.	Good 2nd class mechanical transport road, 20 feet wide, through undulating country. Cross Bhut Katha bridge at end of march. The distance is reckoned as 1½ stages.
1	Mānsehra, <i>DB., M.W.B., C., E., P.O., TO., Hospital.</i>	43F/3	16 16		3550	Large village and tahsil, S. T. F. G. plentiful. W. from springs.	Road metalled, passable for motors. Cross Ichhar N. bridge, mile 3; cross Batrāsī Galī, mile 12, and suspension bridge over Kunhār R., mile 19.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Garhī Habībullāh Khan, <i>DB., C., E., P.O.,</i> <i>Hospital.</i>	43F/7	$\frac{19\frac{1}{2}}{35\frac{1}{2}}$	2655	Large village and bazar. S.T.F.G.W. plentiful. DB. on r. bank of Kunhār R.	Good hill road for motors. The new road follows l. bank Kunhār R. and crosses Lohār Gali, 3325 feet, to Kishanganga at Muzaffarābād. The latter is bridged and passable for cars.
3	Muzaffarābād, <i>DB., E., P.O.,</i> <i>TO.</i>	43F/7 43F/11	$\frac{13\frac{1}{2}}{49}$	2455	Town, fort, bazar and headquarters of <i>zilla</i> . S. F. G. W. plentiful; T. available. E. beyond town on bank of Kishanganga. Across Jhelum bridge lies Domel, (See Route 15).	In the first half of the march there are 3 or 4 rather steep and rough places, but the remainder is tolerably level. The Kishanganga flows into the Jhelum about a mile to the south of Muzaffarābād.
4	Hatiān, E.	43F/12	$\frac{17}{66}$	2700	Village. S.T. F.G. available. W. abundant. E. on banks of Jhelum. On the opposite side of Jhelum is Garhī with DB., P.O., TO., E.	Road very undulating. About 3 or 4 miles from Hatiān, after passing the old fort at Dopatta, there is a steep and rough descent to the Katha Naushahra (Dopatta ford); and there are two or three other descents within about 4 miles of Khānda.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
5	Khānda, <i>E.</i>	43F/12	$\frac{11}{77}$		3700	Very small village. S. and T. very limited; F.G. procurable; W. plentiful. A foot suspension bridge spans the Jhelum about 2 miles beyond Khānda.	Road rough, with two or three rather steep places. One of these, about mile 4, leads down to the Palihāsa, a mountain stream which has to be forded.
6	Kathāi, <i>E.</i>	43F/16	$\frac{12}{89}$		3650	Small village with mud fort and winter residence of the nawab. S. T. F. G. procurable; W. plentiful. E. one mile west of fort. Rope-bridge spans the Jhelum.	Road as in last stage; cross Kathāi ford. Near the 4th mile there is a waterfall and between miles 6 and 9, the road is rough and steep across some deep ravines.
7	Shāhdara, <i>E.</i>	43F/16	$\frac{12}{101}$		4400	Small village. S. F. G. procurable; T. limited; W. plentiful. E. at a fakir's tomb.	Country hilly with sparse cultivation. With the exception of some minor dips at the beginning of the march, road is fairly smooth and level. Cross Gingal bridge.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
8	Gingal, <i>E.</i>	43J/4	$\frac{14}{115}$	4650	Small village. S.T.F.G.W. available. Two good springs situated in the slopes above the village. Directly opposite Gingal on the l. bank of the Jhelum, is situated the Mahura electric power station.	Road good. For the first 13 miles, it is tolerably smooth and level, and near the river bank. Two miles after passing Zainpur it ascends and crosses the neck of a spur projecting into the valley, and again follows the river bank to Bārāmūla. Cross Jhelum bridge to l. bank.
9	Bāramūla (Warahmul), <i>DB., E., P.O., TO., Dispensary.</i>	43J/8	$\frac{19}{134}$	5200	} See Route 15.	...
10	Patan, <i>DB., E., P.O.</i>	43J/12	$\frac{17}{151}$	5210		
11	Srinagar, <i>Hotel, C., E., P.O., TO., Hospital, Banks.</i>	43J/16	$\frac{17}{168}$	5214		

Route 15. RĀWALPINDI to SRĪNAGAR, via
MURREE, DOMĒL, left bank JHELUM,
BĀRĀMULA—196 miles.

This route in Kashmīr is known as the Jhelum valley cart-road. It has been made passable for motors, and is the normal route used by visitors to Kashmīr. The portion on the Murree hills is liable to be closed for periods by snow in January and February; the Abbottābād-Muzaffarābād route to Domēl is then used. During the rains, and sometimes after storms in spring and summer, small stretches are liable to be blocked by slips of the hillside. The surface is generally good for motors (speed limit 14 m. p. h); but the hired motor drivers are rash and careless. Bullock carts are only supposed to travel by night. Rest houses are good beyond Kohāla. The old suspension bridge at Kohāla was swept away in 1893 by flood. From Chhatar, mile 72, a short cut fit for lightly laden ponies leads over the hills to Garhi, 15 miles (43F/12).

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Rāwalpindi, <i>RH., E., P.O., T O., Hospital, Banks and Treasury.</i>	43G/2	...		1670	Large city & cantonment. Ry. station RH. Motor and tonga agencies. European shops.	Road generally level, good metalled surface, bridged. Country undulating and cultivated.
1	Bhārākao, <i>DB., E., P.O.</i>	43G/2 43G/1	$\frac{13\frac{1}{2}}{13\frac{1}{2}}$		1940	Village and bazar. S.T. F.G. available; W. good from 2 wells; W. for animals at nala.	Road gradient easy; good metalled surface; cross Sālgrān bridge at mile 10. Low hilly country, cultivated in parts. Toll at miles 3 and 10.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Tret, <i>DB., E., PO., TO.</i>	43G/5	$\frac{12}{25\frac{1}{3}}$	3300	Village and bazar. S.F. and G. available; good W. from covered tank on E. south of and close to village.	Road and country as above, but gradients steeper in places. FRH, 6½ miles and TO on road 7 miles from Tret.
3	Sunny Bank (Murree), <i>DB., E., PO., TO.</i>	43G/5 43F/8 43F/12	$\frac{11\frac{1}{2}}{37}$	6500	Junction of Murree and Kashmir roads. Murree itself lies some two miles along the road to east, and has several hotels. S.F.G. W. available. PO., TO., C., E., at Murree. Sunny Bank DB. is not recommended.	<i>Motor road to Kohāla.</i> Well-graded motor road, descending whole way; all side nals bridged. IB. at Rawat, mile 12. <i>Pony-road to Dewal.</i> Country hilly, well wooded in parts, good 6 ft. pony road, descending almost the whole way, along spur between Khas and Jhelum. Pass Ghariāl (PO., TO.), mile 5.
4	Dewal, <i>DB., E., PO.</i>	43F/8	$\frac{12}{49}$	4350	Small village with old fort. S.T.F. G. available; abundant good W. from covered masonry spring.	Country as above. Join motor road 1½ miles from Kohāla, which is 8 miles from Dewal. The pony road is therefore 7 miles shorter than the motor road.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
5	Kohāla, <i>DB., E., P.O., TO.</i>	43F/8 43/F12	$\frac{27}{64}^*$	1800	Large village, small bazar. S. T. F. G. available; good W. from river. Bungalow is hot in summer.	Cross lofty girder bridge (toll), to Kashmir territory. Customs post on l. bank, (personal luggage exempt). Thence by l. bank Jhelum with gentle gradient through cuttings and occasional tunnels. Side streams bridged. Road surface metalled and good throughout.	
6	Dulai, <i>DB., E.</i>	43F/8	$\frac{12}{76}$	2100	Hamlet. S.T. F. G. W. available.	Country and road as above; by l. bank Jhelum. Road liable to be blocked by slips after heavy rain.	
7	Domel, <i>DB., C., E., P.O., TO., Dispensary, Engineer's bungalow, Customs house.</i>	43F/7 43F/11	$\frac{9}{85}$	2230	Bazar. S.T. F.G. available; W. plentiful. Muzaffar-ābād lies across Jhelum bridge, 2 miles distant. (See Route 14).	Road as above but less liable to slips. Valley more open and fertile, and river more rapid. This march is cooler in summer than the preceding ones. Pass village of Majhoi, mile 13.	

* By motor road.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL, MILES.			
8	Garhi, <i>DB., E., PO., TO.</i>	43F/12	$\frac{14}{99}$	2630	Village near Jhelum R. S.F.G. available; good W. from river.	Country mountainous but motor road has easy gradients and good surface. Pass Dopatta fort on opposite bank of Jhelum at 1 mile, and rope bridge across Jhelum $1\frac{1}{2}$ miles short of Hatian.
8a	Hatian, <i>E.</i>	43F/12	$\frac{11}{110}$	3000	Village. S.F. G. available. W. from a nala to east. There is no longer a DB at this stage.	Country and road as above. Suspension foot bridge spans Jhelum at 2 miles.
9	Chināri, <i>DB., E., PO.</i>	43F/16	$\frac{5}{115}$	3800	Small bazar. S. F. G. available.	Country and road as above; latter crosses several narrow ravines which are bridged. This section is liable to be blocked by slips after heavy rain.
9a	Chakothi, <i>E., PO.</i>	43F/16	$\frac{5}{120}$	3780	Village. S.T. F.G. available; abundant good W. from spring. DB. burnt down in 1910.	Country, road, and nalas as above. Easy ascent to mile 12, thence level.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
10	Ūri, <i>DB., E., P.O., TO., Dispensary.</i>	43J/4	$\frac{13}{133}$	4450	Village, fort, tahsil. S.T. F.G. available; good W. abundant. Road from Pūnch joins here (Route 16.)	Road makes a long detour up Ūri valley, and then rejoins Jhelum valley which here contracts. The hillsides are well wooded with deodars. Pass Mahura power-house, mile $8\frac{1}{2}$. Hence to Rāmpur, water-flume lies to right of road.
11	Rāmpur, <i>DB., E., P.O.</i>	43J/4	$\frac{13\frac{1}{2}}{146\frac{1}{2}}$	4840	Small village. S. T. F. G. scanty; W. abundant. Flume line passes under the road.	Road smooth and easy, though narrowed in places by rock masses on either side. Flume line takes W. from Jhelum about 2 miles above Rāmpur.
12	Bārāmula (<i>Warahmul</i>), <i>DB., E., P.O., TO., Dispensary.</i>	43J/8	$\frac{15\frac{1}{2}}{162}$	5200	Town, bazar, tahsil on Jhelum river, which here becomes navigable. S.T.F.G.W. plentiful.	Country level, open and well cultivated; road good and lined with tall poplars. Cross Ningal bridge at mile 9.
13	Patan, <i>DB., E., P.O.</i>	43J/12	$\frac{17}{179}$	5210	Village. S.T. F.G. available; spring W. plentiful.	Country as above, but more marshy. Gulmarg motor road joins from south at mile $8\frac{1}{2}$ (see Route 17).

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
14	Srinagar, <i>Hotel, C., E., P.O., T.O., Hospital, Banks.</i>	43J/16	$\frac{17}{196}$	5214	Capital of Kashmir State; town, fort, cantonment, bazar. S.T. F.G. abundant. Good W. laid on by pipe-line. The hotel is good and accommodation can generally be obtained for a few nights, without previous booking. Maps are obtainable from Cockburn's Agency, the official Survey of India agents.	

Route 16. PŪNCH to SRĪNĀGAR, via HĀJĪ PĪR pass, ŪRĪ and BĀRĀMULA—99 miles.

This route has been realigned in the last 20 years. Coolies are available at Kahuta but not ponies, and it is better to engage transport for the journey from Pūnch to Ūri. Snow remains on the Hāji Pīr pass till the middle of May; but the pass is only closed from December to March inclusive. In summer the route is practicable throughout for pack animals. From near Kahuta a track continues up the Bētār N. and crosses the Nilkant Gali, 11830 feet, (43K/5), descending to the Ferōzpur N., and joining Route 17. It is very rough and rocky, and almost impassable to laden animals.

	Pūnch, <i>RH., C., E., P.O., T.O., Hospital.</i>	43K/1	...	3300	Town, fort, bazar; capital of Pūnch State. S.T. F. G. W. abundant.	Road rough and stony in places; sidestreams mostly bridged. Up Bētār valley. Cross Bētār ford at mile 8½, if halt is to be made at Kahuta.
1	Kahuta, <i>RH., E.</i>	43K/1	$\frac{10\frac{1}{2}}{10\frac{1}{2}}$	4560	Village. S.T. F. G. W. available. The RH is about 400 feet below the village.	Fair road with gradual ascent up side valley. Cross Gungi ford at 1 mile.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Aliābād, <i>RH., C., E.</i>	43K/1	$\frac{6\frac{1}{2}}{17}$	6670	Hamlet. S. and T. nil; F. G. available; W. plentiful.	Steady graded ascent to Hāji Pīr pass, 8652 feet, mile 4. Descend gradually through dense forest keeping roughly to contours. Pass FRH, mile 7. A short cut by a rocky path saves 2 miles, but in this case the Haidarābād torrent in a deep gorge on left has to be forded at end of stage.
3	Haidarābād, <i>C., E.</i>	43K/1	$\frac{9}{26}$	6300	do. do. The resthouse was destroyed by the earthquake of 1885.	New road down Ūri valley, r. bank, good for pack animals. Early in the year this is liable to be blocked by drift snow; the old track is then used, but is very troublesome to pack animals.
4	Ūri, <i>DB., E., P.O., TO., Dispensary.</i>	43J/4	$\frac{10}{36}$	4450	} See Route 15.	
5	Rāmpur, <i>DB., E., P.O.</i>	43J/4	$\frac{13\frac{1}{2}}{49\frac{1}{2}}$	4840		
6	Baramula, <i>DB., E., P.O., TO., Dispensary.</i>	43J/8	$\frac{15\frac{1}{2}}{65}$	5200		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Patan, <i>DB., E., PO.</i>	43J/12	$\frac{17}{82}$	5210	} See Route 15.	...
8	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Bank.</i>	43J/16	$\frac{17}{99}$	5214		

Route 17. PUNCH to SRINAGAR, via FEROPUR pass, TANGMARG—70 miles.

A direct and frequented route only open from June to November. Between the Ferōzpur pass or Chōr Panjāl, of this route, and the Hāji Pīr route described in route 16, are several minor passes. The Dayahari Gali, 12360 feet, is 2 miles west of the Chōr Panjāl, and rough going for animals. The Nilkant Gali, 11830 feet; the Jārni Gali, 11995 feet; Mehnda Gali, 11600 feet; Nawān-di-Gali, 9700; Pajji-di-Gali, 10495; and Kuthnār Gali, 10324, are all rough passes, impassable or very difficult to laden pack animals, and subject to avalanches in spring. A cross connection from the Chōr Panjāl pass, and the Dayahari Gali joins the Nilkant route 3 miles north of the latter pass and, crossing a shoulder of Apharwat at 12000 feet, leads to Khelanmarg and Gulmarg.

	Punch, <i>RH., C., E., PO., T.O., Hospital.</i>	43K/1	...	3300	Town, fort, bazar; capital of Punch State. S.T.F.G.W. abundant.	Good road passable throughout for pack animals. Up Suran and Mandi valleys. Cross Darungli bed, mile 2, and Mandi bridge, mile 13.
		43K/2				
		43K/1				
1	Mandi, <i>E.</i>	43K/5	$\frac{13}{13}$	4500	Large village, tahsil, and summer residence of Raja of Punch. S.T.F.G.W. ava e. E. bad.	Cross Lōran (Lōharin) bridge, at $\frac{1}{2}$ mile. Pass Chhāambar, mile 5.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
2	Gāgriān or Gāgri (upper), <i>E.</i>	43K/5	$\frac{10}{23}$		6300	Cluster of villages. S. T. scanty; F. G. W. moderate.	Steep ascent to Chōr Panjal or Ferōzpur pass, 13010 ft. Easy descent on north side.
3	Kāntar Nāg, <i>E.</i>	43K/5	$\frac{12}{35}$		13100	Lake. S. T. nil; F. scanty; G. W. plentiful.	Down Palats valley. Skirt Kāntar Nāg. Pass Drang at mile 9.
4	Tangmarg, <i>DB., E., PO.</i>	43J/8	$\frac{11}{46}$		7100	Terminus of motor road from Srinagar. Large village of Ferōzpur one mile to east. S. T. scarce; F. G. W. plentiful.	Motor road from here through highly cultivated plain. Cross bridge at mile 5.
5	Māgam, <i>DB., E., PO.</i>	43J/12	$\frac{9\frac{1}{2}}{55\frac{1}{2}}$		5250	Small village. S. T. moderate; F. G. W. available.	Motor road banked over low swampy ground. Sokhnāg and spill-channel bridges. Srinagar-Bārāmula road joined at mile 6, and followed to Srinagar.
6	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	$\frac{14\frac{1}{2}}{70}$		5214	See Route 15.	...

Route 18. PUNCH to SRINAGAR, *via* MANDI, TOSHA-MAIDĀN and WATRAHĒL—69 miles.

This is probably the most direct route between Pūnch and Srinagar. The Tōsha-maidān pass is generally fit for pack animals from June to November. In summer vast numbers of cattle, sheep and goats graze on the plateau east of the pass. There is a short cut from near Sultānpathar, fit only for pedestrians, which ascends steeply to the Khara pass; this rejoins the route described below in the bed of the Gadātār nala about 5 miles from the crest.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Pūnch, <i>RH., C., E., PO., TO., Hospital.</i>	43K/1	...	3300	Town, fort, bazar, capital of Pūnch State. S.T. F. G. W. abundant.	Good road passable throughout for pack animals. Up Suran and Mandi valley. Cross Darungli bed, mile 2, and Mandi bridge, mile 13. Pass large village and tahsil of Mandi, mile 13. Follow l. bank Lōran (Lōharin) N.
		43K/2				
		43K/1				
1	Rājpur, <i>E.</i>	43K/5	$\frac{14}{14}$	4700	Scattered village. S.T. F.G. scanty; W. abundant.	Cross to r. bank by bridge after 1 mile. Pass fertile country and large scattered village of Lōran (<i>anc.</i> Lohara).
2	Sultānpathar, <i>E.</i>	43K/5	$\frac{12}{26}$	8100	Hamlet at forest edge, deserted in winter. S. T. nil; F.G. W. available.	Ascent over Kuliān spur to Kunāla hut is steep. Thence by steep nala to Chīnamarg Gali or Tōsha-maidān pass, 13430 feet, mile 8. Easy descent by Kākōdar spur to extensive plateau.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Tōsha- maidān, <i>E.</i>	43K/5 43K/9	$\frac{16}{42}$	10200	Extensive grazing ground. S. T. nil; F.G. W. available.	Watch tower passed about mile 2; road then descends through forest-clad slopes to village of Drang, mile 5. Cross Sokhnāg bridge, mile 7, and fertile undulating plain beyond.
4	Watrahēl, <i>E.</i>	43K/9 43J/12	$\frac{13}{55}$	6280	Large village. S. G. W. available; T. F. moderate.	Road crosses well cultivated plain, low and swampy in places. Pass Badgōm, mile 5. PO here. Unmetalled road fit for tongas thence.
5	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	$\frac{14}{69}$	5214	See Route 15.	...

Route 19. PUNCH to SRINAGAR, via MANDI, NŪRPUR pass, BUGUR—77 miles.

The NŪrpur route is not recommended. It is barely fit for pack animals, and is open only from July to October, at which time the weather is often very bad. There are diversions from near NŪrpur by rough passes only fit for pedestrians on both sides of the NŪrpur pass. That by Bodsar leads to the Sokhnāg valley; while that by the Sangsafed pass and valley leads *via* Frās-nāg to Nīlnāg and by a good road thence to Srinagar.

Punch, <i>RH., C., E., PO., TO., Hospital.</i>	43K/1 43K/2 43K/1	...	3300	See Route 18.	...
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
1	Rājpur, <i>E.</i>	43K/5	$\frac{14}{14}$	4700	Scattered village. S. T. F. G. scanty; W. abundant.	Cross to r. bank by bridge after one mile. Pass fertile country and large scattered village of Lōran, mile 6; at mile 7 pass village of Biāriān and bend southwards up Nūrpur nala.
2	Batulkot or Pinjāl, <i>E.</i>	43K/5	$\frac{10}{24}$	7200	Scattered hamlets of iron miners. S. T. nil; F. G. W. plentiful.	Road becomes rougher as it bends eastwards with the valley; pass Isawāli huts, mile 3½, (whence rough track ascends to a difficult pass leading to Bodsar and Sokhnāg).
3	Nūrpur, <i>E.</i>	43K/5	$\frac{8}{32}$	10000	Iron workers' settlement in summer. S. T. nil; F. G. W. available.	Ascent difficult and barely practicable for pack animals. Cross Nūrpur pass, 13436 feet, mile 5, and descend steeply on east side. At mile 11, pass gujar huts of Chhānz.
4	Dudhpathar, <i>E.</i>	43K/9	$\frac{16}{48}$	8600	Gujar hamlet, deserted in winter. S. scanty; T. nil; F. G. available; W. plentiful.	Track improves. Pass large scattered village of Gūravēt, mile 7, and Arigām, mile 11.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Bugur, <i>E.</i>	43K/9 43K/13	$\frac{16}{64}$	6000	Village. S.T. moderate; F. G. W. available.	Good pony road across fertile plain. Pass Yechagām village, mile 4.
6	Srinagar, <i>Hotel, C., E., P.O., T.O., Hos- pital, Banks.</i>	43J/16	$\frac{13}{77}$	5214	See Route 15.	...

**Route 20. BARAMGALA (PUNCH) to SRINAGAR, via
CHHŌTI GALI and KHANCHI KOL—58 miles.**

This is an accessible entrance into Kashmīr, though almost impracticable and very rough in places for laden pack animals. The Chhōti Gali (pass) is open from July to October. An interesting though still rougher route diverges at Magru Sar, follows the Sangsafēd nala to Frāsnāg (43 K/9), Yūs-maidān and Nilnāg. From here an excellent bridle road leads to Srinagar, 20 miles distant. During the monsoon the fords are liable to be difficult and often impassable.

Baramgala (Punch), <i>RH., C., E.</i>	43K/6	...	6050	Small village and fort. S. scarce; T.F. G.W. available. (See Route 21).	Country mountainous. Fair hill road, passable for pack animals across Suran valley. Cross Suran ford; pass Chandimar at mile $1\frac{1}{2}$, and ascends spur of Alatōpa to Bārānāri, mile 8.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
1	Bagla, <i>E.</i>	43K/6	$\frac{10}{10}$	10100	Huts. S.T. nil; F. G. plentiful; W. available.	Gentle but rough ascent by spur and across head of valley to Chhōti Gali (pass), 14103 feet. Easy descent to Magru Sar (lake). From here diverge two routes passable for pack animals. The southern route is the better. Cross Kātsgalu pass, 13892 feet, and follow Romushi N.	
2	Khānchi Kol river, <i>E.</i>	43K/9	$\frac{14}{24}$	9000	Gujar huts. S.T. nil; F. G.W. plentiful.	Fair road for laden animals. Down Khānchi Kol valley.	
3	Pakharpur, <i>E.</i>	43K/13	$\frac{11}{35}$	6550	Village. S. procurable; T. F. G. W. available.	Good road. Pass town of Tsrār Sharif, height 6500 feet, (PO), at mile 5.	
4	Khāmpur, <i>C., E.</i>	43K/13	$\frac{10}{45}$	5520	Small village. S. scanty; T.F. G.W. procurable.	Route here joins the Srinagar—Shupīyān road, and is passable for carts. Pass Wāhathor at mile 4 and join the Srinagar—Nilnāg road at mile 5. Some of the culverts on this road are not kept in good repair.	
5	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	$\frac{13}{58}$	5214	See Route 15.	...	

Route 21. BHIMBAR to SRINAGAR, *via* RAJAORI (RAMPUR),
BARAMGALA, PIR PANJAL pass—141 miles.

The Pir Panjal route is the old Mughal imperial road into Kashmir. Until the construction of the Jhelum valley cart road, this was the most frequented route from the central Punjab into Kashmir. The road from Baramgala over the pass to Shupiyān is now much rougher than formerly, and is difficult in places; the scenery is beautiful. The pass itself is closed to pack-transport from about mid-November to mid-April. At mile 90½ the pre-Mughal road branches across the Rembiāra R. and ascends the high ridge, Hastivanja. This old route, which is passable for pack animals with difficulty, commands fine views and rejoins the "Imperial road" at Sokh Sarai.

During the monsoon in July and August, the fords may be difficult or impassable.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Bhimbar, <i>RH., C., E., PO., Dispensary.</i>	43L/1	...	1060	} See Route 4.	
1	Sādābād, <i>RH., C., E., PO.</i>	43K/4	$\frac{11}{11}$	2010		
2	Naoshera, <i>RH., C., E., PO.</i>	43K/4	$\frac{10}{21}$	1820	Small town, bazar, fort and tahsil above r. bank of the Tāwi river. S. F. G. W. plentiful; coolies avail- able.	Cross Tāin Dhār spur at mile 2 and pass Nādpur, mile 5. Road is very fair by r. bank Tāwi valley.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Chingas Sarai, <i>RH., C., E., PO.</i>	43K/8	$\frac{12}{33}$	2400	Village. S.F. G.W. and coolies available.	Road leaves Tāwi river at mile 2 and diverges up Pānda Kas tributary which is forded at mile 4½. Rejoin Tāwi river, mile 6. Pass Dalōgra, mile 8, Marādpur, mile 10. Ford Tāwi river, mile 13.
4	Rājaori (Rāmpur), <i>RH., C., E., PO.</i>	43K/7	$\frac{14}{47}$	3030	Small town, bazar and tahsil. S.T. F. G. W. plentiful.	Up l. bank Tāwi river. Ford Darhāl tributary, mile 1½ and other minor streams. Pass Fatehpur at mile 4.
5	Thanna Mandi, <i>RH., C., E.</i>	43K/6	$\frac{14}{61}$	4930	Village; salt depôt. S.T. F. G.W. available. R.H. on r. bank of Dhāndal N. Ruined sarai of Mughal period.	The first part of the march is a continuous ascent, mostly through open forest. Cross Ratan Pīr pass, 8158 feet, mile 5. (shelter huts near summit). More gradual descent. Cross Parnai N. by bridge at 9½ miles.
6	Baramgala, <i>RH., C., E.</i>	43K/6	$\frac{10\frac{1}{2}}{71\frac{1}{2}}$	6050	Small village and fort. S. scarce. T. F. G.W. available.	Up Suran valley. Pass Chandimar village and iron-works at 1½ miles. Cross Suran R. by several small bridges and fords.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE MILES	TOTAL MILES.			
7	Poshiāna, <i>RH., C., E.</i>	43K/6	$\frac{8\frac{1}{2}}{80}$		8150	Village, deserted in winter months. F. G. plentiful; S. nil; T. and W. scarce.	Track traverses eastern wooded slopes of Ganta Par massif well above river gorge, to Chhata Pāni huts, mile 4. Thence below Chhata Pāni ridge ("Sunset Peak"), and across Nilāna N. near tree limit. Ascent to Pir Panjāl pass, height 11462, mile 7, easy; shelter huts and watch tower at summit. Descend by l. bank, Rembiāra R.
8	Aliābād Sarai, <i>RH., C., E.</i>	43K/10	$\frac{12}{92}$		10000	Mughal hospice erected on the old imperial road. S. T. nil; F. G. W. plentiful.	Down l. bank Rembiāra R. Pass Sokh Sarai at mile 6 and Dubjan, mile 8. Cross Rembiāra bridge at mile 9.
9	Hurapōr, <i>RH., C., E.</i>	43K/10	$\frac{12}{104}$		7600	Small village (<i>anc.</i> Surapura) on r. bank of Rembiāra. Ancient watch tower. S. T. F. G. W. procurable.	Road smooth and level along r. bank Rembiāra R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
10	Shupīyan, <i>RH., C., E., P.O., Dispensary.</i>	43K/14	$\frac{8}{112}$		6720	Town, bazar, tahsil and headquarters of district. S.T.F.G.W. abundant.	Down Kashmir valley. Good road with bridges over small streams. Pass Shā-jimarg, mile 7, and Rōmu, mile 11. Cross Rembiāra, mile 1½, Sasāra, mile 4, and Romushi, mile 10.
11	Khāmpur, <i>C., E.</i>	43K/13	$\frac{16}{128}$		5520	Small village. S. scanty; T. F. G. W. procurable.	Good pony road passable for carts. Pass Wāhathor, mile 4, and join Srīnagar-Nīlnāg road, mile 5. Pass Krālapur, mile 6½. Some culverts are not in good repair.
12	Srīnagar, <i>Hotel, C., E., P.O., T.O., Hos- pital, Banks.</i>	43J/16	$\frac{13}{141}$		5214	See Route 15.	...

**Route 22. RĀJAORI (RĀMPUR) to SRĪNAGAR, via
DARHĀL pass and ALIĀBĀD SARAI—80 miles.**

This route is fairly easy on the whole, but should not be attempted with ponies before June or after November, when the first fall of snow may be expected. Transport should be taken through from Darhāl to Shupīyan. Fords may be impassable in the rains.

At Bēla a track diverges eastwards, crosses the main range by the Rūpīri pass, 13405 feet, and descends to Bhāg Sar lake. The Rūpīri shepherd huts are reached at mile 10 and the route joins the pre-Mughal Pir Panjal road at Hastivanja, mile 18. (See Route 21).

Rājaori (Rāmpur), <i>RH., C., E., P.O.</i>	43K/7	...	3030	Small town, bazar and tahsil. S. T. F.G.W. plentiful.	Fair hill road across Tāwi valley and up the Darhāl N. pass-able for laden animals.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Darhāl, <i>E.</i>	43K/7 43/K6	$\frac{12}{12}$	5200	Large village. S.T.F.G.W. plentiful.	Road ascends for 2 miles. Cross Ratan Pīr range by easy pass, Shakarmarg, 11100 feet.
2	Bēla, <i>E.</i>	43K/10	$\frac{7}{19}$	10900	Huts, deserted in winter. Milk supplies uncertain, other S. T. nil; F. procurable; G. W. plentiful.	Gentle ascent to Nil Sar lake and Darhāl pass, 12907 feet. Road passes between Nandan Sar and Chandan Sar lakes, and descends by l. bank of Jādī N.
3	Aliābād Sarai, <i>RH., C., E.</i>	43K/10	$\frac{12}{31}$	10000	} See Route 21.	
4	Hurapōr, <i>RH., C., E.</i>	43K/10	$\frac{12}{43}$	7600		
5	Shupiyān, <i>RH., C., E., P.O., Dispensary.</i>	43K/14	$\frac{8}{51}$	6720		
6	Khāmpur, <i>C., E.</i>	43K/13	$\frac{16}{67}$	5520		
7	Srinagar, <i>Hotel, C., E., P.O., T.O., Hospital, Banks.</i>	43J/16	$\frac{13}{80}$	5214		

**Route 23. JAMMU to SRINAGAR, via BUDIL pass and
SHUPIYAN—144 miles.**

This is not a frequented route; the early stages are rough and in places impassable for pack animals. The Budil pass is generally closed by snow from December to May inclusive. Transport should be taken through from Budil to Shupiyān.

From Nār Kot, stage 5, a track leads to Gota and Nand Kot; thence by a difficult pass, the Phatun-pāntśāl, 13252 feet, to Kōnsa Nāg. From here a track passable for pack animals leads by the Kōnsa Nāg nala to Sedau and Shupiyān.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
1	Jammu, <i>DB., C., E., P.O.,</i> <i>TO., Hospital.</i>	43L/14	...	1000 (bridge)	} See Route 5.	...
	<i>TO., Hospital.</i>	43L/13		1127 (D.B.)		
1	Akhnūr <i>RH., C., E., P.O.,</i> <i>TO., Dispensary.</i>	43L/9	18 18	1090		
2	Chauki Chaura, <i>E.</i>	43K/12	13 31	2250	S. scanty; T. nil; F.G.W. available.	Cross Kāli Dhār range by Akhar Gala and descend by Tāwi valley to Dhabar. Track very rough in places. Cross Dhabar ford, mile 12.
3	Paoni, <i>E., P.O.</i>	43K/12	14 45	2050	Large village; State garden. S. F. G. W. available; T. scanty.	Steep stony ascent up Mari N. to Chili Gala, 4816 feet, mile 6½. Descend by Chontra spur through Jhandi forest.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Gura, <i>E.</i>	43K/12	$\frac{9}{54}$	2700	Scattered vil- lage. S.T.F. G.W. scanty.	Stony track up Balān N, barely practicable for ani- mals.
5	Nār Kot, <i>E.</i>	43K/11	$\frac{10}{64}$	4000	Scattered vil- lage. S.T. very scanty; F. G. W. available.	Steep ascent, 3 miles, west to crest of ridge south of Chorūsira, 7791 feet. Follow ridge to Chapri huts and descend tributary to Phagoli on Āns R.
5a	Phagoli, <i>E.</i>	43K/11	$\frac{11}{75}$	5000	Scattered hamlet. S.T. nil; F.G.W. available. Omit this stage if time permits.	Cross Āns R. bridge 2 miles above Pha- goli, near Kewal.
6	Budil, <i>E., P.O.</i>	43K/11	$\frac{5}{80}$	5890	Large village; fort. S.F. G.W. plen- tiful; T. available.	Up Budil valley. Cross Jori ford, mile 1. Pass Rāj- nagar, mile 2, and Kulhār huts, mile 5. Ascent steep to Dobata, mile 7. Cross head of Chuniperal valley.
7	Andrachhi, <i>E.</i>	43K/11	$\frac{10}{90}$	10700	Scattered huts. S.T. nil; F.G.W. available.	Leave Dhil, 12701 feet, to east. Ascent to Budil Pīr or Sedau pass, 13989 feet, mile 5, steep and awkward. Des- cent easy by l. bank Harsēni valley.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
8	Harseni Tower (Nazamdhī Garhi), <i>E.</i>	43K/10	$\frac{14}{104}$		...	Guard house, huts and rock shelter. S.T. nil; F.G.W. plentiful.	Track fair. Cross Shāhkūt ridge by Tsurugul pass, 9407 feet. Descend through forest to Sedau, mile 6; then through fertile foothills.
9	Shupīyān , <i>RH., C., E., PO., Dispensary.</i>	43K/14	$\frac{11}{115}$		6720	} See Route 21.	
10	Khāmpur , <i>C., E.</i>	43K/13	$\frac{16}{131}$		5520		
11	Srīnagar , <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	$\frac{13}{144}$		5214		

Route 24. JAMMU to SRĪNAGAR, via RIĀSI, GULĀBGARH, DIDAM pass, SHUPIYĀN—146 miles.

At one time this was a fair road for laden animals throughout, but it has not been kept in good repair; it is not much frequented, having been largely superseded by the Banihāl route.

Jammu , <i>DB., C., E., PO., TO., Hospital.</i>	43I/14	..	1000 (bridge) 1127 (at DB)	See Route 5.	By Banihāl motor road to Littaryāri, mile 9, passing Nagrota, PO, mile 7. (See Route 25). Turn north up stony Chhibbewāli N. to Waddi Sēri, mile 12½; thence by Dūngwāli Khad. Road passable for laden animals.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Dūng, <i>E.</i>	43L/13	$\frac{18}{18}$	1520	Small village. S.T. nil; F.G. W. available.	After 2 miles cross wooded ridge to Bameāl, thence by stony Phare ravine.
2	Kanjli, <i>E.</i>	43L/13	$\frac{7}{25}$	1400	Small village. S.T. nil; F.G. W. available.	Down stony Bālan N. to Chenāb valley. Pass Sēri, mile 3, and Dera, mile 4. Cross Pēi Khad, mile 7, and Anji Khad, mile 10.
3	Riāsi, <i>RH., C., E., P.O., TO., Dispensary.</i>	43K/61	$\frac{11}{36}$	1700	Town, fort, bazar and tahsil. S. T. F. G. W. ample.	Fair road though steep to Bida, mile 4, thence graded roughly over Salāl ridge, 3356 feet, mile 6. Descent fair to suspension bridge over Chenāb, mile 12, thence by r. bank.
4	Arnās, <i>E.</i>	43K/16	$\frac{15}{51}$	2000	Large scattered village on r. bank Chenāb. S. T. F. G. W. available.	Road follows contours of hillside on l. bank Ans R. with long detours up side valleys. Country well wooded.
5	Mhor, <i>E.</i>	43K/15	$\frac{12}{63}$	4700	Large scattered village. S. scanty; T. nil; F.G.W. available.	Long diversion up Batoi N. and then by alignment of contours round hillsides to Bhaga, mile 7.
6	Angrāla, <i>E.</i>	43K/15	$\frac{14}{77}$	5500	Small village. S. procurable; T. nil; F. G. W. plentiful.	Rough track crossing to r. bank Gulābgarh N. after 1 mile. Recross to l. bank at Gulābgarh.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
7	Gulābgarh, <i>E.</i>	43K/15	$\frac{9}{86}$		6700	Village. S. T. nil; F.G.W. plentiful.	Steep ascent up valley to Didam Gali, 12501. Easy but rough descent.
8	Gugalmarg, <i>E.</i>	43K/14	$\frac{11}{97}$		10300	G r a z i n g ground and shepherds' huts. S.T. nil; F.G.W. plentiful.	Down Zaji N. Cross bridge, mile 5, and ascend Kadlabal spur to pass over low wooded ridge, Chirinbal, 9085 feet, mile $7\frac{1}{2}$.
9	Manzgōm, <i>E.</i>	43K/14	$\frac{11}{108}$		6850	Village in Veshau valley. S.T.F.G.W. available.	Good pony road crosses Veshau R. by bridge at Rishnagar, mile $3\frac{1}{2}$. Pass Jamnagar, mile 5, and Miman-dar, mile 8.
10	Shupiyān, <i>RH., C., E., P.O., Dispensary.</i>	43K/14	$\frac{9}{117}$		6720	} See Route 21.	}
11	Khāmpur, <i>C., E.</i>	43K/13	$\frac{16}{133}$		5520		
12	Srinagar, <i>Hotel, C., E., P.O., T.O., Hospital, Banks.</i>	43J/16	$\frac{13}{146}$		5214		

**Route 25. JAMMU to SRINAGAR—Motor road, via
BANIHAL pass—205 miles.**

This route has been constructed and metalled throughout since 1910. All nalas are fully bridged throughout. Permission to use it must be obtained from H. H. the Maharajah of Kashmir by application through the British Resident. The road was open for through motor traffic in 1922, but is in many places very narrow; here cars cannot pass each other. Improvements and realignments are projected in certain places. The alignment given below is that of 1922. The heights are from the levels run that year.

There are two other routes from Jammu to Ramban, stage 8, which are passable to pack transport. The first leads to Riāsi, (route 24), Parand and Landra; the second by Tikri, stage 3, and Krimchi and Landra. These will probably fall into disuse since the construction of the new road.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Jammu, <i>DB., C., E., P.O., TO., Hospital.</i>	43L/14	...	1000 (bridge) 1127 (at D.B.)	See Route 5.	Up Tāwi valley. Pass Amar Mahāl, Raja Sir Hari Singh's palace, mile 2. Cross Khānpur N., mile 5, and Chairūa N., mile 7, by bridges.
1	Nagrota, <i>E., P.O.</i>	43L/13	$\frac{7\frac{1}{4}}{7\frac{1}{4}}$	1165	Small village and bazar. S. T. F. G. W. available.	Leave Tāwi valley. Cross Balin bridge, mile 9; road then winds up to Nadani Gali, crossing Achhar Kund bridge, mile $13\frac{1}{4}$, and Jaurian bridge, mile $14\frac{1}{4}$. Pass through Nadani tunnel, mile $15\frac{1}{4}$, height 2046 feet, (IB and small bazar); junction of old road to Udhampur. Pass Rani's Sarai and watertank, mile $16\frac{1}{4}$. Cross Jhajjar bridge, mile $20\frac{1}{4}$.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Jhajjar, <i>IB., E., PO.</i>	43L/13	$\frac{13\frac{1}{4}}{20\frac{1}{2}}$	1630	Juni & Jhajjar confluence. S. T. scarce; F. G. W. available.	Up Jhajjar valley to mile 26 $\frac{1}{2}$, then south-south-eastwards. Cross Tikri N. bridge, mile 27.
3	Tikri, <i>IB., E.</i>	43L/13	$\frac{7}{27\frac{1}{2}}$	2455 (bridge)	Tikri village off road to east, $\frac{3}{4}$ mile beyond I B. Small bazar. T. scarce; S. F. G. W. available.	Cross low col by cutting, mile 31 $\frac{1}{4}$. Cross Duddar bridge, mile 34 $\frac{1}{2}$, Naddal Khad bridge, mile 37, and Birun N. bridge, mile 39 $\frac{1}{4}$.
4	Udhampur, <i>DB., C., E., PO., TO., Dispensary.</i>	43P/1	$\frac{13}{40\frac{1}{2}}$	2348	Large town, bazar, and headquarters of district; maharajah's palace. RH for Indian officials. S.T. F.G. plentiful; W. only moderate in dry summer.	Up r. bank Tāwi valley, at first about 1000 feet above the river. Cross bridges over Balia N., Diwal Khad, and Sarmoli N., at miles 47, 50, and 51 $\frac{1}{2}$ respectively; also Trāmagori Khad causeway, mile 53.
5	Dramthal, <i>IB., E.</i>	43O/4	$\frac{13}{53\frac{1}{2}}$	3500	Village. State grass farm. S.T. scarce; F.G. available; W. scarce in dry summer.	Cross Dodi Khad bridge, mile 55 $\frac{1}{4}$. At mile 55 $\frac{1}{2}$ a pony track leads to Chineni, with PO, 1 $\frac{1}{2}$ miles distant. Residence of local raja. Cross Chineni bridge, mile 58, and leave Tāwi valley. Several hairpin bends up hills to north.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Kūd, <i>IB., E.</i>	430/8	$\frac{12\frac{1}{2}}{66}$	5700	Village. T. scarce; S. from small bazar and Chineni; F.G. W. abundant. RH for Indian officials. W. tank near IB.; E. in IB. compound only.	Roads winds round hillside to Patni pass, 6670 feet. Deodar forest at summit of Patni Dhār ridge. Descent by long zig-zags with several difficult hairpin bends.
7	Batōti, <i>DB., E., P.O., TO., Dispensary.</i>	430/8	$\frac{12\frac{1}{2}}{78\frac{1}{2}}$	5116	Village and bazar. Summer residence of governor. Maharajah's palace. S.T.F. G. available; W. moderate only in dry summer.	Road winds round hillside gradually descending to the Chenāb valley. Cross Nāchhar N. bridge, mile 83 $\frac{1}{2}$ and Heman Khad bridge, mile 87 $\frac{1}{2}$. IB on high ground above latter. Descend to cultivated strip above the l. bank Chenāb R. The following bridges have to be crossed over tributaries:—Kunphar or Kasmar, mile 90; Kālapāni, 93; Balant or Kantar, 94 $\frac{1}{2}$; Suruda, mile 95; Dhātūwāla, mile 95 $\frac{1}{2}$. At mile 96 cross suspension bridge to r. bank Chenāb R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
8	Ramban, <i>IB., C., E., P.O., TO., Dispensary.</i>	43O/4	$\frac{18\frac{1}{4}}{96\frac{1}{2}}$	2250 (bridge)	Town, tahsil bazar. R.H. for Indian officials. E. in state gardens. IB. under construction 1922; S.T.F.G. W. plentiful.	Cross Ramban N. causeway, Balhot N. bridge before Seri, mile 97 $\frac{3}{4}$, and Narshalan bridge, mile 99; turn up l. bank Bichlari valley, above cliffs, crossing minor ^{canals} by bridges. Pass Digdaul, IB, mile 104 $\frac{1}{2}$, and cross more bridges over side streams between here and Rāmsū.
9	Rāmsū, <i>IB., E.</i>	43O/3	$\frac{13\frac{3}{4}}{110\frac{1}{4}}$	3799	Bazar and shops; T. scarce; S. F. G. W. available.	Cross Rāmsū bridge over Nil Gad, and Chamalwās bridge over Sālgari N., mile 116 $\frac{1}{2}$, besides minor culverts and bridges.
10	Banihāl, <i>DB., E., P.O., TO.</i>	43O/3	$\frac{10\frac{1}{4}}{120\frac{1}{2}}$	5330	Village and bazar. S. T. F. G. available; W. plentiful.	At mile 124 $\frac{1}{4}$, old road ascends by Takiā direct to the Banihāl pass. Motor road continues up valley past Tathār, mile 125, and winds up hillside to north with some difficult turns and bends for cars, to summit of Pir Panjāl ridge. Cross by tunnel, 640 ft. long, height 8965 feet. Descent difficult for cars.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
11	Upper Munda, IB., E.	43O/2	$\frac{29\frac{1}{2}}{150}$	7224	Munda village about $1\frac{1}{2}$ miles away. E. in compound of I B. S.T. scarce; F.W. plentiful; G. is poisonous and dangerous for cattle and horses. It should be brought from Vernäg.	Cross bridge, mile $155\frac{1}{2}$, where is a R.H. for Indian officials. Road now enters the highly cultivated valley of the Jhelum R.
12	Qāzigund, IB., E.	43O/2	$\frac{10\frac{1}{2}}{160\frac{1}{2}}$	5667	S. T. scarce; F. G. W. available. E. in compound of I B.	Road as before.
13	Khānabal, DB., E.	43O/2	$\frac{12\frac{1}{2}}{173}$	5236	Across the Jhelum lies Islāmābād, district headquarters, with C., E., P O., T O. S.T.F.G.W. plentiful. R.H. for Indian officials.	Road very good. Pass Bijbiāra, (Veji-byōr) mile 177, with P O. E. across river on r. bank Jhelum R. Bridle road for Pahlgām <i>via</i> Sallar leaves here. Cross Sangam bridge over Jhelum R., mile 180, above junction of Veshau and Jhelum. Seasonal TO.
14	Awantipur, (Wantipōr) RH., E., P O.	43O/1 43K/13	$\frac{14}{187}$	5225	Village and ruins of ancient temples, recently excavated. S.T. F. G. W. available.	Road as before on north bank Jhelum R. Road omits meanderings of river and cuts across bends. Pass Pampur, P O., mile 196 and Pāndren-thān, temple and FRH., mile 201.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
15	Srinagar, <i>Hotel., C., E., PO., TO., Hos- pital, Banks.</i>	43J/16	$\frac{18}{205}$	5214	See Route 15.	...

Route 26. BHADARWĀH to VERNĀG—

A. via BATOTI—98 miles.

B. via GEĪ—78 miles.

The route first described is longer but better than the second, the stages of which from Gei onwards are rough and tiring. The old road over the Banihāl pass is much shorter than the motor road and is quite suitable for pack animals. This alignment is described here since the motor road does not lead to Vernāg.

	Bhadarwāh, <i>RH., C., E., PO., Dispensary.</i>	43P/9	...	5400	Large town, fort, bazar; capital of Bhadarwāh; S.T.F.G.W. available.	Good mule road by Nirū R. l. bank. Pass Dranga, mile 5. At end of march ascend spur.
1	Khalhēni, <i>RH., E.</i>	43O/12	$\frac{11}{11}$	4800	Village. S.T. F. G. W. available.	Good mule road. Descend spur and cross bridges over Bhalela and Kan-khela tributaries. Thence by l. bank Nirū R.
2	Khaleni, <i>RH., E., PO.</i>	43O/12	$\frac{11}{22}$	3800	Small village. S. F. G. W. available; T. limited. RH. is poor.	..
A2	Khaleni, <i>RH., E., PO.</i>	43O/12	22	3800	See above.	Good mule road by l. bank Chenāb; graded and keeping roughly to contours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A3	Assar, <i>E.</i>	430/8	$\frac{8}{30}$	3130	Small village; S.T.F.G. W. available.	Road as above.
A4	Batōti, <i>DB., E., PO., TO., Dispensary.</i>	430/8	$\frac{14}{44}$	5116	} See Route 25.	...
A5	Ramban, <i>IB., C., E., PO., TO., Dispensary.</i>	430/4	$\frac{18\frac{1}{2}}{62\frac{1}{2}}$	2250 (bridge)		
A6	Rāmsū, <i>IB., E.</i>	430/3	$\frac{13\frac{3}{4}}{76}$	3799		
A7	Banihāl, <i>DB., E., PO., TO.</i>	430/3 430/2	$\frac{10\frac{1}{2}}{86\frac{1}{2}}$	5330	Village, bazar. S. T. F. G. available; W. plentiful.	Pass Charil, mile 3, and leave motor road, mile 4. Pass Takia, mile 5. Steep ascent to Banihāl pass, 9290 ft., mile 7½. Descent steep at first, then easy.
A8	Vernāg, <i>RH., E., PO., TO.</i>	430/6	$\frac{11\frac{3}{4}}{98}$	6100	Large village. S. T. F. G. W. available.	...
B2	Khaleni, <i>RH., E., PO.</i>	430/12	22	3800	See above.	By lower pony road to suspension bridge over Chenāb R. at Doda, (dispensary). Thence down r. bank Chenāb to junction of Lidar or Dēsa valley, mile 7.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
B3	Ganika, <i>E.</i>	43O/8	$\frac{9}{31}$	3600	Small village in well cultivated valley of Lidar. S.T.F.G.W. available.	Fair road by l. bank Lidar; stony in places.
B4	Geī, <i>E.</i>	43O/7	$\frac{15}{46}$	6500	Small village. S.T.F.G.W. available.	Rough road by Gōrkhan, mile 2. Thence along Pōshmatu spur to Brāri Gali, 13170 feet, mile 11. Easy descent. This march is long and tiring; an early start should be made.
B5	Brāri, <i>E.</i>	43O/7	$\frac{13}{59}$	12000	Uninhabited. Camp near stream, below Sundar Kanthi peak. S.T. F. nil; G.W. available.	Traverse northern slopes of Sundar Kanthi at 12500 feet. Easy descent to Sāndran stream, mile 6.
B6	Hingpur, <i>E.</i>	43O/7	$\frac{8\frac{1}{2}}{67\frac{1}{2}}$	7300	Small village. S. F. G. W. available; T. nil.	Cross bridge to l. bank, mile $2\frac{1}{2}$ and back to r. bank, mile 6. Fair road.
B7	Vernāg, <i>RH., E., PO., TO.</i>	43O/6 43O/2	$\frac{10\frac{1}{2}}{78}$	6100	Large village. S.T.F.G.W. available.	Recross by ford at Rēn, mile 8.

Route 27. VERNĀG to SRĪNĀGAR, via ISLĀMĀBĀD
—50 miles.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Vernāg, <i>RH., E., P.O., TO.</i>	43O/6 43O/2	...	6100	Large village. S.T.F.G.W. available.	Country level, open and well cultivated. Cross Sāndran ford, mile $2\frac{1}{2}$, Bring ford, mile 9, and Arapat bridge, mile 14. Road is passable for tongas.
1	Islāmābād, <i>RH., C., E., P.O., TO., Hospital, Dispensary.</i>	43O/2	$\frac{15}{15}$	5240	Town, bazar and headquarters of district. Sulphur springs. S.T.F.G.W. ample. RH. is at Khānabal.	Country as above; road good and fit for motors. Pass Khānabal RH., and cross Jhelum bridge, mile 1. Join Jammu Banihāl motor road half a mile beyond bridge. (See Route 25).
2	Awantipur (Wantipōr), <i>RH., E., P.O.</i>	43O/1 43K/13	$\frac{17}{32}$	5225	See Route 25.	...
3	Srinagar, <i>Hotel, C., E., P.O., TO., Hospital, Banks.</i>	43J/16	$\frac{18}{50}$	5214	See Route 15.	...

**Route 28. BHADARWĀH to SRĪNAGAR, via KISHTWĀR,
MARBAL pass and WĀNGOM—155 miles.**

The route from Kishtwār onwards closes in November and does not reopen until May. At many of the places S. and T. are difficult to obtain, and a *parwana* authorizing the traveller to engage assistance should be previously obtained. The route is generally practicable for pack animals in summer, provided the bridges are intact.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Bhadarwāh, <i>RH., C., E., P.O., Dispensary.</i>	43P/9 43O/12	...	5400	See Route 6.	Summer road crosses Berot N. by bridge at Dogga, then rises to and follows the Sawār Dhār ridge. Winter road passes Jāi, mile 8, and follows the Jāi Gad.
1	Jaura, <i>E.</i>	43O/16	$\frac{17}{17}$	6730	Village. S.T. F.G.W. available.	Fair road but steep by Budi, mile $1\frac{1}{2}$, to Gallū or Chīre pass, 7723 feet, mile 3. Steep but fair descent.
2	Jangalwār, <i>FRII., E.</i>	43O/16	$\frac{9}{26}$	3860	Village. S.T. F.G.W. available.	Good road up l. bank Chenāb. Cross Thātri bridge over Kai N., mile 2, and Kuli Gad bridge, mile 4. RH. at Thātri.
3a	Jushāne, <i>E.</i>	43O/16	$\frac{9}{35}$	4700	Small village up hillside. S.T. F.G.W. available.	} Good road by l. bank Chenāb. Cross Gān N. immediately after Kānini.
3b	or Kānini, <i>E.</i>	43O/16	$\frac{11}{37}$	3400	Hamlet. S.T. nil; F.G.W. available.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Kishtwār, <i>RH., FRH., C., E., PO., Hospital.</i>	430/15	$\frac{11}{48}$	5360	Small town, fort, bazar and headquarters of district on high plateau above junction of Wardwan and Chenāb rivers. S.T. F. G. W. plentiful.	Good road across undulating cultivated plateau; thence fairly steep descent to Chenāb bridge at Phāgpēre, mile 4½. Cross this and ascend l. bank Māru Sudar R. to mile 6. Cross bridges over this, to r. bank, mile 6, to l. bank, mile 10, and to r. bank, mile 12.
5	Mugal Maidān, <i>E.</i>	430/11	$\frac{13}{61}$	3950	Hamlet. S.T. nil; F.G.W. plentiful.	Recross by bridge to l. bank. Good pony road up l. bank past Chātru, mile 5; recross by bridge to r. bank, mile 7. Cross Naidgām tributary by bridge, mile 8½, and Singpōr N. by bridge, mile 12. Country well wooded.
6	Singpōr, <i>E.</i>	430/11 430/7	$\frac{15}{76}$	6680	Large hamlet. S.T. scanty; F. G. W. plentiful.	Road good up Singpōr N. Steep ascent and descent over Singpōr or Marbal Gali, 11709 feet; road is rough and barely passable for pack animals in summer. Road rougher on north side of pass.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Marbal, <i>E.</i>	43O/6	$\frac{16}{92}$	7850	Small hamlet. S.T. nil; F. G.W. plentiful.	Road very fair down Karbudurun N. and then down Ahlan N. Pass Lohur, mile 5; cross Ahlan bridge, mile 8.
8	Wāngōm, <i>E.</i>	43O/6	$\frac{10}{102}$	6600	Large village. S.T.F.G.W. available.	Good road for laden animals down l. bank Bring R. Pass Bidar, mile 3, Sāgam, mile 5. Cross Bring R. ford and bridge. Pass Achhibal, (RH., PO.), mile 12; thence passable for motors to Islāmābād.
9	Islāmābād, <i>RH., C., E., PO., TO., Hospital, Dispensary.</i>	43O/2	$\frac{18}{120}$	5240	Town, bazar and headquarters of district. Sulphursprings. S.T.F.G.W. ample. RH. is at Khānabal.	Road good for motors. Pass Khānabal RH. and cross bridge, mile 1. Join Jammu-Banihāl motor road half a mile beyond bridge, (See Route 25).
10	Awantipur (Wantipōr), <i>RH., E., PO.</i>	43O/1 43K/13	$\frac{17}{137}$	5225	See Route 25.	...
11	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	$\frac{18}{155}$	5214	See Route 15.	...

PART II.— SECTION B.— CROSS ROUTES.

Route 29. MUZAFFARĀBĀD to SRĪNĀGAR, *via* TĪTHWĀL,
NASTA CHHUN GĀLI, and SŌPŌR—143 miles.

The first part of this route to Tithwāl has not recently been checked; it is barely practicable for laden animals. The Nasta Chhun Gali is closed from November to February; during this time coolies can often be taken by the Kakua Gali, 9800 feet, instead.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL, MILES.			
	Muzaffar- ābād, DB., E., PO., TO.	43F/7	...	...	2455	See Route 14.	Rough and stony road along hillside of l. bank Kishanganga R.
1	Nūra Sēri, E.	43F/11	$\frac{11}{11}$	...	3100	Small village. T. nil; S.F. G.W. plentiful.	Long ascent from Kishanganga R.
2	Danna, E.	43F/11	$\frac{10}{21}$	...	...	Small village. F. G. W. available.	...
3	Partan, E.	43F/11	$\frac{10}{31}$	...	...	do.	Road slopes down to Kishanganga valley.
4	Panjkot, E.	43F/11	$\frac{12}{43}$	...	...	do.	Cross bridge before reaching Tithwāl
5	Tithwāl, E., PO., Dis- pensary.	43F/15	$\frac{6}{49}$	...	3500	Village and tahsil, small fort. T. limited; S. F. G. W. procurable.	Road leads up Kāzināg N. and Batmāji N. From Tithwāl it is passable for laden animals to Sōpōr and is generally good.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Tangdhār, E.	43F/15	$\frac{8}{57}$	5980	Small fort and village. T. limited; S. F. G. W. procurable.	Pass Hājīnār, mile 2; thence up Zarla N. and cross Nasta Chhun Gali (pass), 10264 feet, mile 8. Steep descent to Drangiyāri N.
7	Drangiyāri, E.	43F/15	$\frac{14}{71}$	6900	Hamlet. F.G. W. procurable.	Cross Drangiyāri N. and follow r. bank of Kahmil R. Cross bridge to l. bank, mile 4½. Pass Panz-gām, a large village, where S.T.F.G.W. are available, mile 8. Road good throughout this stage; valley wide and opens out to form a fertile plain at end of stage.
8	Shūlūr, E.	43J/3	$\frac{11}{82}$	5900	Village and old fort. S.T.F.G.W. available.	Road good; recross to r. bank by bridge, mile 1. Cross cultivated plain and several small irrigation channels. Pass Wārapur, mile 6, and cross low hills to Tālar valley. Pass Wadapur, on opposite bank Tālar river, mile 12. Ford latter, mile 13.
9	Handawōr, E.	43J/7	$\frac{15}{97}$	5230	Large village. S.T.F.G.W. available.	Road good and passable for carts. Cross Pohru bridge, mile 1; thence by l. bank. Pass Siūl, mile 12.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
10	Sōpōr, <i>RH., C., E., PO., TO., Dispensary.</i>	43J/7 43J/11 43J/8	16	5230	Town, bazar, and headquarters of <i>zilla</i> . S.T.F. G.W. plentiful.	Good pony road to Būlgām, mile 5, where the main Bāramūla-Srīnagar road is reached and followed.
			113			
			126			
11	Patan, <i>DB., E., PO.</i>	43J/12	13	5210	} See Route 15.	...
126						
12	Srīnagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	17	5214		
			143			

Route 30. TĪTHWĀL to SŌPŌR, via TŪTMĀRI GALI—60 miles.

A fair road throughout and passable for pack animals. The Tūtmāri Gali is closed from November to the end of February.

	Tithwāl, <i>E., P.O., Dispensary.</i>	43F/15	...	3500	See Route 29.	Fair hill track up the Kāzināg N. Pass Sudpura, mile 6, and Saidpura, mile 11.
1	Maharāj Gund, <i>FRH., E.</i>	43F/15	13	6250	Small village. S.T. limited; F. G. W. procurable.	Fair pony road to Bani, mile 7½; steep but graded ascent to Tūtmāri Gali, 11098 feet, mile 9. Easy descent.
			13			
			26			
2	Huddan, <i>E.</i>	43J/3	13	10100	Huts. S. T. nil; F.G.W. procurable.	Fair pony road down Māwar valley. Pass Naugām, mile 12 and Māwar, mile 15.
			26			

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
3	Lāchh, E.	43J/3	$\frac{16}{42}$		5750	Village in open cultivated valley. S.T.F.G.W. procurable.	Road good. Pass Hāngāh, mile 4. Cross Māwar ferry, mile 5.
4	Laingyat, FRH., E., P.O.	43J/7	$\frac{5\frac{1}{2}}{47\frac{1}{2}}$		5250	Large village. S.T.F.G.W. available.	Cross open cultivated valley. Cross Malabāgh ferry over Pohru R, mile 5.
5	Sōpōr, RH., C., E., PO., TO., Dis- pensary.	43J/7	$\frac{12\frac{1}{2}}{60}$		5230	See Route 29.	...

Route 31. GULMARG to BĀRĀMŪLA—(A) 15 miles.
(B) 17 miles.

A good pony road at all times of the year except near Gulmarg from January to March, when it is liable to be blocked by snow.

	Gulmarg, Hotel, E., PO., TO.	43J/8	...	8700	Summer hill station, village, bazar, Residency. S.T.G. available June to Sept.; F.W. plentiful.	Good pony road through bazar gap descending gradually to Bābamarishi, mile 2. Thence by Nambal N. ravine.
1	Kōntur, E.	43J/8	$\frac{6}{6}$	5950	Small village. S.T.F.G.W. available.	Cross Ningal N. bridge and ascend by Tsundus to Faqirbāgh, mile 2½. Hence two equally good roads. (A) <i>via</i> Gohan, mile 4, and graded descent, direct and short. (B) <i>via</i> Hūin, mile 5, to Jhelum valley cart road, mile 7.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Bārāmūla (Warahmul), <i>DB., E., PO., TO., Dispensary.</i>	43J/8	(A) 9 15 (B) 11 17	5200	See Route 15.	...

Route 32. SHUPIYĀN to GULMARG, *via* GŪRAVĒT
and KHĀG—53 miles.

There are several variations of the route described below. A higher route, avoiding Tsrār Sharif, can be taken *via* Yūs-maidān: this joins that described just before Gūravēt; it is fit for pack animals, but the bridges are not kept up and the rivers may be swollen from the melting snows and in the rains. Diversions in the cultivated ground may also be made, depending on the various villages to be passed. The route described is probably the best and most direct.

	Shupīyān , <i>RH., C., E., PO., Dispensary.</i>	43K/14	...	6720	Town, bazar, tahsil and headquarters of district. S.T.F.G.W. abundant.	Track passable for laden animals across undulating ground along foot of Pir Panjal range. Cross Rembiāra, Sasāra and Romushi rivers by fords or bridges.
1	Tsrār Sharif , <i>E.</i>	43K/13	14 14	6500	Small town, masjid and tomb of Shaikh Nūr-uddin. S.T. F. G. W. plentiful.	Cross Nilnāg N. by bridge at Chodhirgund, mile 3. Pass Brinjan, mile 5, and leave road to Nilnāg and Gōgajipathar here. Cross Dudhganga bridge, mile 8. Road fair; country undulating and well cultivated; cross several irrigation streams by fords.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Gūravēt, <i>E.</i>	43K/9	$\frac{12}{26}$	7200	Village. S.T. F. G. W. available.	Good pony road. Pass Raiyār, mile 4 and cross Sokhnāg bridge, mile 5 ; pass Drang, mile 11, on the Tōsha-maidān route from Pūnch, (Route 18). Numer- ous small streams to be crossed.
3	Khāg, <i>E.</i>	43K/9 43J/12	$\frac{14}{40}$	6400	Large village. S.T.F.G.W. available.	Good pony road branches NW. just south of Khāg. Pass Hūntspur, mile 2½ and ascend Gogal- dōr N. south of Poshkar hill. Pass Gogaldōr (FRH) mile 4. Thence through forest to Ferōzpūr and Tang- marg. Easy graded ascent from here.
4	Gulmarg, <i>Hotel, E., P.O., TO.</i>	43J/8	$\frac{13}{53}$	8700	See Route 31.	...

Route 33. BATŌTI to KISHTWĀR— 68 miles.

This is part of the main route from Jammu to Kishtwār, the first section to Batōti being described in Route 25. The road by the left bank of the Chenāb is better than that by the right, as the side streams are either bridged or generally fordable. On the right bank some of the streams are difficult for ponies and ferries are not often available.

Batōti, <i>DB., E., P.O., TO., Dispen- sary.</i>	43O/8	...	5116	See Routes 25, 26.	Good pony road by l. bank Chenāb.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
1	Assar, <i>E.</i>	430/8	$\frac{14}{14}$		3130	Small village. S.T.F.G.W. available.	Road as above, graded and keeping to the contours.
2	Khaleni, <i>RH., E., PO.</i>	430/12	$\frac{8}{22}$		3800	Small village. S. F. G. W. available; T. limited; RH. poor.	Thence by either bank.
A2	Khaleni, <i>RH., E., PO.</i>	430/12	22		3800	See above.	Cultivation in valleys. Ford Bach N. at once and pass Doda suspension bridge, mile 2. Cross Nirū bridge, mile 3. Road good along contour line above l. bank Chenāb.
A3	Bhela, <i>RH., E.</i>	430/12	$\frac{14}{36}$		4100	Small village. S.T.F.G.W. limited. RH. indifferent.	Road and country as before but more cultivation.
A4	Jangalwār, <i>FRH., E.</i>	430/16	$\frac{10}{46}$		3860	} See Route 28.	...
A5	Kānini, <i>E.</i>	430/16	$\frac{11}{57}$		3400		
A6	Kishtwār, <i>RH., FRH., C., E., PO., Hos- pital.</i>	430/15	$\frac{11}{68}$		5360		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B2	Khaleni, <i>RH., E., PO.</i>	430/12	22	3800	See above.	Cross Doda suspension bridge over Chenāb, mile 2. Pass Doda, PO., mile 3. Cross Ud-lānpur N. by ferry, mile 6, and Gudetar N., mile 14. Road fair throughout.
B3	Dongru, <i>E.</i>	430/12	$\frac{15}{37}$	3700	Hamlet. S. limited; T. nil; F.G.W. plentiful.	Road fair throughout up cultivated Chenāb valley.
B4	Barshalō, <i>E.</i>	430/16	$\frac{10}{47}$	3440	Hamlet. S. limited; T. nil; F.G.W. available.	Road bad in places country more wooded. Cross Chenāb bridge, mile 9.
B5	Kānini, <i>E.</i>	430/16	$\frac{10}{57}$	3400	} See Route 28.	...
B6	Kishtwār, <i>RH., FRH., C., E., PO., Hospital.</i>	430/15	$\frac{11}{68}$	5360		

Route 34. KISHTWAR to INSHAN, via WARDWAN valley—82 miles.

This road has been much improved of late years and is now passable for pack animals throughout. It is however in constant need of repair.

	Kishtwār, <i>RH., FRH., C., E., PO., Hospital.</i>	430/15	...	5360	See Route 28.	Good road across undulating cultivated plateau, thence fairly steep descent to Chenāb bridge at Phāgpère, mile 4½. Cross this and ascend hillside on l. bank Marau R. Road now difficult for pack ponies.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Palmar, <i>E.</i>	430/11	$\frac{7}{7}$	5500	Small village. S.T. very scarce; F.G.W. available.	Rough track up Marau-Wardwan valley l. bank. Pass Patimahāl, mile 4.
2	Ikhale, <i>FRH., E.</i>	430/15	$\frac{13}{20}$	5400	Huts. S.T. nil; F.G.W. available.	Track as before.
3	Sōndar, <i>E.</i>	430/15	$\frac{14}{34}$	6000	do.	Cross Kibar and Nanth bridges, miles 1 and 2, and Marau-Wardwan bridge to r. bank, mile 3. Ascend r. bank. Road fair.
4	Hanzal, <i>FRH., E.</i>	430/14	$\frac{15}{49}$	6800	Huts. S.T. nil; F. G. W. procurable.	Track fair up r. bank of Marau-Wardwan.* Pass Napaz, mile 11. Cross Marau-Wardwan bridge at end of march. Last 6 miles through cultivated country.
5	Pētgam or Marau, <i>E.</i>	430/10	$\frac{13}{62}$	7100	Village. S.T. F. G. W. available.	Recross to r. bank at Pētgam and follow this by rough road to mile 6; cross Wardwan R. by bridge here. Thence best road follows l. bank. Side nalas are roughly bridged.
6	Hājka, <i>E.</i>	430/10	$\frac{11}{73}$	7720	E. limited. S. T. nil; F. G. W. procurable.	Fair road by l. bank. Valley confined for first 5 miles, then opens out.

* The Wardwan valley is correctly pronounced by local inhabitants Warwan, and is so spelt on the modern one-inch maps. The more usual spelling is given in these routes.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Inshan, (Wardwan), <i>E.</i>	430/9	$\frac{9}{82}$	8300	Village and capital of Wardwan. S.T. limited; F. G. W. available.	...

Route 35. ISLAMĀBĀD to INSHAN (WARDWAN)—

A. via KŪTHĒR, KACHWAN and MARGAN passes—48 miles.

B. via SHĀNGAS, HĀLKAN or HARKĀN and MARGAN passes—48 miles.

Of the three alternative routes from Achhibal to Qasba Naubug, that by Kūthēr and the Kachwan Gali is slightly shorter and better than the other two.

	Islāmābād, <i>RH., C., E., P.O., T.O., Hospital, Dispensary.</i>	430/2	...	5240	Town, bazar, and headquarters of district. Sulphur springs. S.T.F.G. W. ample. RH. is at Khānabal.	The first 6 miles to Achhibal is passable for motors. Thereafter the road is passable for ponies by all three routes to Naubug. Cross Ārapāt bridge and valley to Achhibal (RH., PO), mile 6; ascend Kūthēr along l. bank.
A1	Kūthēr, <i>E.</i>	430/6	$\frac{9}{9}$	5700	Village. S.T. F. G. W. available.	Good pony road by Waldraman N. and Kachwan Gali. Cross head of Wōr N. by Hazrat Sultān and descend Hālan N.
A2	Qasba Naubug, <i>E.</i>	430/6	$\frac{14}{23}$	7200	See below.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
	Islāmābād, <i>RH., C., E., P.O., T.O., Hospital, Dispensary.</i>	430/2	...		5240	See above.	...
B1	Shāngas, <i>E.</i>	430/6	$\frac{11}{11}$		5660	Large village. S.T.F. G.W. ample.	Cross Kharapur ridge by Hāikan Gali, 8392 feet, mile 8, or Harkān Gali, 7533 feet, mile 6; either road is passable for laden animals.
B2	Qasba Naubug, <i>E.</i>	430/6	$\frac{12}{23}$		7200	See below.	
2	Qasba Naubug, <i>E.</i>	430/6	23		7200	Village. S.T. available; F. G. W. plentiful	Road fair for lader animals up r. bank of Naubug Nai.
3	Gāoran, <i>E.</i>	430/6 430/5	$\frac{9}{32}$		8050	Small village on opposite bank of river. S.T.F.G.W. available.	Road fair but rough in places up r. bank Wangipat or Nāo- kan N. to Hatniūk Gali or Margan pass, 12110ft., mile 6. Gradient easy but rocky on both sides, miles 4 to 5 being barely prac- ticable for laden animals. Pass itself nearly level for 2 miles at summit.
4	Inshan (Wardwan), <i>E.</i>	430/9	$\frac{16}{48}$		8300	See Route 34.	...

Route 36. VERNĀG to NAUBUG—19 miles.

The route described below is a short cut over the hills fit for pony transport. It avoids the detour by Achhibal and Route 35.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Vernāg, <i>RH., E., P.O., TO.</i>	430/2 430/6	...	6100	Large village. S.T.F.G.W. available.	Good road passable for laden animals; cross Sāndran ford, mile 1, and Shāhā- bād valley. Easy ascent to Shihilnāg ridge. Cross Za- malgām Gali, 6888 feet, and Bring valley and bridges.
1	Sōp, <i>E.</i>	430/6	$9\frac{1}{2}$ $9\frac{1}{2}$	6120	Large village with old iron mines. S. T. F. G. W. available.	Fair road up Wōr N. Pass Kiharpur, mile 3 and Hazrat Sultān ziarat, mile 4. Thence by good road down Hālan N. and up Naubug N., r. bank.
2	Qasba Naubug, <i>E.</i>	430/6	$9\frac{1}{2}$ 19	7200	Village. S.T. available; F. G. W. plentiful.	...

**PART III.—THE HIMĀLAYA, ZĀSKAR, and
LADĀKH RANGES.**

SECTION A.—TO CHILĀS, ASTĒR and GILGIT.

**Route 37. ABBOTTĀBĀD to CHILĀS, via KĀGĀN and the
BĀBUSAR pass—167 miles.**

This is the shortest and easiest route to Chilās, but permission to travel by the Kāgān valley must be previously obtained from the Deputy Commissioner of Hazāra. It is as a rule under snow from Burāwāi to Bābusar till mid-June, and only practicable for ponies from 1st July to 31st October. Bridges beyond Kāgān are liable to destruction, and difficulties on this account may be met with. The M W B bungalows at Basal and Gittidas are partially destroyed and uninhabitable. In 1922 they had not been rebuilt. Tents are therefore necessary. Inhabitants are unobliging to the ordinary traveller and a month's notice should be given to the Deputy Commissioner of Hazāra to facilitate the collection of supplies through contractors. Camel transport can be used as far as Bālākot, where mules are almost always available; these should be engaged here for the through journey to Chilās. Supplies should also be taken through from Bālākot. Previous arrangement must be made for fuel at Basal and Gittidas or carried from Burāwāi. Application for permission to use the MWS resthouses should be made to the A.C.R.E. at Abbottābād before starting. Modern one-inch maps are only available as far as Jāba; beyond here half-inch maps are either published or under publication. The maps noted in column 3 are those available in 1922. NTF. maps are Northern transfrontier sheets

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Abbottābād, <i>DB., C. E., P.O., TO., Hospital, Bank.</i>	43F/4	..	4010	See Route 14.	...
1	Mansehra, <i>DB., M.W.B., C., E., P.O., TO., Ho: pital.</i>	43F/3	$\frac{16}{16}$	3550	Large village and tahsil. S. T. F. G. plentiful; W. from springs.	Good 2nd class M.T. Road, 20 feet wide, to Uttar Shisha, mile 9; all nalas bridged. Then leave main road to Muzaffarābād and take roughly metalled road, 8 feet wide, to left.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Jāba, <i>MWB.,E.</i>	43F/7	$\frac{13}{29}$	3575	Small village. S. T. on notice; F.G. available; W. plentiful from spring.	Excellent road fit for camels, 8 feet wide. Cross Dum Gali, mile 1. Easy descent to Kunhār R., r. bank.
3	Bālākot, <i>E.</i>	(43F/NW) NTF 3/sw	$\frac{11}{40}$	3380	Large and important village on r. bank of Kunhār. S.T. on notice; F.G. available; good river and spring W. Transport should be changed to mules.	Road as above but fit for mules only. Cross Kunhār to l. bank by iron suspension bridge, also Sangar N. and Ghanul, both bridged.
4	Kawāi, <i>MWB.,E.</i>	do.	$\frac{12\frac{1}{2}}{52\frac{1}{2}}$	4990	Small village. S. T. on notice; F.G. abundant; W. plentiful from Kawāi stream.	Good 7 ft. mule road, but subject to landslips and in places narrow for loaded animals. Cross Bhunja N. bridge.
5	Manaur (Mandari), <i>MWB.,E.</i>	43F/NE	$\frac{13\frac{1}{2}}{66}$	5150	Village. S.T. scanty and on notice only; F.G. available; river W.	Road as above, difficult in places.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Kāgān, <i>MWB., E., PO.</i>	43F/NE	$\frac{11}{77}$	6750	Large village. S.T. limited and on notice only; F.G. available; W. from Kunhār. A bridge spans the Kunhār R.	Road good. The level grassy slope one mile before Narang liable to mud-avalanches from hill above.
7	Narang, <i>MWB., E.</i>	43F/NE	$\frac{14}{91}$	8040	Small village. S.T. except from Government contractor nil; G. limited; F. abundant; W. plentiful.	Road as above. Cross Bhatta Kundi N. and Kunhār R. bridges.
8	Butta Kundi, <i>MWB., E.</i>	43F/NE	$\frac{9}{100}$	8820	Small village. S.T. as before; F.G.W. abundant. No further S. procurable till Bābusar. A track leads S. from here over the Thod Gali. (See Route 58).	Road as before. Pass Butta Kundi N., Dunga Katha, and Burāwāi N. (bridged). From Burāwāi, tracks lead southwards over the Kalapāni Gali and Ratti Gali passes into Kashmir (see Routes 58, 59.)
9	Burāwāi, <i>MWB., E.</i>	43F/NE	$\frac{9}{109}$	9740	Small village. T. nil; F.G. W. abundant. Pasturage excellent in summer, when numerous flocks of sheep and goats graze.	Road as before. Cross Kunhār bridge.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL, MILES.			
10	Basal, <i>E.</i>	(43E/SE) NTF 3 NW	$\frac{12}{121}$		10770	Above tree limit. S.T.F. nil; G. scanty; W. plentiful. Pasturage excellent in summer.	Road as before. Pass Lalusar lake. The Gittidas Stage is often omitted and the march to Bābusar made in one day.
11	Gittidas, <i>E.</i>	(43I/sw) NTF 3 NE	$\frac{8}{129}$		12060	No village. S. T. F. nil; G. scanty; W. plentiful.	Steep ascent to Bābusar pass, 13715 ft., mile 4. Steep zigzag descent for 8 miles.
12	Bābusar, <i>RH., E.</i>	do.	$\frac{12}{141}$		9200	Village. Summer headquarters of Assistant Political Agent, Chilās. S. T. scanty; F.G. W. plentiful.	Country barren; road as above. Cross Thak and Niat bridges, also suspension bridge communicating with Singal. The Kamakdōri route joins this route by the Niat valley (see Route 40).
13	Singal, <i>RH., C., E.</i>	do.	$\frac{15}{156}$		5200	Large village. S. T. F. G. available; W. plentiful.	Country and road as above. Cross Botogah bridge.
14	Chilās, <i>E., PO., TO.</i>	do.	$\frac{11}{167}$		4000	Large village and bazar; cantonment and fort; headquarters of Assistant Political Agent. S. T. F. G. available; W. plentiful from Botogah N.	

Route 38. CHILĀS to GILGIT, *via* the INDUS valley—
86 miles.

The route described below is the normal one. It is excessively hot and trying during the summer months, but is passable the whole way for pack animals, the side nalas being all bridged. During the summer, travellers are recommended to leave Chilās in the very early morning, to spend the heat of the day under the trees in the S. and T. farm about 17 miles from Chilās, and to proceed in the evening to Jalipur, omitting the halt at Būnar Parri. A halt at Partāb Pul is also often omitted, and the journey to Safēd-parri completed in one march. A ferry is being installed at Talliche across the Indus R., by which travellers can reach Būnji, 8 miles distant. This ferry and the one opposite Būnji can only work during the winter and for an hour or two on dead calm days in summer.

The alignment of the road is liable to alteration owing to the friable state of the mountain-side, and the old road from Rakhiōt *via* Leychar has been completely carried away in a score of places, and is now abandoned. The present alignment is not yet shown even on modern maps, and the old sheets are only useful as a rough indication of the route. No recent topographical work has been executed in this area. Heights are approximate.

At least two routes cross the watershed from the right bank of the Indus in Chilās to Gilgit. These lead by the Kinijut and Hōdar passes and are closed for a considerable time in winter and spring. The former is the best and could be made comparatively easy for mule transport in summer.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Chilās, <i>E., P.O., TO.</i>	(43I/sw) NTF 3 NE	...	...	4000	See Route 37.	Good pony road by l. bank Indus R. Hillside very barren and stony.
1	Būnar Parri, <i>RH., E.</i>	do.	$\frac{11}{11}$	$\frac{11}{11}$	..	Levy post near bridge over Būnar R. S. & T. post; otherwise S.T. F.G. nil; W. plentiful.	Road as above.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
2	Jalipur, <i>RH., E.</i>	(43I/sw) NTF 3 NE (43I/SE)	$\frac{16}{27}$		...	Levy post; no village. S & T post; W. plentiful from spring; F. G. can be arranged by A.P.A. Chilās; otherwise F.G. nil.	Road as above, following l. bank Indus R. for 10 miles to Rakhīōt suspension bridge; thence along r. bank, cutting into steep cliffs for about 2 miles.
3	Talliche, <i>RH., E.</i>	(43I/NE) NTF 3 NE	$\frac{19}{46}$		...	Small village $\frac{1}{2}$ mile away; S & T post; F. G. by previous arrangement with A.P.A. Chilās; otherwise S.T.F.G. nil; W. plentiful. RH. excellent.	Good road by r. bank Indus R.
4	Partāb Pul, <i>RH., E.</i>	do.	$\frac{11}{57}$		...	One roomed RH., beside bridge over Indus R. (see Route 41). S. T. F. G. nil; W. from Indus.	Cross Juma Parri (cliffs); thence along fairly level sandy plain on r. bank of Gilgit R.
5	Safēd-parri, <i>RH., E.</i>	do.	$\frac{10}{67}$		...	Small hamlet, taking its name from the cliffs. S. T. F. scanty; G. W. available. Heat and sandflies troublesome in summer.	Cross Safēd-parri cliffs; thence gradual easy rise along r. bank of Gilgit R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Minowar, <i>E.</i>	(43I/NW) NTF 3 NE	$\frac{10}{77}$	4000	Small village. S. T. nil; F. G. W. available. This stage may easily be omitted.	Gradual rise through open plain; ascend to Jutial barracks, mile 7. Last part of route is lined with willows.
7	Gilgit, <i>RH., E., PO., TO., Dispensary.</i>	(43I/NW) NTF 3 NE	$\frac{9}{86}$	4890	Cantonment for Kashmir troops. Fort, bazar, Political Agency. Headquarters of province. S.T.F. G. moderate; W. plentiful.	

Route 39 SRINAGAR to CHILAS, via the BARAI pass
—156 miles.

This has been much improved of late years, and work is not yet completed on it (1922). It is probable that more rest-houses will be built and the camping grounds improved. It is open from about mid-June to mid-October, but snow lies on the Barai and Farsat passes throughout the year. The route is passable for pack animals in summer. The old unimproved alignment only is shown on the one-inch maps of Kashmir. The modern survey does not extend beyond the Barai pass, and the Northern Transfrontier Sheet 3 NE is only a rough reconnaissance of the country. The alignment of the road is liable to minor changes.

Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16	...	5214	See Route 15.	Down Jhelum R., l. bank. Motor road for 5 miles, thence road, 10 feet wide, passable for all laden animals. Pass Shādipur, mile 11½. Cross Nāru bridge at Shādipur, and Jhelum bridge at Sumbal.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Sumbal, <i>E., P.O.</i>	43J/12	$\frac{15\frac{1}{2}}{15\frac{1}{2}}$	5206	Village and bazar. S.T. F. G. W. available.	Down Jhelum R., r. bank. Road skirts west shore of Mān-asbal lake and east shore of Wular lake. Pass Safāpur, mile 2, and Ajas, mile 8. Cross Erin bridge, mile 18.
2	Bandapur, <i>RH., E., P.O., TO.,</i> <i>Dispensary.</i>	43J/11	$\frac{19}{34\frac{1}{2}}$	5212	Large village and bazar. Terminus of Gilgit road. S.T.F.G. W. plentiful. The first two stages to here are more economically accomplished by water.	Cross Madmatti or Bodkol by bridge at Sonarwain (1B), mile 3. Pass Karā-lapur, 5700 feet, mile 5. Ascend by sweeping zigzags of 1 in 10 up spur to mile 10, thence by sharper zigzags to Trāgbal. Road 12 feet wide.
3	Trāgbal, <i>RH., C. E.,</i>	43J/11	$\frac{12}{46\frac{1}{2}}$	9340	Stage. S. & T. nil; F. plentiful. G. plentiful after snow has cleared; W. available. Best E. is at Hafkhalan-marg, one mile beyond RH.	Steady pull up to about mile 5; then take left hand road; continue along top of ridge. Steep descent. Road now only 6 ft. wide.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
4	Zand Dudi, <i>E.</i>	43J/10 43J/6	$\frac{20\frac{1}{2}}{67}$	9500	Stage at head of Zand Dudi N. S.T. nil; F. G. W. available.	Fair road down Zand Dudi N. Pass Dudi, mile 6, and Tsüntwār, mile 10; descend Matsil N. to Kishanganga R., mile 19. Cross bridge here and descend r. bank. Cross Barai bridge at end of stage. This long march may be broken at Dhakki, mile 16.
5	Kēl, <i>E.</i>	43J/5	$\frac{24}{91}$	6900	Large village. S.T.F.G. W. available. Coolies or pack animals should be previously engaged here for the through journey to Chilās.	Good road up r. bank of Kēl or Barai tributary. Side streams bridged. Good E., mile 7. At mile 8 ascend Būndar N. Country more open. Pass Mohri, mile 13. Snow drifts early in year.
6	Būndar Nār, <i>E.</i>	43I/8	$\frac{17}{108}$	10650	E. in Būndar N. at foot of Barai Gali. S.T. nil; F.G. W. available.	Fair road, steep ascent to Barai Gali, 14700 feet. Fair descent.
7	Barai, <i>RH., E.</i>	(43I/sw) NTF 3 NE	$\frac{11}{119}$	...	Huts. S.T. nil; F.G. scanty; W. available. RH. under construction 1922.	Steep ascent to Farsat pass about 15000 feet; thence first steep, then gradual descent to head of Niat N. Road bad in 1922; thereafter fair down Niat N., r. bank.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
8	Niat, RH., E.	(431/sw) NTF 3 NE	$\frac{18}{137}$	7700	Village. S.T. nil; F.G.W. available.	Road as above for 8 miles, then cross bridge to l. bank of Thak N. Join Abbottābād-Bābu- sar pass-Chilās road (Route 37).
9	Singal, RH., C., E.	do.	$\frac{8}{145}$	5200	Large village. S. T. F. G. available; W. plentiful. This stage can be omit- ted.	Country barren. Road good. Cross Botogah bridge.
10	Chilās, E., P.O., TO.	do.	$\frac{11}{156}$	4000	See Route 37.	...

Route 40. MUZAFFARĀBĀD to CHILĀS, *via* SHĀRDI
and the KAMAKDŌRI pass—150 miles.

In places this road is very rough and stony. Pack animals have however been taken through in July and August with difficulty, though advice should be obtained at Shārdi as to the passability of the Kamakdōri. The bridges are not kept in good repair, and it is probable that this route will fall more and more into disuse, since the Bābusar and Barai routes have been so much improved of late years. From Kēran and Doāriān tracks lead west and north to Kāgān valley (see Routes 58, 59).

Muzaffarābād, DB., E., P.O., TO.	43F/7	...	2455	See Route 14.	By r. bank Kishan- ganga R., through patches of cultiva- tion. Last half of road rough and stony.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Ghōri, <i>E.</i>	43F/11	$\frac{9}{9}$	2900	Large village. S.T.F.G.W. available.	Cross bridge over Ghōrīwāla Katha. Road fair chiefly through cultivated country. Cross Mandal bridge and pass village of that name, mile 5.
2	Palla, <i>E.</i>	43F/11	$\frac{8}{17}$	3500	Large village. S.T.F.G.W. available.	Country as above. Road fair by r. bank Kishanganga.
3	Balgirān, <i>E.</i>	43F/11	$\frac{8}{25}$	4000	Village. S.T. limited; F.G.W. plentiful.	Fair road round spurs to Manj Hōtar, mile $1\frac{1}{2}$, and Kailgirān, mile 3; thence up rocky gorge to Chogali pass, 7950 feet, mile $7\frac{1}{2}$.
4	Chogali, <i>E.</i>	43F/15	$\frac{8}{33}$	7500	Hamlet. S.T. nil; F.G.W. available.	Fair road descends to Kishanganga at Jargi, mile 4, thence up r. bank to Mīrpur bridge, whence rough track leads down l. bank to Tithwāl. At Mīrpur keep to good road by r. bank.
5	Jūra, <i>E.</i>	43F/15	$\frac{11}{44}$	4100	Village. S.T. scanty; F.G.W. available.	Road good by r. bank. Pass Sandōk, mile 3. Cross Jagrān bridge, mile 6.
6	Shāhkōt, <i>E.</i>	43F/14	$\frac{10}{54}$	4500	Small village. S.T. practically nil; F.G.W. available.	Road fair and generally level, through forest and fields. Pass Lāla, mile 4, where is a bridge over Kishanganga.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Keran, <i>FRH., E.</i>	43F/14	$\frac{10}{64}$	5000	Large village and fort on l. bank Kishanganga. FRH. on l. bank, with good spring W; S.T.F.G. W. available.	Road rough and stony, partly through fields and forested slopes, up r. bank Kishanganga.
8	Doāriān, <i>FRH., E.</i>	43J/2	$\frac{9}{73}$	5500	Small village. S. T. F. G. available in small quantities; W. plentiful.	Fair road by either bank Kishanganga, which is bridged both at Doāriān and at Dudhniāl. Side streams bridged.
9	Dudhniāl, <i>E.</i>	43J/2	$\frac{7}{80}$	6000	Hamlet on l. bank Kishanganga. S. T. F. G. limited; W. available.	Fair road by r. bank, through cultivated and wooded slopes. Pass Khanigām, mile 8.
10	Shārdi, (Shārdaji), <i>FRH., E., PO.</i>	43J/1	$\frac{10}{90}$	6200	Village and fort on l. bank Kishanganga, here bridged. FRH. on l. bank. S. T. F. G. W. available.	Up Gumōt N., road fair. Cross to l. bank, mile $\frac{1}{2}$, recross to r., mile $3\frac{1}{2}$, and back to l., mile $4\frac{1}{2}$; bridges at all three places. Thence road good by l. bank.
11	Sangām, <i>E.</i>	43J/1	$\frac{11}{101}$	7300	Small village. S. T. nil; F. G. W. plentiful.	Road good. Cross Gumōt N. at Gumōt, mile 3.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
12	Hōl Nār (Tarli Hole), <i>E.</i>	43J/1 43I/4	$\frac{10}{111}$	...	Halting place at foot of pass. S. T. nil; F.G.W. plentiful.	Ascent and descent of Kamakdōri pass, 15008 feet, steep and very difficult for pack animals.
13	Niat, <i>RH., E.</i>	(43I/sw) NTF 3 NE	$\frac{20}{131}$	7700	Village. S.T. nil; F.G.W. available. Route joins that <i>via</i> the Barai pass above Niat (Route 39).	Road fair down Niat N. r. bank for 8 miles, then cross bridge to l. bank of Thak N. Join Abbottābād-Bābusar pass-Chilās road (Route 37).
14	Singal, <i>RH., C., E.</i>	do.	$\frac{8}{139}$	5200	Large village. S. T. F. G. available; W. plentiful.	Country barren. Road good. Cross Botogah bridge.
15	Chilās, <i>E., PO., TO.</i>	do.	$\frac{11}{150}$	4000	See Route 37.	...

Route 41. SRINAGAR to GILGIT, via BANDAPUR, GURAI, and the BURZIL pass—230 miles.

This route is known as the Gilgit road. Bandapur is more economically reached with river transport across the Wular lake. In winter and spring the Burzil pass is closed to pack transport. Coolies must then be employed between the Gurais and Godhai stages and previous notice should be given regarding requirements. The road is kept in good repair, but until mid-May much of it is under snow.

The rest-house at Gorai, the old stage 4, between Trāgbal and Gurais, was destroyed by an avalanche in the winter of 1919-20. A new rest-house is under construction, 1922, at Koragbal, 2 miles beyond Gorai. This place will now become the normal stage.

In March and April, heavy snow falls on the Burzil pass and avalanches are frequent in this neighbourhood in the spring. At this time of year the pass should be invariably crossed at night.

Mileages, particularly from Astōr to Būnji, are liable to variation annually owing to slips and realignments. The bridge at Rāmghāt over the Astōr R. was destroyed by a falling rock in 1922, and a temporary diversion down the left bank of the Indus R. was made from the Hatu Pīr past Leychar to the Rakhīōt bridge (see Route 38). The new Rāmghāt bridge should be rebuilt by the end of 1922 and the temporary diversion down the Indus, which is dangerous owing to falling rocks, will again become disused.

From Astōr to Gilgit, the journey is excessively hot in summer. In the cold weather a ferry above Būnji to the road on the right bank of the Indus, saves 3 miles of the march to Safed-parri.

Supplies are very limited in Astōr, and without written authority practically none are obtainable.

Modern one-inch maps are only available as far as the Burzil pass. Beyond that point the NTF (Northern Trans-frontier) sheets are the best available. Maps referred to in brackets are not yet published but may be available shortly.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Srinagar, <i>Hotel, C., E., P.O., T.O., Hos- pital, Banks.</i>	43J/16	...	5214	See Route 15.	See Route 39.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
1	Sumbal, <i>E., P.O.</i>	43J/12	$\frac{15\frac{1}{2}}{15\frac{1}{2}}$		5206	} See Route 39.	..
2	Bandapur, <i>RH., E., P.O., TO., Dispensary.</i>	43J/11	$\frac{19}{34\frac{1}{2}}$		5212		
3	Trāgbal, <i>RH., C., E.</i>	43J/11	$\frac{12}{46\frac{1}{2}}$		9340	S. & T. nil; F. plentiful; G. plentiful after snow has cleared; W. available. Best E. is at Hafkhalan-marg, one mile beyond RH.	Steady pull up by zigzags to Rāzdhānangan pass, 11586 feet, mile 6 $\frac{1}{2}$. Shelter hut at summit. Pass Safed Pathar, mile 8, where is another shelter hut. Thence road zigzags down past Charpathar, Jatkūsur and Gorai, mile 12 $\frac{1}{2}$.
4	Koragbal, <i>RH., E.</i>	43J/10	$\frac{14\frac{1}{2}}{61}$		8400	Small hamlet occupied in summer. S. T. scanty; F. G. plentiful; river W.	Down Gorai valley. Road good.
4 ^a	Kanzalwan, <i>E.</i>	43J/10	$\frac{3}{64}$		7700	Village on Kishanganga. S. available; T. scanty; F. G.W. plentiful. Military S. & T. depôt. This stage is sometimes used in place of Koragbal.	Cross tributary by new bridge built 1916. Cross to r. bank Kishanganga and back to l. bank, mile 3 $\frac{1}{2}$ or mile 8; cantilever timber bridges at both crossings. Road is good on both banks from mile 3 $\frac{1}{2}$.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Gurais, <i>RH., E., P.O.,</i> <i>TO., Dispensary.</i>	43J/14 43J/13	$\frac{11}{75}$	7940	Large village, fort & tahsil. Fort situated between two villages, Dāwar and Markūt, with bazar. S.T. F. G. W. plentiful.	Road ascends gradually up Burzil valley. Cross Kishanganga and Burzil river twice by timber cantilever bridges, at miles 4 and 5½. At mile 10½ pass Kamri hamlet and diversion for route by Kamri pass (Route 42).
6	Peshwāri, <i>RH., E.</i>	43N/1	$\frac{14}{89}$	9000	Hamlet. S.T. nil; F.W. available; G. in summer.	Road continues with an easy gradient up open valley. Cross Rathak bridge, mile 5. Pass Minimarg, P.O., T.O., 9350 feet, mile 6. Avalanches are dangerous along this march in April.
7	Burzil Chauki, <i>RH., E.</i>	43N/1	$\frac{11\frac{1}{2}}{100\frac{1}{2}}$	11150	Stage. S. T. nil; F. W. available; G. in summer. Route <i>via</i> Deosai plains to Skārdū diverges here (Route 45).	Cross Burzil bridge and pass, height 15775 feet, mile 6. At summit a well-built shelter hut, and at Sirdarkoti, mile 10, a two-roomed R.H. and dak hut. Descend Burzil valley.
8	Chillam, <i>RH., E., P.O.</i>	(43M/sw) 43 M	$\frac{17\frac{1}{2}}{118}$	...	Stage. S. T. nil, except from summer S. & T. depôt with permission; F. W. available; G. in summer. Small P.O. in summer.	Cross Das bridge, mile 4½. Pass Khirrim, mile 8.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
9	Godhai, <i>RH., E.</i>	(43I/SE) (43 I) NTF 3 NE	$\frac{15}{133}$	9100	Small village. S. T. scanty; F. G. W. available. From here a route goes by the Alampi La to Skārdu (Route 46).	Road rises and falls over several spurs. Cross bridge to l. bank and back to r. bank, mile 8. Pass Gurikot, mile 11, and cross Astōr R. here by steel cable suspension bridge (IB).
10	Astor (Hasōra), <i>RH., E., P.O., TO., Dispensary.</i>	do.	$\frac{17}{150}$	7800	Village, fort, bazar, residence of local raja. S. T. nil, except from military depôt, with permission and by previous arrangement; G. procurable; F. W. plentiful.	Country arid and barren. Road easy for laden animals descending gradually to Astōr R. at Turpi and Harcho, mile 11. Cross Harcho bridge, and another a mile beyond.
11	Dashkin, <i>RH., C., E.</i>	do.	$\frac{15}{165}$	...	Village. S. T. as above; F. W. available; G. in summer only.	Road along hillside above river through Mushkin pine-forest, mile 4. Steep descent to Doyan.
12	Doyan, <i>RH., C., E.</i>	(43I/NE) (43 I) NTF 3 NE	$\frac{11}{176}$	7800	Village. S. T. nil; F. W. available; G. scanty.	Zigzag ascent to Hatu Pīr spur; descend by long zigzags down shaly slopes to Astōr suspension bridge at Rāmghāt. March extremely trying in summer. Pedestrians can avoid 3 miles of descent by short cuts.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			(431) NTF	TOTAL MILES.			
12a	Rāmgḥāt or Shaitān Nara.	(431/NE) (431) NTF 3 NE	$\frac{11}{187}$		3700	Guard house. S.T. nil; F. G. scanty; W. plentiful. Travellers are advised to go through to Būnji.	Road good over stony waste by l. bank Indus valley. Radiation and sun's heat fierce in June and July.
13	Būnji, RH., E., P.O., T.O., Dispensary.	do.	$\frac{7}{194}$		4640	Village, fort, bazar. S.T.F. scanty; G. W. available. Seasonal ferry. (See notes at head of Route 38).	By l. bank Indus valley over undulating stony waste. Cross Indus by suspension bridge, 327 ft. span, Partāb Pul, RH. (see Route 38). Gentle ascent up Gilgit valley, r. bank.
14	Safēd-parri, RH., E.	do.	$\frac{17}{211}$		...	} See Route 38	...
15	Minowar, E.	(431/NW) (431) NTF 3 NE	$\frac{10}{221}$		4000		
16	Gilgit, RH., E., P.O., T.O., Dispensary.	do.	$\frac{9}{230}$		4890		

Route 42. GUR AIS to ASTOR, via the KAMRI pass— 77 miles.

The Kamri pass route is an alternative to the Burzil one described in Route 41, and is often used by traders on their return journey to Kashmir from Gilgit, as there is better grazing and more fuel along it. There is a cross route from Chëchri Kadal, stage 8 of this route, to the northern foot of the Burzil pass, on Route 41; this is passable for pack animals after July. From stage 8 onwards only the old $\frac{1}{4}$ -inch reconnaissance maps are available at present.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Gurais, <i>RH., E., PO., TO., Dispensary.</i>	43J/14	...	7940	See Route 41.	By Burzil road (Route 41) to mile 10 $\frac{1}{2}$, whence steady zigzag ascent leads to Kamri RH. Hamlet is at mile 11.	
1	Kamri, <i>RH., E.</i>	43J/14	13 $\frac{1}{2}$ 13 $\frac{1}{2}$	10500	RH. good. S.T. nil; F. G.W. avail- able.	Ascend by well-graded road to Kamri pass, 13368 feet, mile 6. Road very slippery and muddy after rain and during early thaws. Descent by graded road for 800 ft., muddy at times.	
2	Kalapani, <i>RH., E.</i>	43J/13	15 $\frac{1}{2}$ 29	10850	RH. good. S.T. nil; F. G.W. plenti- ful.	Down Kamri valley, r. bank.	
3	Chëchri Kadal, or Shankargarh, <i>RH., E.</i>	43J/13	11 40	9800	Shelter bad. S.T. nil; F.G. W. plentiful.	Valley more open, undulating and grassy. Descent gradual.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Rattu, <i>RH., E.</i>	(43I/SE) (43 I) NTF 3 NE	16 56	9000	Small village. S. T. scanty; F. G. W. procurable. Shōnthar pass route joins here. (See Route 44).	Road easy with some good views of Nanga Parbat. Pass Chagam, mile 3, and cross Rūpal N. bridge, mile 6. Pass Gurikot, mile 14, and join Gilgit road, Route 41, one mile beyond.
5	Gurikot, <i>IB., E.</i>	do.	15 71	8000	Village. S.T. very scanty; F. G. W. procurable.	See Route 41.
6	Astōr (Hasōra), <i>RH., E., P.O.,</i> <i>TO., Dispensary.</i>	do.	6 77	7800	See Route 41.	

**Route 43. KANZALWAN to ASTOR, via GAGAI pass—
77 miles.**

The route described below is only a gujar track; the Gagai pass itself is easy for coolie transport in summer. The alignment has been inadvertently omitted from the new one-inch maps. There are two other shepherd tracks from the Kishanganga to Rattu and Astōr. Both leave the Kishanganga at Folowai, (43 J/9), a small hamlet some 12 miles by a difficult track downstream of Tāobat. The first crosses the Ratti Gali, 14090 feet, 17 miles from Folowai and descends the Sakmal N., a tributary of the Kālapāni. The second leads by the Sarewāla Gali, 14083 feet, 18 miles from Folowai, to the Dōbin N., joining Route 44 at Duman. Both are shown on the modern maps. The Kishanganga valley between Tāobat and Folowai is confined and difficult.

None of these three passes are open till the last half of June.

Kanzalwan	43J/10	...	7700	See Route 41.	Fair track for ponies down l. bank Kishanganga. Pass Bagtōr, mile 3, and cross Kishanganga bridge, mile 8.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Taöbat, <i>E.</i>	43J/10	$\frac{9}{9}$	7500	Small hamlet at mouth of Gagai N. S. T. nil; F. G. W. plentiful.	Path fit for coolie transport only, up Gagai N., Chhatri N. and Chhota Gagai. Going is difficult in places.
2	Gagai Camp, <i>E.</i>	43J/9	$\frac{10}{19}$	10000	No huts. S.T. nil; F.G.W. plentiful.	Stiff ascent to Gagai pass, 13950 feet; steep and rugged descent to Reät N.
3	Reät Camp, <i>E.</i>	43J/13	$\frac{10}{29}$	11500	S.T. nil; F.G. W. plentiful.	Track as before, to Kamri or Kälapani river. Cross this and join Kamri route to Astör (Route 42).
4	Chechri Kadal, or Shankargarh, <i>RH., E.</i>	43J/13	$\frac{11}{40}$	9800	} See Route 42.	...
5	Rattu, <i>RH., E.</i>	(43I/SE, (43 I) N'TF 3 NE	$\frac{16}{56}$	9000		
6	Gurikot, <i>IB., E.</i>	do.	$\frac{15}{71}$	8000		
7	Astör (Hasöra), <i>RH., E., PÖ., TO., Dispensary.</i>	do.	$\frac{6}{77}$	7800	See Route 41.	...

Route 44. SÖPÖR to ASTÖR, *via*

A. SHĀRDI, SHÖNTHAR GALI,—149 miles.

B. TSÜNTWĀR, SHÖNTHAR GALI,—136 miles.

Two routes between Söpör and Astör are given below; neither is passable for pack animals throughout, and the first is only fit for coolie transport between the Loläb and Shārdi. There is another good road from Lälpör, in the Loläb, by Kuligām, Batnār, and the Nao Gali, 10867 ft., to Matsil, and thence to Tsüntwār, stage B5.

From near Utli Domël, a difficult foot-track leads to Chittak Katha or Hāri Parbat Sar, crosses the Chandbili Gali, 43J/9, 15227 ft., and descending a glacier tributary of the Mīr Malik valley, joins the Shönthar Gali route at the foot of the Shönthar pass. Previous arrangements must be made for the collection of coolies at Kël. They should be taken through from this village to Astör, as no more are available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Söpör, <i>RH., C., E., P.O., TO., Dispensary.</i>	43J/7	..		5230	See Route 29.	Good road passable for laden animals.
1	Harwan, <i>FRH., E.</i>	43J/7	$\frac{12}{12}$		5450	Village. S.T. after notice; F.G. plentiful; spring W.	Easy ascent and descent by forest road over Bäkul Gali, 7950 ft. Pass Tekipur, mile 7.
2	Lälpör, <i>C., E., P.O.</i>	43J/7	$\frac{10}{22}$		5750	Small town, chief place of Loläb; bazar and tahsil. S.T. F.G. plentiful; excellent spring W.	Good road down Loläb valley to Khumbrial, mile 8. Cross Kälārch bridge and ascend r. bank of this stream through open valley.
3	Thaiyan, <i>E.</i>	43J/6	$\frac{13}{35}$		5800	Village. S.T. limited; F.G. W. plentiful.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
A3	Thaiyan, <i>E.</i>	43J/6	35		5800	As above.	Cross bridge to l. bank and ascend valley northwards. Pass Muhri, mile 5.
A4	Kōthi, <i>E.</i>	43J/6	$\frac{7}{42}$		7650	Hamlet. S.T. nil; F.G.W. plentiful.	Steep but easy crossing of Sōnapind Gali, 10763 feet, mile 3. Fair road down Sōnapind N.
A5	Rattapāni, <i>E.</i>	43J/5	$\frac{11}{53}$		7900	Hamlet. S.T. nil; F.G.W. plentiful.	Rough track up Sangar Seri N., impassable to pack animals. Steep rocky ascent to Katsil Gali, 11021 feet, mile 4, and rough footpath descending wooded slopes high above Chōr N.
A6	Shārdi (Shārdaji), <i>FRH., E., PO.</i>	43J/1	$\frac{10}{63}$		6200	Village and fort on l. bank of Kishanganga. FRH. is on l. bank. S.T.F.G.W. available.	Cross bridges over Kishanganga and Gumōt N. Good road for pack animals up r. bank Kishanganga to mile 8; then cross by bridge to l. bank. Cross bridges over Sinjili N., and Kishanganga at Shēkh Bēla, mile 10. Thence fair road by r. bank Kishanganga.
A7	Kēl, <i>E.</i>	43J/5	$\frac{15}{78}$		6900	See below.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
B3	Thaiyan, <i>E.</i>	43J/6	35	5800	See above.	Fair road north-eastwards up Sarikūl N. Pass Sarikūl village, mile 3. Thereafter road rough in places but 'passable' for pack animals.
B4	Ūragari, <i>E.</i>	43J/6	$\frac{6}{41}$	7800	Hamlet. S.T. nil; F.G.W. available.	Easy crossing of Ūragari Gali, 10319 feet, mile 2. Fair track down Seidōri N.
B5	Tsüntwār, <i>E.</i>	43J/6	$\frac{10}{51}$	7450	Hamlet $\frac{1}{2}$ mile up Matsil valley. S.T. nil; F.G.W. available. Join Route 39.	Descend Matsil N. to Kishanganga R., mile 9. Cross bridge to r. bank and follow down river.
B6	Kēl, <i>E.</i>	43J/5	$\frac{14}{65}$	6900	See below.	...
$\frac{A7}{B6}$	Kēl, <i>E.</i>	43J/5	$\frac{78}{65}$	6900	Large village. S.T.F.G.W. available.	Good road up r. bank of Kēl or Barai tributary. Side streams bridged. At mile 8 leave Route 39 & ascend Shōnthar N., r. bank.
$\frac{A8}{B7}$	Utli Domēl, <i>E.</i>	43J/5	$\frac{17}{95/82}$	9600	Hamlet. S.T. nil; F.G.W. available.	Fair track at first, then very rough and only fit for lightly laden coolies. Stiff climb up glacier at head of Galiwāla N. to Shōnthar Gali, 14973 feet, mile 10. Easy descent on east side to Chandbili N.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
$\frac{A9}{B8}$	Duman, <i>E.</i>	43J/9	$\frac{18}{113/100}$	10350	Junction with Dōbin ravine. S.T. nil; F. G.W. plentiful.	Fair road down Mir Malik valley.
$\frac{A10}{B9}$	Rattu, <i>RH., E.</i>	(43 I/SE) (43 I) NTF 3 NE	$\frac{15}{128/115}$	9000	Join Kamri pass road, see Route 42.	See Route 42.
$\frac{A11}{B10}$	Gurikot, <i>IB., E.</i>	do.	$\frac{15}{143/130}$	8000	Village. S.T. very scanty; F. G. W. procurable.	See Route 41.
$\frac{A12}{B11}$	Astōr (Hasōra), <i>RH., E., P.O.,</i> <i>TO., Dispensary.</i>	do.	$\frac{6}{140/136}$	7800	See Route 41.	...

PART III.—SECTION B.—TO SKĀRDU.

Route 45. GURAIŚ to SKĀRDU, *via* the DEOSAI—80 miles.

The route given below is passable for laden animals from mid-July to mid-September; but the grazing is none too good, bitter winds sweep over the bleak plateau, and fuel, as well as supplies, has to be carried. Occasional juniper alone is found.

At Chumda-kut, mile 21, tracks lead west over an easy pass to Das village on the Gilgit road, and east down the Shigar to Kargil (see Route 61).

At about mile 52, two routes diverge on the Deosai, *viz*, to Shigar, 42 miles, and to Parkutta on the Indus, 39 miles. The former crosses the Bari La and the latter the often difficult Katicho La, 15053 ft. Neither of these is passable for pack animals.

At about mile 58, a track leads away north-westwards, crosses the Dari La, and follows the Dari Lumba stream to Shigarthang, whence Katzarah in the Indus valley is reached. (See Route 46).

Modern one-inch maps extend only to the Jhelum-Indus watershed. The best available map of the Deosai is still the old quarter-inch reconnaissance. Distances and heights given below are approximate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.		
1	Gurais, <i>RH., E., PO., TO., Dispensary.</i>	43J/14	...	7940	} See Route 41.	
		43J/13				
	Peshwari, <i>RH., E.</i>	43N/1	$\frac{14}{14}$	9000		
2	Burzil Chauki, <i>RH., E.</i>	43N/1	$\frac{11\frac{1}{2}}{25\frac{1}{2}}$	11150	} Steep ascent up nala to Mir Panzil or Stakpita pass, mile $3\frac{1}{2}$, 13042 ft. Gentle descent to grassy head (Chhota Deosai) of Shingo R. Easy ascent to Sarsangi pass, 13860 ft., mile 8. Pass Sarsangi, mile 9. on Deosai plains.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Sikhabach, <i>E.</i>	43N	$\frac{14\frac{1}{2}}{40}$	13160	S.T.F. nil; G. in summer; W. plentiful.	Pass Jerbarcho lakes, mile 3. Ford Kinawai stream at Chumda-kut, mile $6\frac{1}{2}$; stone shelters. Ford Barwai N, mile 10.
4	Wozul Āb or Lālpāni, <i>E.</i>	43M	$\frac{10}{50}$	12500	S.T.F. nil; G. in summer; W. plentiful.	Ford Wozul Āb at starting and the Pialung stream, mile $2\frac{1}{2}$. Pass Ali Malik Mar 13400 feet, mile 8.
5	Usar Mar, <i>E.</i>	43M	$\frac{12}{62}$	13970	do.	Track stony and rough for ponies; loads must be stripped and carried by hand in bad places. Steep zigzag ascent to Burji La 15800 feet. Hence road improves. At Karpito, mile 16, reach Skārdū plain. Ford Satpur stream.
6	Skārdū, RH., C., E., P.O., TO., Dispensary.	43M	$\frac{18}{80}$	7700	Town, fort, bazar, thana, capital of Baltistān and headquarters of Wazir. Residence of local raja. Several E., but none very good. A limited amount of English stores are available (white flour, tinned provisions &c). S.T.F.G.W. abundant.	

Route 46. GODHAI to SKĀRDU, *via* ALAMPI LA—77 miles.

This route is sometimes more suitable than the Deosai route (No. 45), before the snow melts on the latter, the pass being open somewhat earlier than the Burji La. It is only practicable for coolie transport, though pack animals lightly laden have been taken through with great difficulty.

About mile 13 a very rough track continues up the valley south-eastwards and crosses a high pass to the Deosai. At Thlashing Spang, stage 3, a direct route joins from Astör, (see Route 47) and at Shigarthang, mile 38, a route leads to the Deosai *via* the Dari La. Stage 4 can be omitted when going from Godhai to Skārdu, but not *vice versa*. Supplies and transport must be taken for the through journey on all these routes. The old quarter-inch reconnaissance is the only map available. Distances and heights are approximate. Coolies take about 10 hours to cover each stage.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Godhai, <i>RH., E.</i>	(43I) NTF 3 NE	...	9100	Stage 9 of the Gilgit Road. (Route 41).	Rough steep track up Ditchil nala, and over shoulder to grassy side valley. Riding ponies may be taken but must be led in places.
1	Bubind, <i>E.</i>	43M	$\frac{11}{11}$	...	Village. S.T. nil; F.G.W. available.	Main track at mile 2 turns up side valley for some 5 miles, over rough and stony ground.
2	Alampi La, <i>E.</i>	43M	$\frac{10}{21}$	13000	Camp at western foot of Alampi La in an amphi- theatre closed by snow ridges. S.T. F.G. nil; W. available.	Ascent and descent of pass very steep and rocky when snow has cleared. When snow covered a zigzag course has to be stamped, with a fine glissade on the downward slope. Track in valley below is rocky.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL, MILES.			
3	Thlashing Spang, <i>E.</i>	43M	$\frac{12}{33}$		13000	Shepherd's huts, often uninhabited. S.T.G. nil; F.W. available.	Gradual descent by Shigarthang valley. Track rough. Cross river to l. bank at Shigarthang huts. The stream has to be crossed several times by rough bridges.
4	Stakchun, <i>E.</i>	43M	$\frac{11}{44}$		...	Huts. S.T. nil; G. scarce; F.W. available.	Track as before.
5	Katzarah, <i>E.</i>	43M	$\frac{13}{57}$		...	Village. S.T. F. very scarce; G.W. available.	Descent to sandy valley by old moraines. Thence fair road by desert plain passing oasis village of Pakora halfway.
6	Skārdū, <i>RH., C., E., PO., TO., Dispensary.</i>	43M	$\frac{20}{77}$		7700	See Route 45.	...

Route 47. ASTŌR to SKĀRDU, *via* the BANAK LA—90 miles.

The Banak La is rarely used. It is rougher than the Alampi La and open no earlier in the season. Few details are available. The route is shown roughly on the early reconnaissance map. It is probable that two camps between Popul and Thlashing Spang would be more convenient than one, as the marches are long and arduous.

Astōr (Hasōra), <i>RH., E., PO., TO., Dispensary.</i>	(431) NTF 3 NR	...	7800	See Route 41.	Cross Astōr bridge. Fair track by Purshing valley. Pass several hamlets.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
1	Popul, <i>E.</i>	(43I) N7F 3 NE	$\frac{10}{10}$		...	Hamlet. S.T. F.G. nil; W. plentiful.	Track as before but rougner. Gradual ascent by r. bank Purshing N.
2	Banak La, <i>E.</i>	43M	$\frac{17}{27}$		...	E. at foot of Banak La. S. T. F. G. nil; W. plen- tiful.	Track difficult. Ascent to Banak La, 15500 ft., over steep ice. Descent steep and difficult. Crevasses in late summer.
3	Thlashing Spang, <i>E.</i>	43M	$\frac{19}{46}$	13000		} See Route 46.	...
4	Stakchun, <i>E.</i>	43M	$\frac{11}{57}$...		
5	Katzarah, <i>E.</i>	43M	$\frac{13}{70}$...		
6	Skardu, <i>RH., C., E., P.O., TO., Dispensary.</i>	43M	$\frac{20}{90}$	7700		See Route 45.	...

Route 48. ASTÖR to RONDU (MENDI), *via*

A. the HARPO LA—45 miles.

B. the TRONGO PİR—45 miles.

Neither of the passes, the Harpo La and Trongo PİR, is open for more than 3 months, say mid-July to mid-October; and the former is rarely practicable till the end of July. Both are impassable to pack-ponies and afford rough going for coolies, who should be lightly laden. The selection of stages is immaterial, as there are no recognized camping grounds, S. and T. are unobtainable throughout, and F. & G. are scanty; no two travellers give the same stages or distances.

Besides this route from Astör, there is another from the Gilgit road, which leaves the Astör valley at Dashkin, ascends the Ditchil nala, crosses a high pass, and descends the Kurubar N. to Fulcharch, 15 miles down the Indus from Rondü. Few details are available, but it is only passable for lightly laden coolies.

The early reconnaissance quarter-inch map alone is available. Distances are approximate; at least 10 hours should be allowed for the coolies to cover each stage.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Astör (Hasōra), RH., E., PO., TO., Dispensary.	(43 I) NTE 3 NE	...	7800	See Route 41.	Cross Astör bridge. Fair track up Pursing valley. Pass several hamlets.
1	Popul, E. ...	do.	10 10	...	Hamlet. S.T. F.G. nil; W. plentiful.	...
A1	Popul, E. ...	do.	10	...	See above.	Track as before, but rougher. At mile 4 leave Route 47, & turn up side valley to north, ascending by steep glacier. The Harpo La is a dangerous pass, (16785 ft.); avalanches are frequent. Descent difficult & rocky below snow-line.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
A2	Harpo La, <i>E.</i>	43M	$\frac{14}{24}$	...	...	E. below snow-line on north of pass. S.T. F. nil; G. scanty; W. plentiful.	Track very rough down Tukehun valley.
A3	Chutabar, <i>E.</i>	43M	$\frac{7}{31}$	...	...	See below.	...
B1	Popul, <i>E.</i>	(43 I) NTF 3 NE	10	...	...	See above.	Gradual ascent and steep descent over spur.
B2	Deowhey, <i>E.</i>	43M	$\frac{8}{18}$	15700	...	Not shown on map. S.T.F. nil; G. scanty; W. available.	Rough track up Deowhey ravine. Steep ascent to spur which is followed to Trongo Pir pass, 15637 feet. Rough descent.
B3	Chutabar, <i>E.</i>	43M	$\frac{13}{31}$	...	...	See below.	...
3	Chutabar, <i>E.</i>	43M	31	...	...	Hamlet. S.T. nil; F. G. available; W. plentiful.	Fair track down Tukehun valley, r. bank. Pass Harpo, mile 5. Steep descent to Indus R.
4	Rondu (Mendi), <i>E.</i>	43M	$\frac{14}{45}$	6650	...	Cluster of villages. Residence of local raja. S.T.F.G.W. moderate.	

Route 49. DRĀS to SKĀRDU, *via* the INDUS valley—134 miles.

The path from Drās to Skārdū *via* the Indus valley is good except in a few places after Kharal. Ponies can generally be taken the whole way, but the track is often washed away, as was the case in 1922. Coolies are available at every stage, but there is a scarcity of ponies. Travellers should telegraph from Drās to the tahsildar at Kargil to make arrangements to have transport available at Kharal suspension bridge. The detour of 8 miles to Kargil and back is thereby avoided. The stages of this route have recently been changed and are now as given below. Stage 2 should be omitted if possible.

From Parkutta a track ascends the Katicho nala and crossing the Katicho La, 15053 feet, at its head, traverses the Deosai plains to Burzil Chauki.

The old quarter-inch reconnaissance maps only are available; these have been reprinted in degree sheet form. Heights are approximate only.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Drās, <i>RH., C., E., P.O.</i> <i>TO.</i>	43N	...	10144	Large village and fort. S. T.F.G. available; W. plentiful. RH. bad; E. good.	Road rather rough for 7 miles down the valley, which then closes in and changes direction north-eastwards, to Tashgām, the old stage, mile 15. E. good here. Cross to r. bank Drās R. by small suspension bridge. Road thereafter with ascents and descents over spurs follows r. bank, finally rising to Shimsa Khārbu.	
1	Shimsa Khārbu, <i>RH., C., E.</i>	43N	$\frac{21}{21}$	...	Village, near Drās-Shigar confluence, above RH. Good E. near RH., which is well furnished & comfortable. S. T. F. G. scanty; W. plentiful.	Down Drās-Shigar R., r. bank. Pass large village of Kirkitchu on opposite bank, mile 8. At Chunagund, mile 10, valley somewhat more open. At Kharal, mile 12, cross new suspension bridge over Drās R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Kharal, <i>RH., E.</i>	52B	$\frac{12}{33}$	...	Old name Hardus. RH. just beyond bridge very bad, with no doors or furniture; E. bad. S.T. F.G. nil; W. except from river, bad.	Road stony to Gangam, mile 4, by l. bank Drās-Suru R. Pass Bielargo on opposite bank, mile 8. Side streams bridged.
3	Olthing- thang, <i>RH., C., E.</i>	52B	$\frac{13}{46}$	...	Hamlet above on hill side. RH. dirty and very bad. S. moderate; T.F.G. available; W. not good.	Road keeps well above valley bottom to Indus confluence, mile 3; then descends to near river. New road built round the cliffs on rocks, or cut into mountain side for about 2 miles. Pass Tarkuti, old stage, small village, mile 10, then ascend over spur with stony descent to valley bottom. Pass Shiriting, mile 13, Gidiaksdo, mile 16, and cross cliffs to Bagicha. March hot and stony throughout.
4	Bagicha, <i>RH., C., E., P.O.</i>	52B	$\frac{19}{65}$	...	Hamlet. RH. small but good in shady compound. S. T. F. G. W. available. Changetransport here for Tolti.	Pass Kharmang, large village and ruined fort on r. bank of Indus. Old RH. no longer exists. Road continues by l. bank. Indus breaks through rocky gorge in this march with swift rapids.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
5	Tolti, <i>RH., C., E., PO.</i>	52 A	16 81		8450	Village and fort on l. bank. Residence of local raja. Good E. $\frac{1}{2}$ mile from Tolti on polo ground. RH. small but good. S.T. F. G. W. available.	Valley more open & cultivated. Gradually ascending, pass fertile fields of Karmango, mile 1; pass steep cliffs, mile 6. Between miles 8 & 10 pass several small hamlets Ghahori, Shadok, Urdi, Chok. Ford small stream or cross by bridge $\frac{1}{2}$ mile up. Pass hamlets of Manthoka and Ghasing, and cross another cliff.
6	Parkutta, <i>RH., C., E.</i>	43 M	18 99		7870	Large village, fort. S.T.F. G.W. available.	Road partly through cultivation, and undulating country with some rocky cliffs to cross on props. Pass Shyok confluence, mile 10, where a wooden ferry boat leads to Kiris and the Khapalu road.
7	Gol, <i>RH., C., E., PO.</i>	43 M	14 113		...	Village. RH not good; E. with good W. just beyond Gol. S.T.F.G. W. available.	Road fair, but country generally stony and bare, following bend of valley. After mile 13, pass Torgum; much of the going over loose sand.
8	Skārdū, <i>RH., C., E., PO., TO.</i>	43 M	21 134		7700	See Route 45.	

PART III.—SECTION C.—TO LEH.

Route 50. SRINAGAR to LEH. The Treaty High Road, *via*
the ZOJI LA and DRAS—240 miles.

This route is not open throughout for pony transport till the end of May. Till then coolies must be used for varying distances on either side of the Zōji La. Rates for transport on the Treaty Road are only applicable from May 15th to November 15th. Before and after these dates travellers and sportsmen must make their own terms, and coolies will often ask Rs. 10/- per head for the three marches, Sōnamarg to Drās.

The march from Gund to Sonamarg is liable to avalanches early in the year; the route then leads over the snow-bound river-bed.

The first march to Gāndarbal is fit for tongas but not motors; it may also be accomplished by boat across the Ānchār lake or by the Jhelum R. to Shādipur, thence up the Śind R. The latter is not navigable beyond Gāndarbal.

The Kashmir portion of the road is green and comparatively fertile. Beyond the Zōji La, the hills are bare of vegetation, and the journey hot in summer. The Namika La and Foti La are both very easy passes. The last stage to Leh is across a long sandy plateau, where in summer the glare and heat are very trying.

If time permits when returning from Leh to Srinagar, the journey can be conveniently broken at Pitok (Spitok); the R.H. here is excellent and probably the most comfortable on the road, though little used.

From Lotsun, mile 136, a difficult track crosses the Bula La northwards to the Indus some 10 miles below Dah.

Modern one-inch maps are published as far as the Zōji La; thereafter only the old quarter-inch reconnaissance maps are available. These are reprinted in degree sheet form as far as Nurla, stage 13; thereafter only the old Atlas sheets are at present available. These last are designated IA in the reference column. Sheets not yet published, but which may be available in the near future are shown in brackets.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Srinagar, <i>Hotel, C., B., PO., TO., Hos- pital, Banks.</i>	43J/16	...	5214	See Route 15.	Leave Hāri Parbat to left, mile 3, and pass suburb of Zinyimar, mile 5. Traverse neck of land between Dāl and Ānchār lakes. Pass Malshāhi Bāgh PO., mile 11½.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Gandarbal, <i>C., E., P.O., T.O.</i>	43J/16	$\frac{12\frac{1}{2}}{12\frac{1}{2}}$	5220	Small village, bazar. Several good European quarters in C. are bad. Travellers for Ladākh and Baltistan should arrange transport here to Drās. S.T.F. G.W. plentiful.	Road crosses Sind R. by suspension bridge at Wōyil, mile 4. Thence good pony road by r. bank Sind R. Pass Wusan, mile $6\frac{1}{2}$, and Sind R. bridge, mile 7. Cross Wāngat N. by bridge, mile $9\frac{1}{2}$, whence fair road leads to Gungabal lake and Tilōl (see Route 67).
2	Kangan, <i>RH., C., E., P.O.</i>	43J/15 43J/16 43N/4	$\frac{10\frac{1}{2}}{23}$	5800	Village. Bridge across Sind R. Early in year, no coolies are obtainable beyond here before crossing Zōji La. RH. and E. good. S.T. F. G. W. available.	Road on r. bank Sind R. for nearly 8 miles; cross to l. bank at Harganyiwān, & back to r. bank, mile $10\frac{1}{2}$. Road good for pack ponies. Several small villages are passed.
3	Gund, <i>RH., C., E., P.O.</i>	43N/3	$\frac{13}{36}$	6820	Village. Light bridge unfit for ponies spans Sind R. RH. small and not very good. E. good opposite RH. S.T. available; F. G. W. plentiful.	Beyond Gund valley contracts; road in mountain side. Pass Reyil, mile $2\frac{1}{2}$, Kulan, mile 4; cross to l. bank Sind R. Recross to r. bank, mile 6, and follow this through Gangan-giyer gorge. Cross to l. bank $2\frac{1}{2}$ miles before reaching Sōnamarg.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
4	Sōnamarg, <i>C., E., P.O., TO.</i>	43N/7	$\frac{15}{51}$	8750	E. near Shit-kari village, 2 miles before Sōnamarg. C. has two rooms for European travellers, but are not recommended. S.T. practically nil, except from mid-June to mid-September; F.G.W. plentiful.	Cross to r. bank Sind R. at Sōnamarg. Road good over undulating ground, with occasional patches of forest. Pass Saribal village on opposite bank, mile $4\frac{1}{2}$, and Rānga dāk shelter, mile 6.
5	Bāltal, <i>RH., C., E.</i>	43N/7	$\frac{8\frac{1}{2}}{59\frac{1}{2}}$	9450	Dāk huts. RH. and E. pleasant among trees. S.T. nil; F. G.W. available.	Ascend Zōjibal N. by graded road on north bank. Ascent steep to Zōji La, 11578 feet, passing dāk shelter, mile 4. In winter and spring, travellers ascend snowbound ravine bottom, where avalanche snow accumulates and remains till mid-June. Descent on east side gentle. Pass Mechoi (Mitsahoi), mile 9, with RH., C., E., and TO. (winter). Pass Minimarg, mile 11.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Matayan, <i>RH., C., E.</i>	(43N/SE) 43 N	$\frac{15}{74\frac{1}{2}}$	11000	Hamlet with few huts. T. practically nil; S. F. G. scanty; W. plentiful. Snow often lies on the barren hillsides well into June.	Down Gumber r. bank. Cross bridge to l. bank at Pandras, mile 6; road good. Cross Mushki bridge, mile 11 $\frac{1}{2}$, and Marpo-chu bridge, mile 12.
7	Drās, <i>RH., C., E., P.O., TO.</i>	do.	$\frac{12\frac{1}{2}}{87}$	10144	Large village and fort. S. T.F.G. available; W. plentiful. RH. bad; E. good.	Road rather rough for 7 miles down valley, which then closes in and changes direction north-eastwards, to Tashgām, the old stage, 15 miles. E. good here. Cross to r. bank Drās R. by small suspension bridge. Road thereafter with ascents and descents over spurs, follows r. bank, finally rising to Shimsa Khārbu.
8	Shimsa Khārbu, <i>RH., C., E.</i>	43N/NE) 43 N	$\frac{21}{108}$	...	Village, near Drās-Shigar confluence above RH. Good E. in compound 100 yds. from RH, which is well-furnished and comfortable. S. T. F. G. scanty; W. plentiful.	Down Drās-Shigar R. r. bank. Pass large village of Kirkitchu on opposite bank, mile 8. At Chunagund, mile 10, valley somewhat more open. Pass Kharal suspension bridge mile 12 (Route 49). Follow l. bank Suru R., here swift but shallow and broad.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
9	Kargil, <i>RH., C., E., P.O., TO., Dispensary.</i>	(52B/8W) 52 B	15 123		8790	Small town; capital of Parik; fort and tahsil. S.T.F.G.W. fairly plentiful.	Cross Suru bridge one mile above fort and take road by l. bank Wakka-chu, over sandy plateau. Pass Pashkyum, large village and fort, mile 7. Cross Wakka-chu here by bridge and ascend r. bank; valley contracts. Pass Lotsun, mile 13, where this long march may be conveniently broken. Road continues good past Shergol, E. mile 18. This is reckoned as a double march.
10	Mulbekh (Maulba Chamba), <i>RH., C., E.</i>	(52B/SW) 52B	23 146		10350	Large village and monastery. S.T.F. G.W. available.	Road leaves Wakka-chu valley and by gradual easy ascent crosses Namika La, 13008 feet, mile 11. Easy descent to Khangral on Sangekuma-chu. Ascend l. bank of this.
11	Bod Khārbu, <i>RH., C., E.</i>	(52B/SE) 52B	14 160		10890	Group of villages. S.T.F. G.W. available.	Up Sange-kuma or Khanje valley crossing by bridge to r. bank before passing Hiniskūt, mile 7. Easy ascent and descent over Potu La, 13446 ft.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
12	Lamayūru, RH., C., E.	(52B/SE) 52 B	$\frac{15}{175}$	11400	Large monastery and village with granary. S.T. F. G. W. available.	Road follows narrow ravine, crossing and recrossing stream several times, reaching the Indus near Hangru, mile 7. Cross Indus suspension bridge, mile 9, to r. bank. A short cut for pedestrians crosses hillside from mile 6 $\frac{1}{2}$ to mile 9. Pass Khalatse, large village, mile 10, (See Route 72).
13	Nurla, RH., C., E.	do.	$\frac{18}{193}$	...	Village. S.T. F. G. W. available.	Country barren. Good road by r. bank Indus.
14	Saspul, RH., C., E.	(52F/sw) (52 F) IA 45 SE	$\frac{14\frac{1}{2}}{207\frac{1}{2}}$	...	Village and cultivation; granary. Bridge across Indus to Alehi monastery. S.T. F. G. W. available.	Road leaves river & crosses plateau to Basgo, mile 7; E. good but old RH. now destroyed. Thereafter road is sandy and stony.
15	Nimu, RH., C., E.	do.	$\frac{14\frac{1}{2}}{222}$	...	Village. S.T. F. G. W. available.	Valley opens out. Road over sandy plateau north of Indus. Pass Phayang Dokpo, mile 10; and Pitok (Spitok), RH., mile 13. Thence gradual ascent to Leh.
16	Leh, RH., C., E., P.O., TO., Dispensary.	(52F/SE) (52 F) IA 45 SE	$\frac{18}{240}$	11500	Large town, tahsil, fort, bazar; capital of Ladakh. Residence of Wazir and British Joint Commissioner. Moravian mission. S.T.F. G.W. abundant.	

**Route 51. SRINAGAR to LEH, via INSHAN, SURU,
RINGDOM—300 miles.**

There are several routes from Kashmīr to the Wardwan valley; that described below is easier and open earlier, though much longer than Route 52. See also Routes 35 and 53. The Bat Kol pass is passable for yaks and ponies in summer. Modern one-inch maps are not available beyond Sokhniz, stage 8. Beyond this point the old quarter-inch only is available in degree sheet form to Nurla, stage 17; thereafter the old atlas sheets, designated IA, alone are available. Maps which may be published in the near future are shown in brackets. The old Atlas sheet is not accurate in the mountains south of Suru.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Srinagar, <i>Hotel, C., E., P.O., T.O., Hos- pital, Banks.</i>	43J/16	...	5214	See Route 15.	} See Route 25.
		43K/13				
1	Awantipur <i>(Wantipōr), RH., C., E., P.O., T.O.</i>	43O/1	$\frac{18}{18}$	5225	See Route 25.	
2	Islāmābād, <i>RH., C., E., P.O., T.O., Hospital, Dispensary.</i>	43O/2	$\frac{17}{35}$	5240	} See Route 35	
3	Kūthēr, <i>E.</i> or	43O/6	$\frac{9}{44}$	5700		
	Shāngas, <i>E.</i>	43O/6	$\frac{11}{46}$	5660		
4	Qasba Naubug, <i>E.</i>	43O/6	$\frac{14/12}{58}$	7200		
5	Gāoran, <i>E.</i>	43O/6 43O/5	$\frac{9}{67}$	8050		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Inshan (Wardwan), <i>E.</i>	43O/9	$\frac{16}{83}$	8300	Village and capital of Wardwan. S.T. limited; F. G. W. available.	Fair pony road up either bank of Wardwan R., through cultivated country.
7	Basmen , <i>E.</i>	43O/9	$\frac{9}{92}$	8450	Village. S.T. limited; F.G.W. available.	Road and country as above. Best road on r. bank to mile 2, then on l. bank, past Rikinwās, mile 5; then by r. bank from mile 5½. Bridges at both crossings for pack animals.
8	Sokhniz , <i>E.</i>	43O/9 43N/12	$\frac{8}{100}$	9090	Village. S.T. nil; F.G.W. available.	Fair road at first by r. bank. Cross by snow bridge or ford in early morning, mile 8; turn east up Bat Kol (Bhot Khol) valley. There are several fords which may be difficult.
9	Morsekhol , <i>E.</i>	(43 N/8E) 43 N	$\frac{20}{120}$	...	Camp near entrance to side valley. S.T.G. nil; F. scanty; W. plentiful.	Rough ascent to Bat Kol glacier; then over its surface for 5 miles. Ascend steep ridge to west of high peak, to Bat Kol pass, 14370 feet. Ascent and descent very trying, though generally passable to yak and pony transport.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
10	Dunore, <i>E.</i>	(43N/SE) 43 N	$\frac{20}{140}$	...	E. in Chilung valley. S.T. nil; F. G. scanty; W. ample.	Descend by stony valley of Chilung.
11	Suru, <i>E.</i>	do.	$\frac{10}{150}$	10700	Collection of hamlets and fort on l. bank Suru R. Old R.H. uninhabitable. S. F. G. W. procurable; also few coolies and ponies. Former are good mountain porters.	Cross Suru bridge, and neck of land to Parkutse. Ascent rough but passable to led ponies. A rock staircase is difficult.
12	Gulmatāngo, <i>E.</i>	(52 B/sw) 52 B	$\frac{18}{168}$	...	Small monastery. S. T. nil; F.G. very scanty; W. ample.	Fair road up r. bank of Sankpo or Suru R.
13	Ringdom, <i>E.</i>	do.	$\frac{17}{185}$	...	Monastery (Gonpa Lāma Sarai) on hill at entrance to side valley. S. T. F. G. very scanty; W. available.	Rough road up tributary north-eastwards. Ascent to Kungi La easy. Descend glacier to Hamar valley. A long and tiring march which can be broken at mile 12, at west foot of Kungi La.
14	Kilchu, <i>E.</i>	(52 B/sg) 52 B	$\frac{27}{212}$	...	S.T.F.G. nil; W. available.	Rough track down Hamar valley, fording river several times.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
15	Hiniskūt, <i>E.</i>	(52B/SE) 52B	$\frac{13}{225}$	Small village on Sange-Kuma R, r. bank. S.T. nil; F.G. very scanty; W. available.	Route joins the Treaty High Road to Leh (Route 50). Easy ascent and descent over Fotu La, 13446 feet.
16	Lāmayūrū, <i>RH., C., E.</i>	do.	$\frac{10}{235}$	11400	...	See Route 50.	...
17	Nurla, <i>RH., C., E.</i>	do.	$\frac{18}{253}$	...	...
18	Saspul, <i>RH., C., E.</i>	(52F/sw) (52F) IA 45 SE	$\frac{14\frac{1}{2}}{267\frac{1}{2}}$	...	...
19	Nimu, <i>RH., C., E.</i>	do.	$\frac{14\frac{1}{2}}{282}$	...	...
20	Leh, <i>RH., C., E.</i>	(52F/SE) (52F) IA 45 SE	$\frac{18}{300}$	11500	...		

Route 52. SRĪNAGAR to SURU, via TRĀL, LIDAR valley, SOKHNIZ —128 miles.

The route described below is a short cut to Suru, but is not open till late in June. It is only passable for coolies between the Lidar and upper Wardwan. These should be procured by previous application from down the Lidar valley and should be ready at Langanbal. If this is done the halt at Stage 4 may be omitted.

The modern one-inch survey only extends as far as Sokhniz. Beyond this point the old quarter-inch reconnaissance is the best obtainable. The route from Suru onwards to Leh is described in Route 51.

Srīnagar, <i>Hotel, C., E., PO., TO., Hos- pital, Banks.</i>	43J/16 43K/13	...	5214	See Route 15.	See Route 25
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
1	Awantipur (Wantip̄r), RH., E., P.O.	43O/1	$\frac{18}{18}$		5225	See Route 25.	Good road for pack ponies.
2	Trāl, C., E.	43O/1	$\frac{8\frac{1}{2}}{26\frac{1}{2}}$		5630	Large village. S.T.F.G.W. available.	Good road through Trāl State <i>Rāh</i> ; ascent to Bughamar Gali, graded and easy.
3	Walarōm, E.	43O/1	$\frac{13\frac{1}{2}}{40}$		6270	Village in Lidar valley. S.T.F.G.W. available.	Join main road up Lidar valley, good for pack ponies. Pass Kolor, mile 2; Cross Owur bridge, mile $3\frac{1}{2}$, and Lidar bridge, mile 6.
4	Langanbal, E.	43O/5	$\frac{6\frac{1}{2}}{46\frac{1}{2}}$		6600	E. at mouth of Langanai N. S.T. scanty; F.G.W. available.	Fair path for laden coolies up the Langanai N.
5	Langinai, E.	43O/5	$\frac{8\frac{1}{2}}{55}$		11315	Huts at tree limit. S.T. nil; F.G.W. available.	Track continues up valley for 3 miles; then rises steeply for 1300 feet to Ditap Gali. Easy descent for coolies down Minpal N. and Basmen N.
6	Basmen, E.	43O/9	$\frac{15}{70}$		8450	} See Route 51.	
7	Sokhniz, E.	43O/9 43N/12	$\frac{8}{78}$		9090		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
8	Morsekhol, <i>E.</i>	(43N/SE) 43N	$\frac{20}{98}$	...	...	} See Route 51.	...
9	Dunore, <i>E.</i>	do.	$\frac{20}{118}$	...	...
10	Suru, <i>E.</i>	do.	$\frac{10}{128}$	10700	...		

Route 53. SRINAGAR to LEH, *via* PETGAM, CHILUNG pass, and RINGDOM—301 miles.

The route given below is not used as a through route. Few details are available of the marches between stages 9 and 14, and the map is only a rough reconnaissance of the country in this section.

	Srinagar, <i>Hotel, C., E., PO., TO., Hospital, Banks.</i>	43J/16 43K/13	...	5214	See Route 15.	} See Route 25.
1	Awantipur (Wantipor), <i>RH., E., PO.</i>	43O/1	$\frac{18}{18}$	5225	See Route 25.	
2	Islamabad, <i>RH., C., E., PO., TO., Hospital, Dispensary.</i>	43O/2	$\frac{17}{35}$	5240	} See Route 35.	
3	Kuthar, <i>E.</i> or Shangas, <i>E.</i>	43O/6 43O/6	$\frac{9}{14}$ $\frac{11}{46}$	5700 5660		...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Qasba Naubug, <i>E.</i>	43O/6	$\frac{14}{58}$	7200	Village. S.T. available; F. G. W. plentiful.	Good road for laden ponies down Naubug N. Crossbridge to l. bank at Lārun, mile 2; pass Krit, mile 3. Ascend Rāzpar̄yin N. Pass Dyūs, mile 5, and FRH., mile 6½.
5	Badirbrāri, <i>E.</i>	43O/6	$\frac{13}{71}$	10000	E. at junction of Hōksar N. S.T. nil; F. G. W. plentiful.	Steep but fair ascent up Wat N. to Hōksar Galī, 12918 feet. Easy descent by Pāntsālmarg and Zar Nāg N.
6	Baryinnar, <i>E.</i>	43O/10	$\frac{11}{82}$	11250	Gujar huts; S.T. nil; F.G. W. available.	Road very fair for pack animals down the Sat Kol, which has to be forded several times.
7	Yid Nār, <i>E.</i>	43O/10	$\frac{10}{92}$	10350	Confined E. at junction of Yid Nār and Sat Kol. S.T. nil; F.G. W. plentiful.	Steep ascent to Penjan pass, 13607 feet, mile 3½; gradient easier on east side. Descend sheltered basin of Sat Rar (under snow till end of June). Pass Nār-wajan, mile 11, in cultivated Marau valley. Road then easy. Pass Napaz, mile 14; cross Marau bridge, mile 15½.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
8	Petgam (Marau), <i>E.</i>	43O/10	$\frac{16}{108}$	7100	Village. S. T. F. G. W. available.	Road fair for laden animals up r. bank Rin N. Pass Anyar, mile 6, and Tatawoin hot springs, mile 8. Cross bridge here to l. bank Rin N. and recross to r. bank, mile 9.
9	Metwan, <i>E.</i>	43O/14	$\frac{12}{120}$	8450	Village. S. T. scanty; F. G. W. available. Change to coolie transport.	Track fair at first, but rough towards end of march.
10	Maharran, <i>E.</i>	(43O/NE) (43 O)	$\frac{10}{130}$	...	...	} Details not available. Track leads up the Phariabād N. south of Nun Kun massif, then ascends for 10 miles of broken glacier over Chilung La. Descent easier on east side.
11	Kailgan Rocks, <i>E.</i>	do.	$\frac{11\frac{1}{2}}{141\frac{1}{2}}$	...	...
12	Chilung La, <i>E.</i>	(52C/NW) 52 C	$\frac{11\frac{1}{2}}{153}$	...	<i>E.</i> at west foot of glacier.	
13	Ringdom Sankpo, <i>E.</i>	do.	$\frac{20}{173}$	...	<i>E.</i> at junction of Pensi La route (Route 69).	
14	Ringdom, <i>E.</i>	(52B/sw) 52 B	$\frac{13}{186}$	...	} See Route 51.	
15	Kilchu, <i>E.</i>	(52B/SW) 52 B	$\frac{27}{213}$...		
16	Hiniskūt, <i>E.</i>	do.	$\frac{13}{226}$...		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
17	Lamayūru, <i>RH., C., E.</i>	(52B/SE) 52 B	$\frac{10}{236}$	11400	} See Route 50.	...
18	Nurla, <i>RH., C., E.</i>	do.	$\frac{18}{254}$...		
19	Saspul, <i>RH., C., E.</i>	(52F/sw) (52F) IA 45 SE	$\frac{14\frac{1}{2}}{268\frac{1}{2}}$...		
20	Nimu, <i>RH., C., E.</i>	do.	$\frac{14\frac{1}{2}}{283}$...		
21	Leh, <i>RH., C., E.</i>	(52F/SE) (52 F) IA 45 SE	$\frac{18}{301}$	11500		

**Route 54. KISHTWĀR to LEH, via the UMĀSI LA, ZĀSKAR,
and A. LĀMAYŪRŪ—302 miles.
B. DROGULIKA—284 miles.**

The Umāsi La is the easiest of three glacier passes over the main Himalaya between Padar and Zāskar. From Bhuzās (Bhujwas), the three routes diverge; the most direct over the Muni La is now rarely used, while the Hagshu La is used only if the destination is Suru. Both are passable for coolies in July and August. The Umāsi La is passable for pack animals with difficulty from mid-June to mid-September inclusive, and was the line of advance taken by the Dogra conquerors of Ladākh. Coolies should be engaged at Ārthal, or prearranged at Matsēl for the journey to Zāskar.

From Ārthal, stage 4, a good pony road leads to Chamba.

From Ating, stage 10, a difficult track leads over the Rulukun La to the Zāskar R, but saves little distance, as the gorge below is inaccessible. The Namtsay La and Nera La avoid this gorge.

From Zozar, there is a difficult path northwards to Leh over the Charcha La, Ruberang La and Kunda La, open only when the rivers are low and then for coolies only (see Route 56).

On the 19th march, after crossing the Sirsir La, a rough track leads to Kangi, between Kilchu and Hiniskūt, stages of Route 53.

Distances from stage 10 are approximate; stages 12 to 20 have not recently been checked. Only the old quarter-inch reconnaissance maps are available beyond stage 7 and the route thereafter is only shown roughly.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
	Kishtwar, <i>RH., FRH., C., E., P.O., Hospital.</i>	43O/15	...		5360	Small town, fort, bazar & headquarters of district on high plateau above junction of Wardwan & Chenābrivers. S.T.F.G.W. plentiful.	Good road northwards to Dāl Dhār ridge, which is rounded at about 6700 feet, some 3000 feet above Chenāb R. Road then turns east up Chandar Bhāga or Chenāb R. passing Dūl, mile 8. Road very fair throughout except in a few places, and passable for pack animals.
1	Bagīne, <i>E.</i>	43O/15	$\frac{16}{16}$		6500	Hamlet. S.T. very scanty; F. G. W. plentiful.	Ascend Chandar Bhāga by l. bank, descending to cliffs above river at mile 4; then rise again. A new forest road has recently been made to Ārthal.
2	Piās, <i>E.</i>	43O/15	$\frac{10}{26}$		6700	Hamlet. S.T. very scanty; F. G. W. plentiful.	Road as above, with many ups and downs and along precipices.
3	Shirir, <i>E.</i>	52C/3	$\frac{12}{38}$		6700	Hamlet. S.T. nil; F.G.W. available. E. very limited.	Road fair through precipitous wooded country at first, then valley opens out and is cultivated. Pass Zār, mile $7\frac{1}{2}$ and Aphen, mile $8\frac{1}{2}$, whence a path leads south to the Panji pass and Bangar.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Ārthal (Atholi), <i>E., P.O., Dispensary.</i>	52C/3	$\frac{12}{50}$	6360	Village on l. bank; Gulābgarh fort on right. S.T.F. G.W. available.	Cross Chandar Bhāga by cantilever bridge to r. bank; cross Bhut Na bridge and ascend valley by r. bank. Road easy through terraced cultivation.
5	Kunhel (Mau), <i>E.</i>	52C/3	$\frac{12}{62}$	7600	Village. E. small. S. T. limited; F.G. W. available.	Fair path passable for laden animals through wooded valley by l. bank to mile 3; then by r. bank. Bridges at both crossings.
6	Matsel (Machail), <i>E.</i>	52C/7	$\frac{10}{72}$	9700	Village. S.T.F.G.W. moderate.	Path as above to the sapphire mines of Sumsām; thereafter rough.
7	Rhuzās (Bujwas), <i>E.</i>	(52C/sw) 52C.	$\frac{8}{80}$	11570	Halting place. F. G. W. available; S. T. nil.	Path rough. Ascend broad Bhuzās valley and zig zag steeply up branch nala.
8	Bugjan Hiwan, <i>E.</i>	do. (52C/SE)	$\frac{7}{87}$	15500	Halting place at side of glacier. G. W. available; S. T. nil; F. must be brought from last camp.	Steep ascent over glacier and snowfields to Umāsi La, 17370 feet; steep descent by glacier to Huttra, 16109 feet, then easier to below glacier level.
9	Gaura, <i>E.</i>	(52C/NW) 52C.	$\frac{13}{100}$	13540	S.T. nil; G.W. and <i>burtsa</i> F. available.	Rough track down Bardur valley. Pass Sumchum Gonpa, mile 4.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
10	Ating, <i>E.</i>	(52C/NE) 52C	$\frac{10}{110}$		12020	Village. S.T. limited; F.G. W. available. Zāskar-Suru road <i>via</i> Pensi La is here joined for 6 miles (See Route 69).	Cross to l. bank Doda R. by rope bridge at Tungring, mile 6. Road fair.
11	Kursha, <i>E.</i>	do.	$\frac{16}{126}$		...	Village and monastery by junction of Doda and Zāskar rivers. S.T. F.G.W. moderate.	Road fair down l. bank Zāskar R. Cross to r. bank near Zozar and join main Zāskar road.
12	Zozar (Zuzzar), <i>E.</i>	(52G/NW) (52G) IA 46	$\frac{12}{138}$		11580	Village. S.F. G.W. available; T. practically nil.	Fair road by r. bank, Zāskar R.
13	Zangla, <i>E.</i>	(52C/NE) 52C	$\frac{6}{144}$		11050	Village on r. bank Zāskar R. S.T.F. moderate; G. W. plentiful.	Cross Chelong Labho or Namtsay La, 14530 feet, mile 7, and descend Khurmafū valley. Track very rough in places.
14	Khurmafū, <i>E.</i>	do.	$\frac{13}{157}$		13050	S.T. nil; F. G.W. available.	Ascend Pangot valley.
15	Pangot, <i>E.</i>	do.	$\frac{10}{167}$		15000	Halting place at foot of Nera La. S.T. nil; F.G.W. available.	Track fair. Cross Nera La, height 15966 feet, mile 4. Descend through hills to Zāskar R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
16	Naerung, <i>E.</i>	(52C/NE) 52 C	$\frac{10}{177}$	11000	Small village. S.T. nil; F. G.W. available.	Cross Zaskar bridge, mile 1, and the Chochu Bori La, mile 4. Track fair.
17	Yelchang, <i>E.</i>	do.	$\frac{7}{184}$	12730	Small village. S.T. nil; F. G. W. available.	Cross Singi La, 16600 feet, mile 4. Pass Maleng, mile 8. Road fair crossing numerous spurs and ravines with easy gradients.
18	Photaksar, <i>E.</i>	(52B/SE) 52 B	$\frac{16}{200}$	13900	Village. S.F. G.W. available; a few coolies. It is advisable to engage these here.	Road good and passable for laden animals. Cross easy Sirsir La, height 16372 feet, mile 5.
19	Honupatta, <i>E.</i>	do.	$\frac{15}{215}$	12400	Village. T. nil; S.F.G.W. available.	Track very fair down Spangthan valley.
20	Phanjila, <i>E.</i>	do.	$\frac{7}{222}$	...	Village. T. nil; S.F.G.W. available.	...
A20	Phanjila, <i>E.</i>	do.	222	...	See above.	Track difficult for yaks.
A21	Wanlah, <i>E.</i>	do.	$\frac{6}{228}$	10900	Village. S.T. F.G.W. available.	Track as above. Cross Prinkiti La, 12500 feet; easy ascent and descent except near summit.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A22	Lamayūrū, RH., C., E.	(52B/SE) 52 B	$\frac{9}{237}$	11400	} See Route 50.	...
A23	Nurla, RH., C., E.	do.	$\frac{18}{255}$...		
A24	Saspul, RH., C., E.	(52F/sw) (52 F) IA 45 SE	$\frac{14\frac{1}{2}}{269\frac{1}{2}}$...		
A25	Nimu, RH., C., E.	do.	$\frac{14\frac{1}{2}}{284}$...		
A26	Leh, RH., C., E., P.O., TO., Dispensary.	(52F/SE) (52 F) IA 45 SE	$\frac{18}{302}$	11500		
B20	Phanjila, E.	(52B/SE) 52 B	222	...	See above	Road fair.
B21	Hinju, E.	do.	$\frac{9}{231}$	...	Small village. S.T. nil; F. G W. available.	Long easy ascent and descent over Choke La, 13513 feet.
B22	Drogulika, E.	(52F/sw) (52 F) IA 45 SE	$\frac{10}{241}$	...	do.	Fair road passable for laden yaks down the Sumdah-fu.
B23	Ezas, E.	do.	$\frac{9}{250}$	...	do.	Track as above down Sumdah-fu and Zāskar R. Cross Indus R. bridge below Indus-Khur- na confluence.
B24	Nimu, RH., C., E.	do.	$\frac{16}{266}$	...	} See Route 50.	...
B25	Leh, RH., C., E., P.O., TO., Dispensary.	(52 F/SE) (52 F) IA 45 SE	$\frac{18}{284}$...		

Route 55. KAILANG (LĀHUL) to LEH, via TANDI,
 BĀRĀLĀCHA LA, and (A) LĀCHĀLŪNG LA—187 miles.
 and (B) MARANG LA—192 miles.

This is part of the through route from Simla to Leh, and is open from June to October. It is a good hill road to stage 4, and open going thereafter to stage 10. It is passable throughout for yaks which form the best transport. These and all supplies should be arranged for the whole journey with the help of the Assistant Commissioner. Kailang may be reached by good hill roads from either Chamba or Kulu; it is 198 miles or 19 easy marches from Simla.

The details given below have been corrected from various sources, but are probably not up to date. It is believed that the distances to Kilang, stage 4, though according to the official mileages, are underestimated. The old reconnaissance quarter-inch map, (Indian Atlas sheets 45 and 46), is rough, and though the route is indicated, improvements have been effected and neither the alignment nor the names are now correct.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Kailang (Lāhul), RH., C., E., P.O., TO., Dispensary.	(52 H) IA 46	...	10100	Town; capital of Lāhul, tahsil, observatory, Moravian mission. S.T.F.G.W. available.	Road winds uphill for greater part of march, up western side of Bhāga valley.
1	Kulang (Kolang), E.	do.	$\frac{10}{10}$	...	Village. S.T. G. W. available; F. scarce.	Road level and good. Cross Kada Tokpo bridge, mile 7. There is a PWD. R.H. at about mile 4, which if used, would combine the first 3 stages into 2 long marches.
2	Darcha (Sumdo), C., E.	do.	$\frac{8}{18}$	10840	Village. S.T.F.G.W. moderate.	Road fair up Bhāga valley, r. bank. Pass Patsio, mile 7, where a fair is held for Kulu, Lāhul and Tibetan traders.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
3	Zing-zing-bar, <i>C., E.</i>	(52 H) IA 46	$\frac{12}{30}$	14000	S.T. nil; F.G. scanty; W. available.	Road very fair. Pass Suraj-dul lake, mile 4. Easy ascent to Bārālācha La, 16200 feet, mile 6. Descent long and easy past Yunan Tso (lake). Cross Yunan bridge at end of march.	
4	Kilang (Kanun or Kenlung), <i>C., E.</i>	do.	$\frac{12}{42}$	15120	S.T. nil; F.G. scanty; W. available.	Road level and easy down Yunan valley. Country opens out.	
5	Sarchu (Lingti), <i>E.</i>	do.	$\frac{11}{53}$	13950	S.T. nil; G.W. and scrub F. available.	...	
A5	Sarchu (Lingti), <i>E.</i>	do.	53	13950	As above.	Track level down Tsarap valley. Cross river by ford about mile 3.	
A6	Rachog-ba, <i>E.</i>	(62 G) IA 46	$\frac{10}{63}$	13400	S.T. nil; G. and dung F. scanty; W. available.	Track as above. Pass Gian, mile 2.	
A7	Sumdo, <i>E.</i>	do.	$\frac{9}{72}$	15520	S.T.F.G. nil; W. available.	Stiff and rough ascent to Lāchālūng La, 16600 feet, mile 4. Easy descent.	
A8	Pang, <i>E.</i>	do.	$\frac{16}{88}$	15200	do.	Cross another easy pass, 16630 feet; rough descent. Track then leads over More plain.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
A9	Rogchin (Rukchin), <i>E.</i>	(52 G) 1A 46	19 107		15300	Sometimes <i>Changpa</i> camp. S.T. nil; F.G. very scanty; W. available.	Track turns north-west, up Debring valley.
A10	Debring , <i>E.</i>	do.	14 121		15780	See below.	...
B5	Sarchu (Lingti), <i>E.</i>	(52 H) 1A 46	53		13950	See stage 5 above.	Track separates from Lāchālūng route at Gian, mile 12.
B6	Luntunnu , <i>E.</i>	(52 G) 1A 46	16 69		...	S.T. nil; F.G. W. available.	Track continues down Tsarap valley. Pass hot spring, mile 3.
B7	Takh , <i>E.</i>	do.	9 78		...	Hamlet. S.T. nil; F. G. scanty; W. available.	Track ascends ravine. Steep ascent to Marang La, mile 4. Descent by gorge.
B8	Lun , <i>E.</i>	do.	18 96		...	Sometimes <i>Changpa</i> camp. S.T.F. nil or very scanty; G.W. available.	Cross several streams; track up Zara valley.
B9	Sangtha , <i>E.</i>	do.	9 105		...	As for last stage.	Track sandy up wide valley. This march is long and tiring.
B10	Debring , <i>E.</i>	do.	21 126		15780	See below.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
10	Debring, <i>E.</i>	(52 G) IA 46	121/126	15780	<i>Changpa</i> camp. S.T.F. scanty; G.W. available.	Track leads steeply up Debring ravine to Tagalaung La, 17500 feet, mile 4. Descent stony but easy. Pass Tiarnak, mile 9.	
11	Gya, <i>C., E.</i>	do.	15 136/141	13500	Village and monastery. T. F.W. available; small granary, otherwise S. G. nil.	Road good down l. bank Gya ravine. Pass Latho, mile 4, and Miru, mile 10.	
12	Upshi, <i>C., E.</i>	(52G) IA 45 SE	16 152/157	11900	Village on l. bank Indus, here about 50 feet wide and swift. S. T.F.G. scanty; W. available.	Road good by l. bank Indus. Cross Shang bridge near end of march. About mile 5, the Ugu bridge spans the Indus and remainder of journey may be made by r. bank (See Route 82).	
13	Marsalang, <i>C., E.</i>	do.	10 162/167	11500	Village. S.T. F.G. nil; W. available. Himis monastery lies 2 miles up ravine to south-west.	Road over sandy desert with few green patches. Country well cultivated near Shushot.	
14	Shushot, <i>C., E.</i>	(52F) IA 45 SE	13 175/180	10750	Village. S.T. F.G.W. available.	Going heavy in places. Cross Indus to r. bank by bridge at Chaglamsir, mile 8.	
15	Leh, <i>RH., C., E., PO., TO., Dispensary.</i>	do.	12 187/192	11500	See Route 50.	...	

Route 56. KAILANG (LĀHUL) to LEH, *via* CHĀR, ZĀSKAR
and SHAPO-DAK LA—235 miles.

This is only passable when the rivers are low and is rarely used as a through route, unless it is especially desired to visit this part of the country. S and T. are difficult to get; yaks can be taken part of the way. The route has not recently been revised, and details are lacking for some of the marches. The old reconnaissance quarter-inch map (Indian Atlas Sheets 46 and 45) shows the rough alignment of the road, but some of the stage names detailed below are not marked. Distances are very approximate.

From Chār, stage 8, a rough road leads down the Zāskar, *via* Reru, 22 miles, to Padam, 15 miles beyond. From Padam, Leh can be reached either by Route 54 or by the right bank of the Zāskar R. by two marches to Zozar, and then by a rough track over the mountains to the Charcha La and Khurna Sumdo, stage 15 of the route described below. Both these diversions add considerably to the length of the journey, and offer no advantages.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.		
	Kailang (Lāhul), <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 H) IA 46	...	10100	} See Route 55.	...
1	Kulang (Kolang), <i>E.</i>	do.	10 10	...		
2	Darcha (Sumdo), <i>C., E.</i>	do.	8 18	10840	Village. S.T. F. G. W. moderate. This is the last village met with in Lāhul.	Track leads up Kada Tokpo N. Coolies take 7 hours to next stage.
3	Dakbajan , <i>E.</i>	do.	10 28	...	S. T. nil; F. G. W. avail- able.	Track as before; no details. Coolies take 7 hours.
4	Ramjak , <i>E.</i>	do.	10 38	...	S.T. nil; F.G. scarce; W. available.	Track very bad; coolies, 9 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
5	Lakong, <i>E.</i>	(52 H) IA 46	$\frac{10}{48}$		...	S.T.F. nil; G. scarce; W. available. E. at south foot of pass.	Cross Shingkün or Shingo La, 16722 feet; ascent easy. Coolies take about 11 hours.
6	Kurgiakh, <i>E.</i>	(52 G) IA 46	$\frac{18}{66}$		...	Small Zāskar village. S. T. F. G. scarce; W. available.	Cross to l. bank. Track improves. Coolies take 5 hours.
7	Tetha (Thesur), <i>E.</i>	do.	$\frac{10}{76}$		...	Small village. S. T. nil; F. G. scarce; W. available.	Track as before. Cross rope bridge at end of stage.
8	Char, <i>E.</i>	do.	$\frac{8}{84}$	12800		Village. S.T.F.G.W. moderate.	Track rougher up Niri Chu.
9	Phūktal Gonpa, <i>E.</i>	do.	$\frac{6}{90}$		...	Monastery. S.T. nil; F.G. W. moderate.	Track improves and is passable for laden yaks.
10	Yaytah, <i>E.</i>	do.	$\frac{8}{98}$		...	Hamlet. S.T. nil; F.G.W. procurable.	No details available. Pass Tantak Gonpa, mile 7.
11	Shadi, <i>E.</i>	do.	$\frac{11}{109}$		...	Village. S.T. nil; F.G.W. procurable.	Track passable for yaks over high spur; then descends again to Niri Chu.
12	Niri, <i>E.</i>	do.	$\frac{10}{119}$		...	S. T. nil; F.G. scarce; W. plentiful.	No details available.
13	Niri Sumdo, <i>E.</i>	do.	$\frac{12}{131}$		...	do.	Stiff and difficult ascent and descent over Shapo-dak La, 18530 feet.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
14	Lapurba, <i>E.</i>	(52G) IA 46	16 147		...	S. T. nil; F.G. scarce; W. plentiful.	Path very rough and difficult down Khurna Chu.
15	Khurna Sumdo, <i>E.</i>	(52G) IA 45 SE	8 155		...	do.	Path rough up Ruberung Chu. Cross Ruberung La; ascent and descent difficult.
16	(Camp), <i>E.</i>	do.	15 170		...	do.	No details available.
17	Markha, <i>E.</i>	do.	13 183	12510		Village. S.T. nil; F.G.W. procurable.	Track descends Markha valley crossing many spurs and ravines.
18	Skio (Skin), <i>E.</i>	(52F) IA 45 SE	18 201	11120		Hamlet. S. T. nil; F.G.W. procurable.	Cross Kunda La, 16211 feet, mile 9; ascent and descent easy.
19	Rumbak (Rumpack), <i>E.</i>	do.	14 215		...	do.	Fair track to Indus R. mile 8, then up river to mile 14. Cross bridge to right bank.
20	Pitok (Spitok), RH., <i>E.</i>	do.	15 230		..	Village. S. T. F. G. W. available. RH. very comfortable.	By the Treaty High Road (see Route 50).
21	Leh, RH., C., <i>E.</i> , P.O., TO., Dispensary.	do.	5 235		...	See Route 50.	...

Route 57. DANKHAR (SPITI) to LEH, via RUPSHU and DEBRING.—242 miles.

The route given below is part of the through route from Simla to Leh *via* Spiti, Dankhar being 182 miles or 18 marches from Simla. Much of the road can be ridden, if good hill ponies are used. The route is not open till mid-June and is closed by October.

The route has not recently been revised, and its present condition is not known. Only the old Atlas sheets of the early reconnaissance surveys are available; these show the route roughly. Unpublished quarter-inch maps of the new series are shown in brackets. Distances and heights are approximate only.

From Spiti there is a route into Tibet closed to Europeans.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Dankhar (Spiti), <i>E.</i>	(52 L) IA 47 NE	...	12774	Large village, fort, monastery, capital and headquarters of Nono of Spiti. S.T.F.G.W. plentiful.	Up Spiti valley l. bank. Path passable for Spiti ponies only. Cross Lingti bridge and other torrents. Pass Lithang, mile 8, and Lara, mile 9½.	
1	Kaja (Kaze), <i>E.</i>	(52 L) IA 46	$\frac{16}{16}$	...	Small village; good neighbourhood for Spiti ponies. S. T. F. G. available; W. plentiful.	Road as above up Spiti valley. Ford Shilla N. Pass Ki monastery, mile 6. One mile further on leave valley and ascend steadily.
2	Kibar (Khyipar), <i>E.</i>	do.	$\frac{12}{28}$	13400	Large village. S. T. F. G. available; W. plentiful.	Path difficult. Ford Parilungbi N.	
3	Jughtha (Jeigthag), <i>E.</i>	do.	$\frac{12}{40}$	16000	S.T. nil; F.G. W. procurable.	Steep and rocky ascent; cross glacier, impassable for ponies. Cross Parang La, 18300 feet.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
4	Dutung, E.	(52 L) IA 46	$\frac{10}{50}$	16000	S.T. nil; F.G. W. procurable.	Track tolerable along Parang or Pare Chu, crossing many spurs and ravines to stage 6.
5	Umdung, E.	do.	$\frac{17}{67}$	...	do.	No details available.
6	Narbu Sumdo, E.	do.	$\frac{20}{87}$	15300	S.T.F. nil; G. W. procurable.	Road fair. Cross Phirse-fu and pass Chumik.
7	Kiangdom, E.	do.	$\frac{11}{98}$	14900	South end of Tso Moriri. S. T. F. nil; G. W. scanty. W. in lake brackish.	Along western shore of Tso Moriri.
8	Karzok (Khorzang), E.	do.	$\frac{14}{112}$	14900	Small village and monas- tery. S.T. scanty; F.G. W. available.	Pass Peldo at north end of lake, mile 5.
9	Shaksang, E.	(52K) IA 46	$\frac{11}{123}$	...	S.T. nil; F.G. W. available.	Leave Tso Kiagr lake, 1 mile to east. Cross easy Nanak La, mile 6. Easy ascent to Pōlakonka La at end of march.
10	Pōlakonka La, E.	do.	$\frac{17}{140}$	...	E. on pass. S. T. nil; G. scarce; F. W. available.	Easy descent by Pōlakonka Fu. No water on the march.
11	Thugje, E.	do.	$\frac{19}{159}$	...	S.T. nil; F.G. and spring W. available.	Level easy track across Tso kr Chumo maidān and up broad valley.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
12	Debring, <i>E.</i>	(52G) IA 46	$\frac{17}{176}$		15780	} See Route 55.	...
13	Gya, <i>C., E.</i>	do.	$\frac{15}{191}$		13500		
14	Upshi, <i>C., E.</i>	(52G) IA 45 SE	$\frac{16}{207}$		11900		
15	Marsalang <i>C., E.</i>	do.	$\frac{10}{217}$		11500		
16	Shushot, <i>C., E.</i>	(52F) IA 45 SE	$\frac{13}{230}$		10750		
17	Leh, <i>RH., C., E., PO., TO., Dispensary.</i>	do.	$\frac{12}{242}$		11500		See Route 50.

PART III.—SECTION D.—CROSS ROUTES.

Route 58. SŌPŌR to KĀGĀN,

via A.—BICHLA or GATTI GALI—114 miles.

B.—SHIKĀR GALI—120 miles.

Both the routes described below are passable for lightly laden animals from the end of July to September, though these will have to be unloaded in places. The second is the better and is used by traders in salt and ghi. Both passes are steep and only passable for coolies before the snow melts.

By following the Jāgrān valley beyond Shikār Baihk, stage B8, to Thōd Baihk, a pass, the Thōd Gali, 13977 feet, may be reached and crossed with coolies. The descent on the north side is steep and over snow. This leads to Butta Kundi, stage 8, of the main Abbottābād-Bābusar-Chilās road (Route 37).

At the head of the Jāgrān valley, a path leads over the Kālapāni glacier to the Kālapāni Gali, 14930 feet. The descent on the north side is down the Jora glacier valley to Burāwāi, stage 9 of Route 37. This route is open only from July to September for lightly laden coolies.

There are other minor passes at the head of tributaries to the Kishanganga, but these are unimportant and only passable to lightly laden coolies.

Modern one-inch maps are available to the western watershed of Kashmir. Beyond the Gatti Gali, Shikār Gali, etc., a modern half-inch map has been recently published (1922).

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	SŌpŏr, <i>RH., C., E., P.O., TO., Dispensary.</i>	43J/7	...	5230	Town, bazar, and head-quarters of <i>zilla</i> . S.T.F. G.W. plentiful.	Road good and passable for carts. Pass Siūl, mile 4; thence by l. bank Pohru R. Cross Pohru bridge, mile 15.
1	Handawŏr, <i>E.</i>	43J/7	$\frac{16}{16}$	5230	Large village. S.T.F. G.W. available.	Ford Tālar R., mile 2, and pass Wadapur on opposite bank, mile 3. Cross low hills from Tālar valley to Wārapur, mile 9, and several small irrigation channels in open plain. Cross to l. bank Kahmil R. by bridge, mile 14. Road easy for pack animals.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Shūlūr, <i>E.</i>	43J/3	$\frac{15}{31}$	5900	Village and old fort. S.T.F.G.W. available.	Good road across cultivated plain to Hod Kol N. Pass Krālapur, mile 2, and follow r. bank Hod Kol to Milyāl, mile 8. Cross to l. bank.
3	Pharkīān, <i>E.</i>	43J/2	$\frac{10}{41}$	6800	Village. S. T. F. G. W. available.	Fair road to Pharkīān-ki-gali, 9658 feet, mile 3. Graded descent to Kashar valley.
4	Pāthro, <i>E.</i>	43J/2	$\frac{10}{51}$	7600	Hamlet. S.T. nil; F.G.W. plentiful.	Side streams bridged; road very fair down Kashar valley, r. bank. Cross to l. bank, mile $7\frac{1}{2}$.
5	Kēran, <i>FRH., E.</i>	43F/14	$\frac{9}{60}$	5000	See Route 40. Omit stage if through S.T. have been arranged.	Ascend r. bank Kishanganga for $1\frac{1}{2}$ miles, then ascend Nagdara N., crossing to l. bank, mile 3. Road bad in places.
6	Kārka, <i>E.</i>	43F/14	$\frac{6}{66}$	7500	Hamlet. S.T. very scanty; F. G. W. available.	Track degenerates; very bad in places. Ascend steeply to Bābūn Gali, 12208 feet, and cross head of Dumnāg N. to Jugshai Gali, 12650 feet. Track then traverses south face of Bābūn peak, descending gradually to Shāl in Jāgrān valley.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
7	Shāl, <i>E.</i>	43F/14	15 81	7400	Hamlet. S.T. nil; F.G.W. available.	...
A7	Shāl, <i>E.</i>	43F/14 43F/10	81	7400	See above.	Track improves. Up r. bank Jāgrān R. for 2 miles; then up Gatti N. Pass Domēl, mile 4. Ascent to Gatti or Bichla Gali, 14509 feet, mile 10, steep. Descent rough and rocky.
A8	Bichla, <i>E.</i>	43 F. NE	16 97	...	Hamlet. S.T. nil; F.G.W. available.	Track rough to Shikara valley, then improves. Join Route 37, mile 4, and follow it past Manaur, (MWB), mile 6. Good 7-foot pony road hence to Kāgān.
A9	Kāgān, <i>MWB., E., P.O.</i>	43 F. NE	17 114	6750	See Route 37.	...
B7	Shāl, <i>E.</i>	43F/14	81	7400	See above.	Track fair for ponies up r. bank Jāgrān R. Pass Kēnsi, mile 1½ and Khōriān, mile 3½. At mile 7½ turn west up Shikār N.
B8	Shikār Baihk, <i>E.</i>	43F/14 43F/10	8 89	10000	Hamlet. S.T. nil; F.G.W. available.	Track rougher. Steep ascent to and descent from Shikār Gali, 14038 feet, mile 6.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
B9	Shikara Camp, <i>E.</i>	43 F/NE	10 99		...	Camp in Shikara N. west of pass. S.T. nil; F.G.W. available.	Rough track down Shikara N. Join Route 58A, mile 4, and Route 37, mile 8. Thence good 7 ft. pony road.
B10	Manaur, <i>MWB., E.</i>	43 F/NE	10 109		5150	} See Route 37.	...
B11	Kāgān, <i>MWB., E.</i>	43 F/NE	11 120		6750		

Route 59. SĀPĀR to BURĀWĀI (KĀGĀN valley),
via DUDHNIĀL and RATTI GALI—93 miles.

Pack animals have been taken by this route throughout; but, though capable of improvement, it is difficult in many places.

From Dudhniāl, stage 5, there are several alternatives for coolie transport. By following the r. bank Kishanganga from Dudhniāl, for 9 miles up stream, two alternative routes to the Kāgān valley are practicable for lightly laden coolies; (a) by Chhanj Nār, Dhāriān Sar, Ratti Gali; (b) by Chhanjan Gali, Dūnga Gali, Jalkhad Gali.

By leaving the route described below at Dhāriān Baihk, stage 7, a somewhat easier route leads to the Patlāpāni Gali, (43 F/13), 13624 feet. The descent on the north side is however more difficult.

Modern one-inch maps are available to the boundary of Kashmīr. Beyond the Ratti Gali, a modern half-inch map has been recently published (1922).

	Sāpār, <i>RH., C., E., P.O., TO., Dispensary.</i>	43J/7	...	5230	See Route 58.	Good road passable for carts. Pass Siūl, mile 4; thence by l. bank Pohru R.
1	Maidān Tsōgul, <i>E.</i>	43J/7	14 14	5230	Village. S.T. F. G. W. available.	Good unmetalled road passable for carts up l. bank Pohru R. Pass Wodhapur, mile 3, Nutrus, mile 4½, Khāragund R.H. mile 8.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
2	Moghalpur, <i>E.</i>	43J/6 43J/2	$\frac{10}{24}$		5400	Village. S.T. F.G. with previous notice; W. plentiful.	Good pony road. Cross Kahmil R. by bridges, and traverse cultivated fields of Alehazab and Ludurwan.
3	Zurahom, <i>E.</i>	43J/2	$\frac{8}{32}$		6200	do.	Fair pony road up Kuzipathar N. with easy ascent to Putakhan Gali, 9752 feet, mile 5. Gradual descent by Miriwali N. through forest.
4	Jumegand, <i>E.</i>	43J/2	$\frac{9}{41}$		7200	Huts. S.T. nil; F.G.W. plentiful.	Fair pony road down Jumegand N.
5	Dudhniāl. <i>E.</i>	43J/2	$\frac{8}{49}$		6000	Hamlet on l. bank Kishanganga. S.T. F.G. limited; W. plentiful. This stage can usually be omitted.	Fair road down either bank Kishanganga. Bridges both at Dudhniāl and Doāriān. Side streams bridged.
6	Parli Doāriān, <i>FRH., E.</i>	43J/2 43F/14 43F/13	$\frac{7}{56}$		5500	Small village. S. T. F. G. available in small quantities; W. plentiful.	Difficult track for laden ponies up Doāriān N. Last half of march almost impassable for animals.
7	Dharian Baihk, <i>E.</i>	43J/1	$\frac{12}{68}$		10600	Huts. S.T.G. nil; F. W. available.	Track improves, but still rough and difficult for animals. Ascent and descent of Ratti Gali, 13564 feet, mile 7, not difficult. Fair track down Dhawartala N. or Jora Katha.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
8	Jora, <i>E.</i>	43F. NE	$\frac{16}{54}$	...	S.T. nil; F.G. W. available.	Track as above; no details available.
9	Burāwāi, <i>MWB., E.</i>	49F. NE	$\frac{9}{93}$	9740	See Route 37.	...

Route 60. ASTŌR to CHILAS, via MAZENO or THOSHO passes—75 miles.

This route is difficult and needs some knowledge of mountain craft, though it was actually used by part of the Kashmīr army in 1865, and has been frequently used by Chilāsīs in the past when raiding into the Astōr district. Avalanches and falling stones are dangerous in the higher slopes of the Nanga Parbat spurs. Details are not available.

From Būnar, the old track leads over the Barai pass to the Kishanganga, but this is now rarely used, having been superseded by the new road by the Niat nala (see Route 39).

	Astōr (Hasōra), <i>RH., E., P.O.,</i> <i>TO., Dispensary.</i>	(43 1) NTF 3 NE	...	7800	See Route 41.	By Routes 41 and 42 to mouth of Rūpal N., thence by rough track to Tarshing.
1	Tarshing, <i>E.</i>	do.	$\frac{17}{17}$	9000	Small village and fort. S.T. F.G. limited; W. plentiful.	Rough track up Rūpal nala.
2	Kaonagod, <i>E.</i>	do.	$\frac{14}{31}$	...	No village. S.T.F.G. nil; W. available.	Track as before. Ascent steep and tiring over boulders to Mazeno or Thosho passes, both about 17500 feet. Descent steep to glacier, and over spurs to Būnar nala.
3	Zamalbazi, <i>E.</i>	do.	$\frac{12}{43}$	...	do.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
4	Būnar, <i>E.</i>	(43 I) NTF 3 NE	$\frac{10}{53}$	...	Fort and vil- lage. S.T.F.G. W. moderate.	Track rough and stony till the Gil- git-Chilas road is reached.
5	Būnar Parri, <i>RH., E.</i>	do.	$\frac{11}{64}$	...	See Route 38.	...
6	Chilas, <i>E., PO., TO.</i>	do.	$\frac{11}{75}$	4000	See Route 37.	...

Route 61. **ASTOR** to **KARGIL**, *via* **DEOSAI** plains—140 miles.

This route is only passable after the beginning of July; it is fairly easy for laden animals to Das, stage 6; thereafter the valley closes in and becomes almost impassable for baggage animals.

An alternative but rougher track leads from Das village in the Burzil valley, between Godhai and Chillam to Chumda-kut on the Deosai. A route leads from near Gunial up the Karpū-chu N. to the Bari La and Deosai plains. In the higher altitudes and on the Deosai, *burtsa* and scanty juniper is the only fuel available.

The modern survey does not extend to this area and only the old quarter-inch maps are available: those of the new series not yet published are shown in brackets.

	Astor (Hasora), <i>RH., E., PO.,</i> <i>TO., Dispensary.</i>	(43I/SE) (43 I) NTF 3 NE	...	7800	} See Route 41.	...
1	Godhai, <i>RH., E.</i>	do.	$\frac{17}{17}$	9100		
2	Chillam, <i>RH., E., PO.</i>	(43M/sw) 43M	$\frac{15}{32}$...		

Path leads up Chōr-chu to Chōr-chu La, mile 8. Ascent and descent fair.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES			
3	Jerbarcho (Cherosar), <i>E.</i>	(43N/NW) 43N	$\frac{11}{43}$	...	Camp by lakes. S.T. nil; F.G. scanty; W. plentiful.	Join Route 45 at mile 3½, and follow track to Chumda-kut. Short march.
4	Chumda-kut , <i>E.</i>	(43M/sw) 43M	$\frac{7}{50}$	..	Stone shelters. S.T.F. nil; G. in summer; W. plentiful.	Path follows the Kinawai N. south-east across the Deosai.
5	Katasiri , <i>E.</i>	(43N/NW) 43N	$\frac{16}{66}$	...	do.	Path as above but more difficult towards end of stage.
6	Das , <i>E.</i>	(43N/NE) 43N	$\frac{18}{84}$	...	Hamlet. S.T. nil; F. G. scanty; W. plentiful.	Track difficult for laden animals down l. bank Shigar R.
7	Gunial , <i>E.</i>	do.	$\frac{13}{97}$	...	do.	Cross Karpu-chu N. Track very rough with many ascents and descents.
8	Ruia , <i>E.</i>	(43N/NE) 43N	$\frac{10}{107}$	...	Hamlet. S.T. nil; F. G. scanty; W. plentiful.	Track rough as before. Pass Shingo-Shigar junction, mile 8.
9	Dring , <i>E.</i>	do.	$\frac{13}{120}$	...	Small village. S.T. scanty; F. G. W. available in small quantities.	Track improves slightly. Pass Drās-Shigar confluence, mile 6.
10	Kirkitchu , <i>E.</i>	(52B/NW) 52B	$\frac{10}{130}$	...	Large village. S.T.F. G.W. moderate.	Track as before. Cross Kharal suspension bridge, mile 7, & join main road to Leh. (Route 50).
11	Kargil , <i>RH., C., E., PO., TO., Dispensary.</i>	do.	$\frac{10}{140}$	8790	See Route 50.	...

**Route 62. GURAIS to KARGIL, via TILĒL and
DRĀS—119 miles.**

There are several possible routes from Gurais to Kargil. Three are given in Routes 62 and 63. That *via* Tilĕl, described below, is practicable for laden animals throughout, from mid-June to early November. Those described in Route 63 are only fit for coolie transport.

The detour in the first march avoids the difficult Kishanganga gorge above Gurais and is the easiest route into Tilĕl. Bridges span the Kishanganga at Badogām and Badoāb.

From Badogām, a fair pony track leads up the tributary northwards, and crossing two passes, 14666 ft., and 14071 ft., respectively, descends to the Nāgai N. and Minimarg. In places ponies must be unloaded and led. From Badoāb another fair pony track leads northwards to the Shingo valley.

Modern one-inch maps only extend to the Kāobal Gali in the 5th march; beyond this point only the old quarter-inch reconnaissance maps are available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
1	Gurais, <i>RH., E., P.O., TO., Dispensary.</i>	43J/14	...	7940	See Route 41.	Follow Gilgit road to mile 4. Cross bridge and descend l. bank Burzil R. to Chorwan, mile 4 $\frac{3}{4}$. Up Shaitān Daku N. for 1 $\frac{1}{2}$ miles and ascend steep spur to south. Cross Aehhu Chhish Gali, 11455 feet, mile 9. Descend steeply by Barnai N. to Kishanganga.
1	Kashpāt, <i>E.</i>	43J/14	$\frac{13}{13}$	8450	Small village. S.T. scanty; F.G.W. available.	Cross Kashpāt bridge and ascend r. bank Kishanganga or Tilĕl R. Pass Zadge, mile 1, Purāna Tilĕl, mile 2.
2	Badogām, <i>E.</i>	43N/2	$\frac{8\frac{1}{2}}{21\frac{1}{2}}$	8950	Large village and thana. S.T.F.G.W. available.	Road good by r. bank Kishanganga.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Badoāb, <i>E.</i>	43N/2	$\frac{9\frac{1}{2}}{31}$	9250	Village and thana. S.T. F. G. W. moderate.	Good road; by r. bank to $\frac{1}{2}$ mile beyond Gujran, then cross by bridge to l. bank.
4	Abdullun, <i>E.</i>	43N/6	$\frac{8}{39}$	9800	Village. S.T. nil; F.G.W. available.	At mile 2, road turns southwards up Kināri Gāh, and ascends with rocky but easy gradient to Kāobal Gali, 13568 ft., mile 10. Descent easy and gradual.
5	Koradgai, <i>E.</i>	43N	$\frac{16}{55}$	...	S.T. nil; F.G. W. available.	Road passes through a wide open valley, and joins Treaty High Road to Leh at Drās.
6	Haobal, <i>E.</i>	43N	$\frac{12}{67}$	...	Hamlet. S.T. precarious; F. G. W. available.	
7	Drās, <i>RH., C., E., P.O., TO.</i>	43N	$\frac{16}{83}$	10144		
8	Shimsa Kharbu, <i>RH., C., E.</i>	43N	$\frac{21}{104}$	...	See Route 50.	...
9	Kargil, <i>RH., C., E., P.O., TO., Dispensary.</i>	52B	$\frac{15}{119}$	8790		

Route 63. GUR AIS to KARGIL,

via A.—the SHINGO valley—124 miles.

B.—the SHINGO valley and DRĀS—126 miles.

There are no bridges in the Shingo valley, and the traveller may be delayed by flood water from the melting snows or after heavy rain.

Modern one-inch maps only extend to the Deosai pass in the third march. Thereafter only the old quarter-inch reconnaissance maps are available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL, MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Gurais, <i>RH., E., PO., TO., Dispensary.</i>	43J/14 43J/13	...	7940	See Route 41.	...
1	Peshwari, <i>RH., E.</i>	43N/1	$\frac{14}{14}$	9000	Hamlet. S.T. nil; F.W. available; G. in summer.	Road continues with easy gradient up open valley. Cross Rathak bridge, mile 5; pass Minimarg, (P.O., TO.), mile 6, and leave Gilgit road. Cross Burzil bridge and ascend r. bank Nāgai N.
2	Nagai, <i>E.</i>	43N/1	$\frac{10}{24}$	9900	Huts. S.T. nil; F.G.W. available.	Good track up Nāgai glen and easy crossing of Deosai pass, 12353 feet, mile 9.
3	Domel, <i>E.</i>	43N	$\frac{12}{36}$	...	S.T. nil; F.G. scanty; W. available.	Down Shingo valley r. bank, by fair track which is better than that on l.
4	Shingo Camp, <i>E.</i>	43N	$\frac{10}{46}$	...	do.	do. Pass Gultan hamlet, mile 10.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES			
5	Sumalo, <i>E.</i>	43N	15 61		...	Hamlet. S.T. nil; F.G.W. available.	Near Sumalo two tracks diverge; one leads direct to Kargil the other to Drās.
A5	Sumalo, <i>E.</i>	43N	61		...	See above.	Cross to l. bank Shingo R. Track gets rougher and in places is only passable for laden animals with much difficulty.
A6	Fransart, <i>E.</i>	43N	10 71		...	Hamlet. S.T. nil; F.G.W. available.	Recross to r. bank. Track improves but is rough in places. Pass a few hamlets.
A7	Dring, <i>E.</i>	43N	19 90		...	Small village. S.T. scanty; F. G. W. available.	Track as above. Pass Shigar-Drās confluence, mile 6, and ascend latter river to Tashgām suspension bridge.
A8	Tashgām, <i>E.</i>	43N	13 103	9390		Village. S.T. F.G. scanty; W. available. Old R.H. destroyed. E. good.	Descend r. bank by Treaty road (Route 50).
A9	Shimsa Kharbu, <i>RH., C., E.</i>	43N	6 109		...	} See Route 50.	...
A10	Kargil, <i>RH., C., E., P.O., TO., Dispensary.</i>	52B	15 124	8790			

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
B5	Sumalo, <i>E.</i>	43N	61	...	...	See above.	Rough track up Mūndi N. to Marpo La. Rugged descent to Marpo-chu.
B6	Marpo, <i>E.</i>	43N	$\frac{18}{79}$	...	...	S.T. nil; F.G. W. available.	Track rough over high rugged spurs, passable only on foot.
B7	Drās, <i>RH., C., E., PO., TO.</i>	43N	$\frac{11}{90}$	10144	...	} See Route 50.	
B8	Shimsa Khārbu, <i>RH., C., E.</i>	43N	$\frac{21}{111}$	...	...
B9	Kargil, <i>RH., C., E., PO., TO., Dispensary.</i>	52B	$\frac{15}{126}$	8790	...		

Route 64. SŌNAMARG to GURAI S, via TILĒL valley—59 miles.

The route described below is fit for lightly laden hill ponies throughout. The first march is rough going, as is the fourth.

From stage 3, a pony route leads steeply over a spur through birch forest to the head of the Satsar N.; thence by the Satsaran Gali, 12072 feet, and lakes, and over the Zajibāl Gali, 13450 feet, to Gangabal lake. A pony track leads from here by the eastern slopes of the Harāmukh massif to the Wāngat nala and Sind river near Kangan. This route is fit for lightly laden ponies, and can be ridden almost the whole way; but it is slippery and practically impassable in wet weather (see Route 67).

	Sŏnamarg, <i>C., E., PO., TO.</i>	43N/7	...	8750	See Route 50.	Rough path leads from r. bank Sind R. opposite Sŏnamarg E. by Lashimarg and grassy valley of Nichinai. Pass Galwānpāl at $4\frac{1}{2}$ miles.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE MILES.	TOTAL MILES.			
1	Nichinai, <i>E.</i>	43N/3	$\frac{8}{8}$		11900	G r a z i n g ground. S.T. nil; F.G.W. available.	Steep ascent to Nichinai Bar (pass), 13387 ft., and easy descent. Pass Hiram Pathri gujar huts. Skirt spur to north-west of Vishan Sar; cross stream to l. bank.
2	Vishan Sar, <i>E.</i>	43N/3	$\frac{8}{16}$		12500	Camp between two lakes. S. T. nil; juniper F. G. W. available.	Steady ascent past Krishan Sar to pass, 13749 ft.; steep descent from limestone ridge down Gādsar N. Pass Gād Sar tarn, mile 5.
3	Gādsar Camp, <i>E.</i>	43N/3	$\frac{9}{25}$		10900	E. near mouth of ravine leading to Mashīd Gali. S. T. nil; F. G. W. available.	Up steep narrow and slippery gorge to Mashīd Gali, 13639 ft., then descend another rocky gorge. Cross Raki Sin or Lohun N., mile $5\frac{1}{2}$ and ascend steeply to Lāhtu ridge. Steep descent through forest.
4	Badogām, <i>E.</i>	43N/2	$\frac{12\frac{1}{2}}{37\frac{1}{2}}$		8950	Large village and thana. S.T.F.G.W. available. A bridge here spans the Kishanganga.	Road good for laden animals down r. bank Kishanganga. Pass Purāna Tilēl, mile $6\frac{1}{2}$, and Zadge, mile $7\frac{1}{2}$. Cross Kashpāt bridge over side stream.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Kashpāt, <i>E.</i>	43J/14	$\frac{8\frac{1}{2}}{46}$	8450	Small village. S.T. scanty; F. G. W. available.	Descend Kishan-ganga by r. bank for $\frac{3}{4}$ mile, then ascend Barnai N. to mile $2\frac{1}{4}$. Ascend spur to Achhu Chhish Gali, mile 4, 11455 ft. Descend steeply through forest to Shaitān Daku N. and Chorwan village, mile $8\frac{1}{4}$. Ascend l. bank Burzil stream to bridge, mile 9; cross bridge and descend r. bank.
6	Gurais, <i>RH., E., P.O.,</i> <i>TO., Dispensary.</i>	43J/14	$\frac{13}{59}$	7940	See Route 41.	...

Route 65. ISLĀMĀBĀD to AMARNATH, via PAHLGĀM and

A.—SHISHRAM NĀG—60 miles.

B.—ASTĀNMARG—56 miles.

This is part of the great pilgrim route to the sacred cave of Amarnāth. The pilgrimage takes place during August, when the route is used by thousands of *sadhūs* and others from all parts of India. 65 A is normally taken on the outward journey, 65 B often on the return. The latter is rougher but shorter than the former.

In 1922 the road to Pahlgām was being made fit for light motor traffic. It has as yet not been metalled and is not passable for cars in wet weather. In July and August, many European visitors camp at Pahlgām and some English stores are available.

Amarnāth cave may be reached from Bāltal in the Sind valley before June, when the snow bridges, upon which the journey depends, thaw and render river crossings impossible. It may also be reached from Gumber dāk hut near the summit of the Zōji La. The latter crosses a pass above the cave, 15208 ft. high, and is only passable for coolie transport.

From Astānmarg and Harwat foot-paths lead over the Hiurbagwan and Dāndērau passes, to Har Nāg, whence the Sind R. is reached at Bāltal before the snow bridges melt in June. (See Route 66 C).

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
1	Islāmābād, <i>RH., C., E., P.O., T.O., Hospital, Dispensary.</i>	43O/2	...	5240	Town, bazar, headquarters of district. Sulphur springs. S.T.F. G.W. ample. RH. at Khānabal.	Good unmetalled road up Lidar valley l. bank, through level fertile country, with bridged irrigation cuts. Pass springs, caves and temple of Bawan, mile $4\frac{1}{2}$, and round spur, mile 6.	
		43O/1		6070			
2	Aish Makām, <i>E.</i>	43O/5	$14\frac{1}{2}$ $14\frac{1}{2}$	6070	Large village; old shrine and monastery. Old copper mines at Harpat Nāg. S.T.F. G.W. available.	Valley contracts. Road as above to Batakūt, mile 6. Pass Ganshibal, mile 10, chief stage of pilgrimage.	
3	Pahlgām, <i>E., P.O.</i>	43N/8	$11\frac{1}{2}$ 26	7000	Cluster of villages, $1\frac{1}{2}$ miles beyond P.O., E. & church.	Good road for laden animals up E. Lidar R. Cross to r. bank at Pahlgām village. Pass Phras-lun, mile 6; thence through wooded slopes.	
A3	Tānin (Tsan-danwar), <i>E.</i>	43N/8	10 36	9500	S.T. nil; F.G. W. plentiful.	...	
A3	Tānin, <i>E.</i>	43N/8	36	9500	See above.	Road ascends 1500 feet to hillside above gorge at Piūsh. Pass Zaijpal grazing grounds, mile $4\frac{1}{2}$.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
A4	Shishram Nag, <i>E.</i>	43N/8 43N/12 43N/8	$\frac{8}{44}$	11730	Lake. S. T. nil; G. W. and juniper F. plentiful.	Skirt north shore of Shishram Nāg. Stony ascent to Sāskat ridge. Descent easy to headwaters of Sind R. Cross Vāojan Pant-sāl Gali, 13840 feet, mile 3½. Ford stream several times, in July deep and swift.	
A5	Panjtarni, <i>E.</i>	43N/12	$\frac{11}{55}$	12000	S. T. nil; G. W. and juniper F. plentiful.	A short cut fit for coolies only with steep ascent leads up to Bhairo Ghāti pass, 14350 feet, and descends to Amarnāth cave. Pony track leads from Panjtarni down Sind R. and ascends Amarnāth Nār.	
A6	Amarnath Cave, <i>E.</i>	43N/12	$\frac{5}{60}$	12729	S.T. F.G.W. as above.	...	
B3	Tānin, <i>E.</i>	43N/8	36	9500	See above.	Ascend tributary of Lādar to Astānmarg. Track rough in places but passable for laden animals.	
B4	Astanmarg, <i>E.</i>	43N/8	$\frac{6}{42}$	10800	Gujar huts and extensive grazing grounds. S.T. nil; F.G.W. plentiful.	Ascend east branch of tributary to Sāskat Gulu, 13860 feet, mile 1½. Easy descent to Panjtarni.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B5	Panjtarni, <i>E.</i>	43N/12	$\frac{9}{51}$	12000	} See Route A above.	
B6	Āmarnāth Cave, <i>E.</i>	43N/12	$\frac{5}{56}$	12729		

Route 66. PAHLGĀM (LIDAR valley) to SIND valley,

via **A.—SEKIWĀS —36 miles.**

B.—SARIBĀL —33 miles.

C.—HAR NĀG —34 miles.

There are several possible tracks and passes between the Lidar and Sind valleys. In August and September baggage ponies can be taken by Route 66A. Coolies only should be taken by the other routes described. Supplies should be carried for the through journey. Route 66C closes in June when the snow bridges have thawed.

From the Kolahoi glacier, return journeys to Pahlgām may be made to Ārau either by the western glacier and Katarnāg, or by the eastern glacier to Har Nāg. These require some knowledge of rope work, as crevasses may be expected. The Sind valley may also be reached by Route 65 before the snow bridges, below Panjtarni, melt in June.

At mile 5 beyond Lidarwat, a foot-path leads up the Rewil Nār to either the Gubar Gali at its head, or to the Basmai Gali, 13883 ft. The former leads to Kulan and the latter to Gagangiyer in the Sind valley. The going is very rough even for foot-travellers, but the distance from the Lidar to the Sind can be covered in one long march.

In Route 66C, if marching from Bāltal to Pahlgām, it is advisable to make two marches to Har Nāg and omit the halt at Ārmiun. A short cut from the latter place leads over the Korapathar pass to the east Lidar valley.

	Pahlgām, <i>E., P.O.</i>	43N/8	...	7000	See Route 65.	Good pony road up west Lidar valley, east bank. Pass Mondlan, mile 4.
1	Ārau, <i>E.</i>	43N/8	$\frac{7}{7}$	7920	Small village. S.T. scanty; F. G. W. available.	Road rougher. Valley enclosed, wooded in parts. Cross to r. bank at end of march.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Lidarwat, <i>E.</i>	43N/4	$\frac{7}{14}$	9000	E. good on r. bank. S.T. nil; F.G.W. plentiful.	...
A2	Lidarwat, <i>E.</i>	43N/4	14	9000	See above.	Ascend Sekiwās N. Pass Dāndabari huts, mile $\frac{2}{3}$.
A3	Sekiwās, <i>E.</i>	43N/4	$\frac{6}{20}$	11250	S.T. nil; G.W. F. (juniper) available.	Path up valley northwards and across stony Yamhār pass, 13448 ft., mile $4\frac{1}{2}$. Easy descent.
A4	Khem Sar, <i>E.</i>	43N/4	$\frac{7}{27}$	12000	Lake. S.T.F. nil; G. W. available.	Skirt Zaiwain spur and descend steeply through forest. Cross Sind R. bridge at end of stage.
A5	Kulan (Sind valley), <i>E.</i>	43N/3	$\frac{9}{36}$	7300	Village. S.T. from July to September; F. G. W. plentiful. See Route 50.	...
B2	Lidarwat, <i>E.</i>	43N/4	14	9000	See above.	Up r. bank Lidar R. through pine and birch forest for 2 miles. Valley then becomes more barren.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B3	Kolahoi, <i>E.</i>	43N/8	$\frac{10}{24}$	11200	E. near Kolahoi north glacier snout. S.T. nil; F.G.W. available.	Start early. Track ascends steep spur north of valley to Saribal pass, 14442 ft., and descends more easily on north side. Ridge strewn with large boulders; going very tiring. Coolies 8 hours.
B4	Saribal (Sind valley), <i>E.</i>	43N/7	$\frac{9}{33}$	9200	Village. S.T. nil; F.G.W. available. See Route 50.	...
	Pahlgām, <i>E., P.O.</i>	43N/8	...	7000	See Route 65.	See Route 66A, above.
C1	Ārau, <i>E.</i>	43N/8	$\frac{7}{7}$	7920	Small village. S.T. scanty. F. G. W. available.	Fair pony track up Ārmiun valley, which is very confined and wooded.
C2	Ārmiun, <i>E.</i>	43N/8	$\frac{7}{14}$	10300	Gujar hamlet. S.T. nil; F.G.W. available.	Track degenerates and becomes too rough for pack animals. Pass Nāfrōn huts, mile 2; cross easy Hari Gali, 12729 ft., mile 4. Easy descent to Har Nāg.
C3	Har Nāg, <i>E.</i>	43N/8	$\frac{5}{19}$	12270	Lake. S. T. nil; F.G.W. plentiful.	Down valley; track easy but dependent on snow bridges. Rocky in places and impassable for pack animals.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
C4	Bāltal (Sind valley), <i>RH., C., E.</i>	43N/7	15 34		9450	Dak huts. S. T. nil; F. G. W. available.	...

Route 67. KANGAN (SIND valley) to BADOGĀM (TILEL),
via WĀNGAT N. and GANGABAL lake—47½ miles.

In dry fine weather this route is passable for lightly laden pack animals but not after rain when it becomes very slippery. The Hindu pilgrimage to Gangabal lake takes place during August.

Routes lead from Gangabal lake by the Lolgul pass, 13294 feet, to the Wular lake, by the Erin N. and Bod Kol. Neither is passable for ponies.

	Kangan, <i>RH., C., E., PO.</i>	43J/15	...	5800	See Route 50.	Good road for pack animals by either bank of Wāngat N. to mile 5, where is a bridge. Hence west bank road is best.
1	Wāngat, <i>E.</i>	43J/15	6 6	6900	Village. S. T. F. G. W. available.	Road fair by r. bank to temple ruins, mile 3. Ascend mountain side to above tree limit and round spur to Trunkhal huts, mile 7. Very slippery going in wet weather.
2	Gangabal, <i>E.</i>	43J/15	11 17	11720	Lake. S.T.F. nil; G. W. available.	Steep ascent to Zajibal Gali, 13450 ft., barely practicable for lightly laden ponies. Descent to Satsaran N. steep.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
3	Mengandob, <i>E.</i>	43J/15	$\frac{6}{23}$		12000	Lake. S.T.F. nil; G.W. available.	Cross Satsaran Bar pass, 12072 feet. Traverse spur to Gādsar N.
4	Gādsar Camp, <i>E.</i>	43N/3	$\frac{12}{35}$		10900	} See Route 64.	
5	Badogam (Tilēl), <i>E.</i>	43N/2	$\frac{12\frac{1}{2}}{47\frac{1}{2}}$		8950		

Route 68. PAHLGAM (LIDAR valley) to SOKHNIZ
(WARDWAN valley),

via A.—SŌNASAR GULU—28 miles.

B.—SHĪSHRAM NĀG and GULŌL GALI—37 miles.

Two alternatives are given below. 68 A is only fit for coolie transport, though ponies may be used as far as Zāijpal. 68 B is just practicable for lightly laden ponies with care but they require assistance over bad places. Supplies should be carried for the whole journey, and practically none are available at Sokhniz.

	Pahlgām, <i>E., P.O.</i>	43N/8	...		7000	See Route 65.	By Route 65 past Tānin, mile 10. Ascend 1500 feet above river to avoid gorge at Piūsh.
A1	Zāijpal or Burzulkut, <i>E.</i>	43N/8	$\frac{14\frac{1}{2}}{14\frac{1}{2}}$		11080	Grazing grounds. Best E. across river near Burzulkut huts. S.T. nil; F.G.W. plentiful.	Ford Lidar R. and ascend Sōnasar N. Track rough and only passable for coolies. Pass Sōnasar lake and ascend snow slopes and small glacier to Sōnasar Gulu, 14411 feet, mile 6. Descent steep for 800 feet, then easier. Pass Nāginpathar huts, mile 9.
		43O/5					

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
A2	Sokhniz, <i>E.</i>	43O/9	$\frac{13\frac{1}{2}}{28}$	9090	Village. S.T. nil; F.G.W. available.	
B1	Pahlgām, <i>E., P.O.</i>	43N/8	...	7000	} See Route 65.	
B1	Tānin (Tsandan- war), <i>E.</i>	43N/8	$\frac{10}{10}$	9500		
B2	Shishram <i>E.</i> Nāg,	43N/8	$\frac{8}{18}$	11730	Lake. S.T. nil; G. W. and juniper F. plentiful.	Skirt north shore of Shishram Nāg to Vāojan. Turn up side valley to Gulōl Gali, 14454 ft. Crossing is over shale or snow and troublesome for animals. Descend Gulōl N.
B3	Rangmarg, <i>E.</i>	43N/12	$\frac{10}{28}$	10356	S.T. nil; F.G. W. available.	Ascend above cliffs on r. bank Sain valley. Pass Kat- wāryen and junc- tion of Bat Kol valley, mile 2. Road thereafter improves. (See Route 51).
B4	Sokhniz, <i>E.</i>	43O/9	$\frac{9}{37}$	9090	Village. S.T. nil; F.G.W. available.	

**Route 69. DRĀS to ZĀSKAR, via UMBA LA, SURU
and PENSI LA—158 miles**

The route from Drās over the Umba La is passable for pack ponies and yaks with some difficulty, especially in early summer and after snow. Only the old quarter-inch reconnaissance map is available, and the mountains southwest of the Umba La are inaccurately shown on this.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Drās, <i>RH., C., E., P.O., TO.</i>	(43N/SE) 43 N	...	10144	See Route 50.	Long, gradual, rough ascent to Lāmagus La, 14000 feet, mile 6. Easy descent.
1	Pranwari, <i>E.</i>	do.	$\frac{9}{9}$	...	S.T. nil; F.G. W. available.	Easy ascent to Um- ba La, 14800 feet, mile 4. Steep des- cent.
2	Umba, <i>E.</i>	do.	$\frac{9}{18}$	11300	Hamlet. S.T. scanty or nil; F.G.W. mo- derate.	Track rough and bad for animals down Nakpo-chu, which has to be forded halfway.
3	Sankhu, <i>E.</i>	do.	$\frac{9}{27}$	9970	Hamlet at Suru-Nakpo confluence. S.T. scanty; F.G. moder- ate; W. plen- tiful.	Fair track up Suru l. bank; cross stony spur and rock stair- case.
4	Suru, <i>E.</i>	do.	$\frac{15}{42}$	10700	} See Route 51.	...
5	Gulmatūngo, <i>E.</i>	(52B/sw) 52 B	18 60	...		
6	Ringdom, <i>E.</i>	do.	17 77	...			Track rough. Pass Tazi Tonzas, mile 3.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
7	Ringdom Sankpo, E.	(52C/NW) 52 C	$\frac{13}{90}$	...	E. at junction of Chilung La route. S. T. F. G. nil; W. plentiful. (See Route 53).	Track rough over rugged spurs. Gradient generally easy to Pensi La, 14439 feet, mile 11. Descent easy.
8	Chum- kurmu, E.	do.	$\frac{20}{110}$	...	S.T. nil; F.G. scanty; W. plentiful.	Track rough. Pass Hagshu, mile 9, where little-used route joins from south. (See Route 54).
9	Abring, E.	(52C/NE) 52 C	$\frac{16}{126}$	12000	Hamlet. S.T. nil; F.G. scanty; W. plentiful.	Track improves down Doda valley, l. bank.
10	Phe, E.	do.	$\frac{12}{138}$	11500	do.	Fair track. At Tungring join Route 54.
11	Padam (Zāskar), E.	do.	$\frac{20}{158}$	11373	Former capital of Zāskar. S.T.F.G.W. available.	

Route 70. GILGIT to SKĀRDU,

via A.—the INDUS valley—150 miles.

B.—the INDUS valley and STAK LA—165 miles.

The route leads through the Indus gorges and is difficult; pack animals cannot yet be taken through, though a bridle path is said to be constructed part of the way. Some of the path is laid on pegs and props high above the river and the traveller needs a "good head" for heights. For the greater part of the way a track exists also on the left bank of the Indus; this is rougher than that described, the *paris* more numerous, difficult and dangerous. If travelling from Skārdū to Gilgit change transport from ponies to coolies at Bagicha, between Tungas and Dasu.

In winter some of the worst *parris* can be avoided by keeping to the valley bottom; in summer many of the side streams are difficult to cross. The route is therefore regarded more as a winter one than for summer travel. Beyond Sterika the path is now fit for lightly laden hill ponies; this new alignment is given below, but the condition of the road in 1922 is not known, and details have not recently been revised.

From Hurimal, between Dunsah and Dasu, a track leads over the Ganto La, 15110 ft., to the Basha R. This is only fit for coolies.

Only the old reconnaissance quarter-inch map is available, no recent survey having been executed. The alignment on the old map is not correct and the details of the country are rough.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
	Gilgit, <i>RH., E., PO.,</i> <i>TO., Dispensary.</i>	(431) NTF 3 NE.	...	4890	See Route 38.	Cross suspension bridge to l. bank Gilgit R. Good metalled road to ferry at Dainyor at Hunza R. confluence, mile 4. Cross Hunza R. and Bagrot N. by ford at Ushkan, mile 12.	
1	Chamogah, <i>E.</i>	do.	$\frac{17}{17}$	...	Village. S.T. nil; F.G.W. available.	Cross Batakor N. Track rough; 3 cliffs to be crossed. Pass Indus—Gilgit confluence, mile 11. Ascend r. bank Indus. Cross Shute N. at end of march.
2	Shute, <i>E.</i>	do.	$\frac{18}{35}$	...	Hamlet. S.T. nil; F. G. scarce; W. available.	Track bad and only passable on foot. Indus here flows through series of deep precipitous gorges. Several side nals and cliffs to be crossed.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Sasil, <i>E.</i>	(43 I) NTE 3 NE.	$\frac{8}{43}$	...	Hamlet and fort. Rope bridge spans Indus.	Track very bad over cliffs. Ascents and descents steep. Cross Shabtot N., mile 4, Burungdoi N., mile 9.
4	Burungdoi, <i>E.</i>	do.	$\frac{9}{52}$	...	S.T. nil; F.G. scarce; W. available.	Track as before with steep ascent and descent of 4000 and 5000 feet over Shingos spur of Haramosh peak
5	Shingos, <i>E.</i>	do.	$\frac{11}{63}$	...	S.T. nil; F.G. W. plentiful.	Cross Gorosil N. Track improves at first then degenerates again.
6	Chatran, <i>E.</i>	do.	$\frac{13}{76}$	...	Hamlet. S.T. nil; F.G.W. available.	Track improves; difficult cliffs to cross.
7	Stak, <i>E.</i>	do.	$\frac{6}{82}$	...	Small village and fort opposite Fulcharch. S.T. nil; F.G.W. available.	...
A7	Stak, <i>E.</i>	do.	82	...	As above.	Track reported to be fit for lightly laden ponies from here to Skardu; but probably liable to landslides.
A8	Sterika, <i>E.</i>	43M	$\frac{10}{92}$	...	Village on opposite bank of Indus; S.T. scanty; F.G.W. available.	Track as above, but needs widening. Pass several hamlets.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A9	Twar, <i>E.</i>	43M	$\frac{7}{99}$	...	Village, opposite Mendi, with which it is connected by high and difficult rope bridge, 110 ft. span. S.T. scanty; F.G.W. available.	Track as above.
A10	Dasu, <i>E.</i>	43M	$\frac{10}{109}$	...	See below.	...
B7	Stak, <i>E.</i>	(431) NTF 3 NE	82	...	See above.	Track rough up Stak N. Pass some small hamlets
B8	Kurchung, <i>E.</i>	43M	$\frac{8}{90}$	...	Village. S.T. nil; F. G. scanty; W. available.	Track rough over Stak La, mile 12; cross small glacier to Tormik N.
B9	Dunsah, <i>E.</i>	43M	$\frac{18}{108}$	...	S.T. nil; F.G. scanty; W. available.	Track as above. Pass Hurimal, mile 9.
B10	Dasu, <i>E.</i>	43M	$\frac{16}{124}$	...	See below.	...
10	Dasu, <i>E.</i>	43M	$\frac{109}{124}$	...	Village near mouth of Tormik N. S.T. scanty; F.G.W. available.	Track fair. Pass Bagicha, mile 4.
11	Tungas (Tamas), <i>E.</i>	43M	$\frac{9}{118, 133}$	...	Hamlet. S.T. F. scanty; G. W. available.	Track rough but passable for lightly laden animals.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
12	Tsari, <i>E.</i>	43M	$\frac{10}{128/143}$	...	Hamlet. S.T. scarce; F.G. W. plentiful.	Track as above to half-way. Valley then opens out and path becomes easy.
13	Komaru, <i>E.</i>	43M	$\frac{10}{138/153}$	...	do.	Track easy. Cross Indus by ferry about mile 10, and follow l. bank.
14	Skārdū, <i>RH., C., E., P.O., TO., Dispensary.</i>	43M	$\frac{12}{150/165}$	...	See Route 45.	...

Route 71. GILGIT to SKĀRDU, via NAGAR, HISPAN glacier, NUSHIK LA and ARANDU—231 miles.

The details of this route from Nagar onwards are partly from Conway's expedition of 1891. The Nushik La may be open to mountaineers from mid-June to mid-August, after which crevasses are open and probably impassable. Some mountaineering knowledge is essential and the rope should be used.

The Minapin and Hispar glacier snouts have been measured by the Geological Survey of India. At Sumaiyar, a rope bridge across the Hunza R. leads to Baltit fort. At Chu-tran, a track leads over the Ganto La, 15110 feet, to Hurimal in the Tormik valley.

Coolies should be engaged at Nagar through the Wazir for the onward journey. Modern degree sheets of the area are not yet published, but are shown in brackets. As far as the Nushik La, the best map available is the quarter inch "Hunza valley and Taghdumbash Pamir" compiled in 1915 from various sources.

	Gilgit, <i>RH., E., P.O., TO., Dispensary.</i>	(43I)	...	4890	See Route 38.	Cross Gilgit suspension bridge to l. bank. Good road thence to Hunza R. and up r. bank of latter through precipitous gorge.
1	Nōmāl, <i>RH., E.</i>	(42L)	$\frac{18}{18}$	5500	Fort and village. S. T. nil; F. G. scanty; W. plentiful.	Road good but liable to slips. About mile 11, cross Chaichar <i>parri</i> ; defile then opens out.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Chalt, <i>RH., E.</i>	(42L)	$\frac{14}{32}$	6560	Fort and village on r. bank Hunza R. and Chaprot tributary. S.T.F. G. moderate; W. plentiful.	Cross Chaprot bridge, mile $1\frac{1}{2}$, and detour up Budelas N. to bridge. Cross suspension bridge over Hunza R, mile $5\frac{1}{2}$ to Sikandarabad in Nagar. Cross cultivated fans separated by deep stony nalas from icefields of Rakaposhi. Pass Nilt, Thöl, Gulmat, Pisan, miles 9, 10, 13, 16, prosperous fort villages of Nagar.
3	Minapin, <i>RH., E.</i>	(42L)	$\frac{17}{49}$	7080	Village. S.T. scanty; F.G. moderate; W. plentiful.	Road good as before. Pass Tashot bridge, mile 3, over which goes the Hunza road, (Route 87). At Sumaiyar, mile 13, pass junction of Nagar and Hunza rivers. Ascend l. bank of former.
4	Nagar. <i>RH., E.</i>	(42L)	$\frac{18}{67}$	7550	Town, fort, capital of Nagar State. S. T. G. W. plentiful; F. scarce.	Road fair, passable for pack animals to Hobar, mile 6. Thence very rough, crossing side streams and moraine. March is long and tiring.
5	Paipering, <i>E.</i>	(42L)	$\frac{18}{85}$	10990	S.T. nil; F.G. scanty; W. plentiful.	Route varies but is rough throughout.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
6	Hispar, <i>E.</i>	(42P)	$\frac{16}{101}$	10320	Hamlet. S.T. nil; F. G. scarce; W. plentiful.	After crossing Garumbar N., ascend Hispar glacier valley. Route varies but normally avoids main glacier, keeping to l. bank, crossing several side glacier valleys. Pass Chokutens huts, mile 6.	
7	Makorum, <i>E.</i>	(42P)	$\frac{12}{113}$	...	S.T. nil; F.G. scarce; W. plentiful.	Track as before.
8	Haigatum, <i>E.</i>	(42P)	$\frac{13}{126}$	13880	do.	Turn south up crevassed Haigatum glacier. Cross Nushik La, 17300 feet, steep and difficult on both sides.	
9	Stiatbu Brangsa, <i>E.</i>	do.	$\frac{12}{138}$	...	Rough stone huts, ruined. S.T.F.G. nil; snow W.	Track easier generally by r. bank of Kero Lungma glacier.
10	Kichik Brangsa, <i>E.</i>	43M	$\frac{10}{148}$	...	S.T. nil; F.G. W. available.	Track as before to snout, about mile 6, thence by r. bank Kero Lungma N. to junction with Chogo Lungma glacier. Stream here often unfordable, but passable by Arandu rope bridge or snout of Chogo Lungma glacier.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
11	Arandu, <i>E.</i>	43M	$\frac{16}{164}$		9500	Village. S.T. scanty; F.G. W. available.	Fair track by r. bank of Basha R. Another track by l. bank to Shigar.
12	Chu-tran, <i>E.</i>	43M	$\frac{20}{184}$		...	Hamlet and hot springs. S.T. scanty; F. G. W. available.	Track as before to Tisar, mile 4. Near here Braldoh R. joins Basha on l. bank. Track crosses difficult <i>parri</i> about mile 8, after which valley opens out and contains scattered villages.
13	Yonskil, <i>E.</i>	43M	$\frac{15}{199}$		...	Large village. S.T.F.G. W. moderate.	Track improves and passes several villages. Cross to l. bank by skin raft at end of march.
14	Shigar, <i>E.</i>	43M	$\frac{16}{215}$		7640	} See Routes 72 and 45.	
15	Skārdū, <i>RH., C., E., P.O., TO., Dispensary.</i>	43M	$\frac{16}{231}$		7700		

Route 72. LEH to SKĀRDU, *via* the CHORBAT LA and

A.—THALLE La—233 miles.

B.—GOL—214 miles.

The Chorbit La is open for yak transport from the end of May to the beginning of November and for ponies from July to September inclusive. The route is essentially a summer one, for the Indus valley itself offers a comparatively easy through route in winter, though it is excessively close and barren in summer. The Chorbit La route used to be much frequented and was kept in a fair state of repair. Since the recent construction of the bridge road along the left bank of the Shyok river however, travellers prefer to use the Khardūng La and the new road, (Route 74) which is more level and easier for ponies; this avoids the bad part by Biagdangdo on the right bank. It is probable that the Chorbit La route described below will gradually fall into disuse, provided the new Shyok road is kept up.

Beyond Khapalu, the Thalle La or Tusserpo La routes, being generally free from snow in July and August, offer the advantage of better grazing during those months than the confined route by the Shyok valley. The Thalle La route is described below. That by the Tusserpo La diverges near Dubla Khan, is not so steep, but is 3 miles longer and the pass about 600 feet higher. The track rejoins the Thalle La route at Bauma-harel.

There is an alternative route between Kiris and Skārdū by the r. bank, *via* Narh. This is longer, more dusty, and less level; the route *via* Gol is preferable.

It is advisable to take supplies from Leh to Khapalu, and replenish at the latter place for the journey to Skārdū. The Khapalu Raja is generally willing to assist.

Only the old quarter-inch reconnaissance map is available for this journey.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) 1A 45 SE			11500		
1	Nimu, <i>RH., C., E.</i>	do.	18	18	...	See Route 50.	...
2	Saspul, <i>RH., C., E.</i>	do.	14½	32½	...		
3	Nurla, <i>RH., C., E.</i>	52B	14½	47	...		
4	Khalatse, <i>RH., C., E., P.O., T.O.</i>	52B	8	55	10132		Large village. S.T.W. available; F. G. scanty.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
5	Skirbuchan, <i>E.</i>	52B	$\frac{16}{71}$	...	...	Village with cultivation. S. T. practically nil; F.G. scanty; W. available.	Cross Skirbuchan bridge, and Broglou N. at Achintung, mile 8. Track stony and hilly. Turn up Hanu N. l. bank, mile 13. Pass Nabi-brangsa, mile 14.
6	Goma Hanu (upper), <i>E.</i>	52B	$\frac{18}{89}$	...	...	Group of 3 villages. S.T. F.G. scanty; W. available.	Through cultivation to fairly steep ascent to grazing grounds; few huts. Ascent to Chorbat La, 16700 ft., mile 12, steep but easy; descent steep at first but easy down Chorbat Lungma.
7	Chunga, <i>E.</i>	52B	$\frac{19}{108}$	14500	...	Huts; S.T.F. nil; G. W. available.	Down grassy valley of Chorbat Lungma, r. bank. Cross to l. bank, mile 6.
8	Piün (Paxfain), <i>E.</i>	52B	$\frac{12}{120}$	8650	} See Route 74.		
9	Lunkha, <i>E.</i>	52A	$\frac{14}{134}$	8500			
10	Khapalu, <i>E., P.O., Dispensary.</i>	52A	$\frac{14}{148}$	8400		Large village and group of hamlets. Capital of lower Shyok; residence of local raja. E. good; S.T.F.G. W. available.	Road good and level but sandy. Cross Shyok by skin-raft below Khapalu. Road thereafter stony in places, but valley open and cultivated at end of march.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
11	Doghani (Korku), RH., C., E., P.O.	52A	$\frac{14}{162}$	8350	Village and cultivation at mouth of Thalle Lumba. S.T.F.G. W. available. E. good; R H. one-roomed and bad.	...
A11	Doghani, RH., C., E., P.O.	52A	162	8350	See above.	Track up l. bank Thalle Lumba, passing several small hamlets, including Baltoro, mile 9, and Daltir, mile 12.
A12	Khusomik, E.	52A	$\frac{15}{177}$	11500	Village. S.T. nil; F.G.W. available.	Track rough and stony, crossing several spurs.
A13	Dubla Khān, E.	52A	$\frac{11}{188}$	...	S. T. nil; F. G. W. available. Two tracks diverge here, to the Thalle La and Tus-serpo La.	Long steep ascent to Thalle La, 16000 feet, mile 7. Descent more gradual over grassy slopes. Track fair down Yaltsa Lumba. Coolies 13 hours.
A14	Bauma-harel, E.	48M	$\frac{17}{205}$	13500	Huts. S. T. nil; F.G.W. available.	Track down Bauma-harel valley improves. Pass occasional huts.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
A15	Shigar, <i>RH., E., P.O.</i>	43M	$\frac{12}{217}$	7640	Small town, fort, bazar; residence of local Raja. RH. in bazar, very dirty. Good E. by polo ground. S.T. F.G.W. available.	Fair but sandy road by l. bank Shigar R. Journey can be done in 3 hours by <i>zak</i> (skin-raft), but stores should be sent by road.	
A16	Skardu, <i>RH., C., E., P.O.,</i> <i>TO., Dispensary.</i>	43M	$\frac{16}{233}$	7700	See Route 45.	...	
B11	Doghani, <i>RH., C., E., P.O.</i>	52A	162	8350	See above.	Cross Thalle Lumba. Road rough in places. Pass Kunis, mile 8. Steep zig-zag ascent to 1500 feet above river and easier descent across plateau.	
B12	Kuru, <i>RH., C., E.</i>	52A	$\frac{14}{176}$	7990	Village. S.T. F. G. W. moderate. RH. has only one room.	Cross Kuru Lumba. Road leads along foot of hills by Shyok R., generally stony. Last 2 miles through fields.	
B13	Kiris, <i>RH., C., E.</i>	43M	$\frac{10}{186}$	7560	Group of small villages in fertile surroundings. S.T. F.G.W. available.	Reach Indus-Shyok confluence mile 3, and cross to l. bank by wooden ferry boat. Thence by l. bank.	
B14	Gol, <i>RH., C., E., P.O.</i>	43M	$\frac{7}{193}$	...	See Route 49.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B15	Skārdū, RH., C., E., P.O., T.O., Dispensary.	43M	$\frac{21}{214}$	7700	See Route 45.	...

Route 73. LEH to SKĀRDU, via the INDUS valley—211 miles.

This route is essentially a winter route. In summer the Indus is close and stifling, grazing is very rare, and the track in places is quite impassable for pack animals, as it is not kept in good repair. In winter, when the Chorbat La and Khardūng La are closed, the Indus route is more frequented, the river itself sometimes freezes, and some of the most difficult stretches can thereby be avoided.

Near Urdas, there is a wooden bridge across the Indus, giving access via the Hamoting or Hamboting La to Kargil.

	Leh, RH., C., E., P.O., T.O., Dispensary.	(52F) IA 45 se	...	11500	} See Route 50.	...
1	Nimu, RH., C., E.	do.	$\frac{18}{18}$...		
2	Saspul, RH., C., E.	do.	$\frac{14\frac{1}{2}}{32\frac{1}{2}}$...		
3	Nurla, RH., C., E.	52B	$\frac{14\frac{1}{2}}{47}$...	} See Route 72.	...
4	Khalatse, RH., C., E., P.O., T.O.	52B	$\frac{8}{55}$	10132		
5	Skirbuchan, E.	52B	$\frac{16}{71}$...		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
6	Nabi-brangsa (Lower Hanu), <i>E.</i>	52B	$\frac{14}{85}$	...	...	Hamlet. S.T. nil; F.G.W. available. Chorbat La route leads up the Hanu N. (Route 72).	Cross Hanu N. Track becomes rougher and is difficult for ponies. Pass Kanutse, mile $5\frac{1}{2}$, and cross Phindur N. at Phindur, mile 9.
7	Dah, <i>E.</i>	52B	$\frac{13}{98}$	...	...	Village. S.T. moderate; G. very scanty. F.W. available.	Cross narrow ravine of Dah. Path thereafter difficult. Cross Baroro N. at Garkhun, mile 5, and Indus rope bridge. Continue on r. bank.
8	Urdas, <i>E.</i>	52B	$\frac{9}{107}$	...	...	Hamlet. S.T.; G. nil; F.W. available.	Path on r. bank difficult and unfit for ponies. Pass Grugurdo, mile 5. Coolies 10 hours.
9	Marol, <i>E.</i>	52B	$\frac{19}{126}$	...	...	Hamlet about 1 mile below Shingo-Shigar-Indus confluence. S.T.G. nil; F. scanty; W. available.	Cross Gundi Chu at Hamzigund, mile $3\frac{1}{2}$, and Gavis Chu at Papaldo, mile 15. Coolies 10 hours.
10	Kharmang, <i>E.</i>	52B	$\frac{20}{146}$	8340	...	Large village, ruined fort. S.T.F.G.W. available. One roomed R.H. on l. bank reported destroyed 1922.	Cross by rope bridge to l. bank. Indus breaks through rocky gorge on this march with swift rapids.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
11	Tolti, <i>RH., C., E., P.O.</i>	52A	$\frac{12}{158}$	8450	} See Route 49.	
12	Parkutta, <i>RH., C., E.</i>	43M	$\frac{18}{176}$	7870		
13	Gol, <i>RH., C., E., P.O.</i>	43M	$\frac{14}{190}$..		
14	Skardu, <i>RH., C., E., P.O., TO., Dispensary.</i>	43M	$\frac{21}{211}$	7700		

Route 74. KHAPALU to LEH,

via SHYOK valley, KHARDÜNG LA, and

A.—left bank SHYOK—161 miles.

B.—ABADON and left bank SHYOK—158 miles.

C.—ABADON and BIAGDANGDO—178 miles.

A new road completed in 1912 leads up the left bank of the Shyok valley; ponies can be used the whole way, after the opening of the Khardüng La in June until November (see Route 88), if the first three marches between Khapalu and Siari are properly kept up, which is not always the case. This part—marches A1 to A3,—is frequently destroyed by rain and landslides, and is then barely practicable even for coolies. Under these circumstances it is advisable to take coolies by Route 74B, and change to ponies at Turtok.

The new road by the left bank avoids the long detour by Biagdangdo, which is given as Route C, between Turtok and Hundar. The present state of the old road is not known. At Chalunka, stage C5, a route difficult for laden coolies leads northwards over the Korisa glacier, Chulung La, and Chulung glacier to Goma, in the Saltoro valley (see Route 100).

The Shyok can always be crossed as follows: by skin-raft between Khapalu and Sogo, and between Chogogron, and Abadon; by a wooden bridge at Phrahu, and by the suspension bridge at Thirit. At certain other places the Shyok may be crossed by skin-raft, but the traveller must bring his own as they are not normally available. No skin-rafts are now kept up at Unmaru or Mondari. Long delay will probably be experienced in crossing on skin-rafts. 5 coolies with loads cross on a raft of 24-30 skins, and each journey takes from 1½ to 2 hours according to the size of the river.

In winter the river can be forded at Khapalu, Pachathang and at the Shyok-Nubra confluence; but never in summer. It is not known whether the river freezes in this stretch in winter.

Travellers should endeavour to obtain *parwanas* signed by the Tahsildar, or get this official to detail a *chaprassi* to accompany them. They should take as many supplies as possible.

Only the old reconnaissance quarter-inch map is available; unpublished maps are shown in brackets. Heights are approximate estimates.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Khapalu, <i>E., P.O., Dispensary.</i>	52A	...	8400	Large village and group of hamlets. Capital of lower Shyok; residence of local raja. E. good; S. T. F. G. W. available.	Path ascends for short distance to small cultivated plateau, then descends to river near Surmo, mile 7. A higher path skirts the hillside, but is often washed away, and impassable for ponies, being scaffolded in places. Coolies, 7 hours.
A1	Lunkha, <i>E.</i>	52A	$\frac{14}{14}$	8500	Village; S.T. F. G. W. available.	Cliff's tower on either side of river. Pass Dou, mile 4. Cross Kustang Brok at Kustang; mile 10. Road scaffolded in places and stony. Coolies, 7 hours.
A2	Piun (Paxfain), <i>E.</i>	52B	$\frac{14}{28}$	8650	Village and fortified rock with small mosque at junction of Shyok. S.T. F. G. W. available. Route leaves the Chorbat La route.	New road completed in 1912, but liable to destruction by landslides; up and down hill the whole way. Coolies, 7 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
A3	Siari, <i>E.</i>	52B	$\frac{13}{41}$	8740	Village opposite Prahnu with which it is connected by bridge. Zaildar lives here.	Steep descent to river, then more level passing Tyakshi, mile 9 (above path). Sandy, stony and fairly level till just outside Turtok. Steep ascent round cliff and down to village. Coolies, 7 hours.
A4	Turtok, <i>E.</i>	52B	$\frac{13}{54}$	9000	See below.	...
B1	Khapalu, <i>E., P.O., Dispensary.</i>	52A	...	8400	See above.	As in Route A to Surmo, mile 7. Cross to r. bank Shyok by skin-raft at Chogogron. Coolies, 4 hours, excluding river crossing.
B1	Abadon, <i>E.</i>	52A	$\frac{11}{11}$	8450	Small village with cultivation. S.T.F. G. limited; W. plentiful.	Path by river, crossing several stony streams; generally level. Small ascent at end. Coolies, 6 hours.
B2	Marcha, <i>E.</i>	52B	$\frac{11}{22}$	8550	Small village, with cultivation. E. good. S.T. limited; F.G. available; W. plentiful.	Ascend at first then descend steeply to river at Partuk. Short ascent, then descend to Kalan, mile 8. Cross narrow ledge on cliffside above Prahnu, and descend steeply to village. Coolies, 7 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES			
B3	Prahu, <i>E.</i>	52B	$\frac{14}{36}$	8750	Village and cultivation. <i>E.</i> good. <i>S. T. F. G. W.</i> fairly plentiful.	Path leads down through cultivation to Shyok R. Cross small wooden bridge to l. bank. Gradual ascent by stony path and join Route A above.
B4	Turtok, <i>E.</i>	52B	$\frac{15}{51}$	9000	See below.	...
4	Turtok, <i>E.</i>	52B	$\frac{54}{51}$	9000	Large village. <i>E.</i> very good. <i>S. T. F. G. W.</i> fairly plentiful. Ponies available but <i>parwana</i> necessary. Coolies must take 3 days rations, and <i>F.</i> for next stage.	Fair bridle path, level for 5 miles, sandy and stony. Then steep ascent and descent, narrow in places. Cross Tebe Lungma by wooden bridge. Ascend spur, then level. Cross Malakcha Lungma ford at end of stage, sometimes difficult. Heat intense in summer; coolies, 9 hours at least.
5	Malakcha Lungma Camp, <i>E.</i>	(52F) IA 45 NW	$\frac{18}{72/69}$	9400	<i>E.</i> one mile beyond ford. <i>S. T. G.</i> nil; <i>F.</i> practically nil; <i>W.</i> plentiful.	Path up and down spurs, with sandy or stony surface. No shade. Coolies, 5 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Yaglung Lungma Camp, <i>E.</i>	(52F) 1A 45 NE	$\frac{9}{81/78}$	9700	E. on sand. S. T. G. nil; F. very limited; W. plentiful.	Path level almost throughout. Valley opens out, mile 5. Cross Pachathang Lungma by wooden bridge. Remainder of march sandy, stony and shadeless. Coolies, 7 hours.
7	Kharu, <i>E.</i>	do.	$\frac{13}{94/91}$	9800	First Buddhist village. Good E. in small gardens in village. S.T.F.G.W. available, including ponies.	Path level till just outside Hundar, sandy and stony. Pass Rakhura and Spanpuk; some small streams to be forded. Coolies, 6 hours; ponies 5 hours.
8	Hundar, <i>E.</i>	do.	$\frac{13}{107.04}$	9900	See below.	...

Old road by right bank.

C4	Turtok, <i>E.</i>	52B	*	9000	See above.	Cross Shyok by bridge at Turtok and ascend r. bank by rough stony track. Coolies, 6 hours.
C5	Chalunka, <i>E.</i>	52B	$\frac{10}{10}$	...	Village; S.T. practically nil; F.G.W. plentiful.	Cross difficult cliff and descend to river which is followed to end of march. Road fair. Coolies, 6 hours.

* Mileages of Route C are given from Turtok.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES			
C6	Biagdangdo, <i>E.</i>	52F IA 45 NW	$\frac{10}{20}$	11700	Village; S.T. practically nil; F. G. available; W. plentiful.	Track leaves Shyok and ascends Biagdang Lungma, passing Shupa, mile J. Ascent abrupt to Lagopo La, 13143 feet; descent ditto. Thence along hillside. Coolies, 8 hours.	
C7	Zdong-polas, <i>E.</i>	52F IA 45 NE	$\frac{9}{29}$	12500	Small Buddhist village. S.T.F.G.W. scarce.	Track along hillside for 2 hours, then across spur with first gradual then steep descent to Waris N. Ascend to hamlet at end of march. Coolies, 4 hours.	
C8	Waris, <i>E.</i>	do.	$\frac{5}{34}$	...	Hamlet. E. good. S.T. F. G. W. available.	From October to May, ford river and follow to Shyok R. If ford impracticable, animals must return to last pass, turn south-east and follow steep sandy track. Last part across sandy plain. Coolies, 12 hours.
C9	Unmaru, <i>E.</i>	do.	$\frac{20}{54}$	...	Village. S.T. scanty; F.G. W. available.	Easy march on sand and through scanty cultivation.
C10	Mondari, <i>E.</i>	do.	$\frac{8}{62}$	...	Village. S.T. F. G. W. available.	Pre-arrange skin raft here and cross to l. bank, joining bridle-path about 9 miles short of Hundar.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
011	Hundar, <i>E.</i>	52 F IA 45 NE	$\frac{11}{73}$	9900	See below.	...
8	Hundar, <i>E.</i>	do.	$\frac{107}{109}$	9900	Village and orchards. S.T.F.G.W. moderate.	Bridle-path level, sandy and stony. Pass Deskit, mile 6, and Thirit on opposite bank of Shyok, mile 13. Pass Shyok suspension bridge, mile 15, and join trade-route (Route 88). Coolies and ponies, 8 hours.
9	Khālsar (Kharchar), <i>E.</i>	do.	$\frac{17}{124/121}$	10400	Small village. S.T.F.G.W. available.	Path leads up l. bank Shyok to mile 5, then ascends steep Khardūng ravine.
10	Khardūng, <i>C., E.</i>	do.	$\frac{12}{136/133}$	13500	Small village on alluvial plateau. E. very small. S. limited; T.G.W. available; F. (<i>burtsa</i>) fair.	Cross Khardūng or Laowchi La, height 17600 feet. For details, see Route 88.
11	Polu Camp, <i>E.</i>	(52F) IA 45 SE	$\frac{15}{151/148}$	15000	See Route 88.	...
12	Leh, <i>RH., C., E., P.O., TO., Dispensary.</i>	do.	$\frac{10}{161/158}$	11500	See Route 80.	...

**Route 75. KHARMANG to KHAPALU, via GANSE LA—
37 miles.**

A difficult route open only from the end of July to mid-October; it has however been crossed under snow with difficulty in June. Distances are approximate and probably over-estimated. Stage 3 may be omitted if the traveller is going from Kharmang to Khapalu, and Stage 1 if proceeding in the opposite direction. Coolies must be engaged for the through journey and all supplies and fuel carried. The track is indicated on the old quarter-inch reconnaissance maps; no modern maps are available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Kharmang, <i>E.</i>	52B	...	8340	Large village and ruined fort on r. bank Indus. R.H. no longer exists. S.T.F.G. W. available. A rope bridge spans the river.	By r. bank Indus to Gandus, then over rocky spur of same name to Gache Tso lake.
1	Gache Tso, <i>E.</i>	52B	$\frac{9}{9}$	...	S.T. nil; F.G. scanty; W. available.	Rocky ascent over difficult track.
2	Gache Lungma, <i>E.</i>	52A	$\frac{8}{17}$	...	S. T. F. G. nil; snow W.	Rough track to Ganse La, about 16500 ft. Steep descent over small glacier to Ganse Lungma.
3	Ganse Lungma, <i>E</i>	52A	$\frac{14}{31}$	...	Grazing grounds. S.T.F. nil; G. available; snow W.	Shepherd track down rocky and boulder-strewn Ganse Lungma.
4	Khapalu, <i>E., P.O., Dispensary.</i>	52A	$\frac{6}{37}$	8400	See Route 74.	...

Route 76. SKĀRDU to ASKOLE, via BRALDOH river and
(A)—PAKORE—82 miles.
(B)—GOMBORO—85 miles.

There are two routes to Askole from Skārdū, both presenting difficulties. The Braldoh route is described below, while the Skoro La route is given in Route 77. The latter is rarely used by locals, who prefer the lower route, *via* the Braldoh, as some supplies are available. The Braldoh route is however 25 miles longer and sportsmen may prefer the shorter one to save time.

In the Braldoh, ponies if obtainable, can be used to Yuno only, after which coolies must be engaged. At Foljo, opposite Bianco, there are two possible routes. That by the left bank by Pakore (Hoto on map) crosses by a rope-bridge to the right bank below Chongo; the other crosses a rope-bridge at Foljo to Bianco, follows the right bank across the Hoh R. by a small log bridge to Gomboro and past Chongo. The first is built up on props in places on the cliffsides, and is narrow and dangerous except for lightly laden coolies. The second route is difficult after Gomboro, partly over loose sand and unsteady boulders with steep ups and downs. Outside Chongo the path descends the perpendicular cliffs by rough poplar ladders, but thereafter is easy going to Askole.

There is a third lower route on the left bank only passable in winter or early spring when the river is low. When this becomes impracticable the right bank route is preferable, but early starts should be made as the streams are then easier to cross and unforeseen delays may occur, especially at rope-bridges.

A *parwana* should be previously obtained from the naib-tahsildar at Skārdū, authorizing the collection of coolies. A man should be sent ahead to arrange coolie changes at Shigar, Koshumal, Foljo or Bianco, Pakore. At each place coolies should take rations to the next changing station. The return journey can be made from Yuno or Koshumal to Skārdū by skin raft, but they are rarely available and must be ordered up from Shigar.

The Basha R. and Chogo Lungma and Kero Lungma glaciers are best reached by the right bank Shigar R. (see Route 71). The Hoh glacier can be reached in three rough marches from Foljo, stage 3, viz. (1) Hoh, 7 miles, or 4 hours, S. T. F. G. W. available; (2) Nangmoni Tapsa, 9 miles or 5 hours, huts, gujars, S. F. limited, T. nil, G. W. plentiful; (3) Chogo Urdar (=large rock), 9 miles or 4 hours, E. very limited, S. T. nil, F. G. W. available. The track is difficult to follow.

For country beyond Askole see Routes 98, 99.

Only the old quarter-inch reconnaissance maps of this country are available. These have been reprinted in degree sheet form. Heights and distances are approximate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
	Skardu, <i>RH., C., E., P.O., T.O., Dispensary.</i>	43M	...		7700	See Route 45.	Cross Indus by wooden ferry, 1½ miles below Skardu. Thence over sandy country to mile 5. Path bifurcates; take west track up small nala to stony plateau with steep descent to Shigar valley. A longer but better track for ponies is by the valley bottom.
1	Shigar, <i>RH., C., E., P.O.</i>	43M	$\frac{16}{16}$		7640	See Route 72.	Level easy path through orchards, cultivation and willow avenues. Pass Hushupa, Alchori and cross sandy and stony plateau to Koshumal, C., E. Change coolies; thence easy to Yuno. Coolies, 8 hours.
2	Yuno <i>E.</i>	43M	$\frac{22}{38}$		8000	Village. E. good. S.F.G. W. available; T. should be changed at Koshumal and retained here.	Pass Tandara and Maricha. For next 7 miles path over loose sand; then up and down to Gone; long zigzag steep ascent and gradual descent to Goyungo, difficult in places. Descend cliffs by poplar ladders, thence fairly level for 2 miles. Coolies, 11 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
3	Foljo, <i>E.</i>	43M	$\frac{20}{58}$		9000	Small village, E. good below village. S.T. F. G. W. moderate.	...
A3	Foljo, <i>E.</i>	43M	58		9000	As above.	Winter route by valley bottom good when water is low. Upper summer path very bad on props along cliffs, with steep ascents and descents. Coolies, 10 hours.
A4	Pakore, <i>E.</i>	43M	$\frac{15}{73}$		9600	Hoto on map. Village. E. in compound. S.T.F.G.W. available.	Gradual descent to rope-bridge below Chongo. Cross river; ascend to village; thence path level and easy. Coolies, 4 hours.
A5	Askole, <i>E.</i>	43M	$\frac{9}{82}$		10000	Collection of hamlets. E. good. S. scarce; F.G. W. available; T. plentiful, but unwilling and independent.	...
B3	Foljo, <i>E.</i>	43M	58		9000	See above.	Descend to rope-bridge and cross to r. bank below Bianco. Path then level through cultivation crossing Hoh R. by small log bridge about one mile up. Coolies, 4 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B4	Gomboro, E.	43M	$\frac{8}{66}$	9200	E. below small village. S.T.F.G. W. limited. Coolies should be very lightly loaded here.	Ford mountain torrent, then over stony sandy ground to mud stream. Cross this near mouth. Pass hot spring and cross second mud stream, mile 9. Thence rough loose going along hillside to opposite Pakore. Steep ascent and descent by torrent to poplar ladders below Chongo. Thence fairly level to Askole. Coolies, 10 hours.
B5	Askole, E.	43M	$\frac{19}{85}$	10000	See above.	...

Route 77. SKĀRDU to ASKOLE, via SKORO La—60 miles.

The route described below is not often used by locals, but is useful to sportsmen who are pressed for time, and is more suitable on the outward than the return journey. It is only open from July to September inclusive.

Transport arrangements must be made at Shigar. Coolies should be changed at Skoro village, but word should be sent to the *lambaridar* in advance with the authority of the Naib-tahsildar of Shigar for the collection of new men. A *parwana* signed by this official is essential. Coolies should take 3 days supplies from Skoro.

When the pass is fully open and the track made, the journey can be done in four days from Skārdū, omitting halts at Shigar and Skoro Lumba Hut. In 1922, the first party crossed about mid-July and delay occurred in cutting steps; the halts on this occasion are given below.

Only the old quarter-inch reconnaissance maps of the country are available. These have been reprinted in degree sheet form. Heights and distances are approximate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Skārdu, <i>RH., C., E., P.O., TO., Dispensary.</i>	43M	...	7700	See Route 45.	See Route 76.
1	Shigar, <i>RH., C., E., P.O.</i>	43M	$\frac{16}{16}$	7640	See Route 72.	A short easy march; path level through orchards and cultivation. Ford river outside Skoro village. Coolies, 3 hours.
2	Skoro, <i>E.</i>	43M	$\frac{7}{23}$	8100	Small village. E. fair. S.T. moderate; F. G. W. plentiful.	Start very early. Track very stony up Skoro Lumba. Ford torrent frequently; fords difficult late in day. About mile 7, steep ascent on r. bank for about 2000 feet, then along difficult slopes of loose rocks and debris. Coolies, 11 hours.
3	Skoro Lumba Hut, <i>E.</i>	43M	$\frac{13}{36}$	12500	One stone hut. E. fair. S.T. nil; F. scarce; G. W. plentiful.	Cross nala and zigzag up very steep grassy slope. Avoid small nala to east owing to danger of avalanches. Coolies, 4 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Skoro La Bivouac, E.	43M	$\frac{4}{40}$	15000	E. nil. Small place for bivouac, and shelter available under rocks. S.T.F. nil; G. plentiful; snow W.	Steep pathless ascent of 1200 feet across icy slopes; beware of avalanches. After snow has cleared, loose rocks and boulders frequently slide down. Cross Skoro La, 16700 feet, a narrow ledge, and descend snow to glacier. Beware of crevasses. Coolies, 11 hours.
5	Darso Brok, E.	43M	$\frac{9}{49}$	13500	Small flat windy plain below glacier; one hut. S.T. nil; F. scarce; G. W. plentiful.	Descent gradual to above Monjong, passing deserted village, Thal Brok. Steep descent to 270 ft. rope-bridge below Askole. Cross river and ascend to camp. Monjong or Askole coolies will probably have to be employed to carry kit across bridge. Coolies, 7 hours.
6	Askole, E.	43M	$\frac{11}{60}$	10000	See Route 76.	...

**Route 78. PADAM (ZASKAR) to LUNTUNNU (RUPSHU)—
107 miles.**

Few details are available of this route which is mainly on Dr. Neve's authority. Coolies may be changed at each stage to Châr, after which they must be taken through to Murshoon. Rupshu may be reached from Luntunnu by Route 55.

Only the old quarter-inch reconnaissance map is available. Heights and distances are approximate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Padam (Zaskar), <i>E.</i>	52C	...	11373	See Route 69.	Up Tsarap Lingti Chu. Fair level path, bad for ponies in one or two places.	
1	Reru , <i>E.</i>	52C	$\frac{15}{15}$	...	Village. S.T. F.G.W. available.	do.
2	Itchor , <i>E.</i>	(52 G) 1A 46	$\frac{7}{22}$	...	do.	Very bad path, in places quite destroyed by avalanches. Cross rope-bridge at Châr.
3	Châr , <i>E.</i>	do.	$\frac{15}{37}$	12800	Village. S.T. F. G. W. moderate.	Track rough up Niri Chu.	
4	Phūktal Gonpa , <i>E.</i>	do.	$\frac{6}{43}$	...	Monastery. S. T. nil; F. G. W. moderate.	Track improves and is passable for laden yaks.
5	Yaytah , <i>E.</i>	do.	$\frac{8}{51}$	...	Hamlet. S.T. nil; F.G.W. procurable.	Track bad to rope-bridge, after which it improves.
6	Murshoon , <i>E.</i>	do.	$\frac{16}{67}$	...	S.T.F.G.W. moderate.	By cliff galleries and over plateau. Cross by wooden bridge.
7	Sutak , <i>E.</i>	do.	$\frac{18}{85}$	...	S.T. nil; F.G. scanty. W. available.	Track improves.
8	Lungturma , <i>E.</i>	do.	$\frac{11}{96}$	...	do.	Track fair.
9	Luntunnu , <i>E.</i>	do.	$\frac{11}{107}$	...	See Route 55.	...

Route 79. DANKHAR (SPITI) to SARCHU (LINGTI)
—105 miles

Details of this route have not recently been revised. The upper Chandar valley is generally uninhabited except for occasional herdsmen in summer. Sometimes a sheep is obtainable from there, otherwise there are no supplies. Only the old quarter-inch reconnaissance map is available; heights and distances are rough.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Dankhar, (Spiti), <i>E.</i>	(52 L) IA 47 NE	...	12774	} See Route 57.	...
1	Kaja (Kaze), <i>E.</i>	(52 L) IA 46	$\frac{16}{16}$...		
2	Kibar (Khyipar), <i>E.</i>	do.	$\frac{12}{28}$	13400	Large village. S. T. F. G. available; W. plentiful.	Cross Parilungbi, mile 1. Cross spur and descend to Spiti valley. Cross Lagadarisa, mile 11.
3	Losar, <i>E.</i>	(52 H) IA 46	$\frac{13}{41}$	13395	Village. S. T. F.G. moderate; W. plentiful.	Up Lichu N. Cross to l. bank, mile 7.
4	Lichu, <i>E.</i>	do.	$\frac{9}{50}$	...	S. T. nil; F. G. W. available.	Cross Kunzam pass, 14930 feet, and pass Sumchikma lake.
5	Chandar-dul, <i>E.</i>	do.	$\frac{10}{60}$	14500	Lake. S.T. nil; F.G.W. available.	Track rough and difficult up Chandar R.
6	Topo Koma, <i>E.</i>	do.	$\frac{14}{74}$	15000	S.T. nil; F.G. W. available.	do.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL		
7	Topo, <i>E.</i>	(52H) IA 46	$\frac{9}{83}$	...	S.T. nil; F.G. W. available.	Up Chandar l. bank. Easy ascent to Bārālācha La, 16200 feet. Descent long and easy past Yunan Tso (lake). Cross Yunan bridge at end of march.
8	Kilang, (Kanun or Kenlung), <i>C., E.</i>	do.	$\frac{11}{94}$	15120	} See Route 55.	...
9	Sarchu (Lingti), <i>E.</i>	do.	$\frac{11}{105}$	13950		

Route 80. LEH to DEMCHOK, *via* TANKSE, SHŪSHAL, and Upper INDUS—200 miles.

This is a main trade-route between Leh and Tibet, the junction of the Rudok and Gar-tok routes being at Shūshal. It is dependent on the opening of the Chang La; and except for the crossing of this pass it is less exposed and its climate milder than the Debring route. From Demchok it is 5 marches, about 90 miles, to Gar-tok. Coolies and supplies (including fuel) should be pre-arranged at Sakti, for the march to Tankse; beyond this place no supplies can be expected. The Chang La is easy from July to October. Stages 2 & 3 may be omitted and one halt made at Sakti instead; but in this case the march over the Chang La is long and tiring, and it is not recommended unless the pass is well open, and the going good. At Zingral a track leads over the Ke (Kay) La to Tankse, fit for coolies only. From Tankse there is another but longer road to Shūshal, *via* Muglib and the Pangkong Tso (see Route 81).

From Demchok a track leads northwards over the Kailās range to Rudok. Names of *Changpa* camping grounds beyond Thangra vary; those given below are uncertain. Distances are roughly chain-measured to Tankse; thereafter they are estimated. The quarter-inch reconnaissance Indian Atlas sheets are available to the Tibet boundary at Demchok.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) IA 45 SE	...		11500	See Route 50.	First 5 miles gentle slope downhill over heavy sand. Then easy going and level up Indus valley. Pass Tikse monastery, mile 12. Laden ponies, 5 hrs.
1	Ranbirpur, <i>C., E.</i>	do.	$\frac{14}{14}$		11000	Large village; C. good. S.T. F. G. W. abundant.	About 9 miles level along Indus valley. Then up Chimre valley. Laden ponies, 6 hrs.
2	Chimre, <i>C., E.</i>	(52 G) IA 45 SE	$\frac{13}{27}$		11890	Large village & monastery. S.T.F.G.W. available.	Easy going up cultivated valley to Sakti, mile 5; thence steep ascent, by fair track. Laden ponies, 5 hrs.
3	Zingral, <i>E.</i>	(52 F) IA 45 SE	$\frac{10}{37}$		15780	No houses. S.T.F.G. nil; W. scarce.	Steep but generally easy ascent to Chang La, 18000 ft., mile 5. Road bad and strewn with large boulders. Easy descent. Laden ponies, 5 hrs.
4	Tsultak, <i>C., E.</i>	do.	$\frac{9}{46}$		15950	Lake in Kailās range. No village. S.T. nil; F. scanty; G. W. available.	Descent continues to Durgu, mile 8½. Road good, fording river. Cross bridge, then easy going up Durgu Lungma to Tankse. Laden ponies, 6 hrs.
5	Tankse, <i>C., E.</i>	(52 J) IA 45 SE	$\frac{15}{61}$		12900	Large village, monastery. S. scanty; T. F. G. W. available.	Road continues up r. bank Harong Lungma. Going easy with gentle rise all the way.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
6	"Tartar Camp", <i>E.</i>	(52 K) IA 45 SE IA 63 ^A SW	$\frac{28}{89}$		...	<i>Changpa</i> camp. S. T. nil, except milk; F. G. W. available.	Steady gentle rise to Kongta La. Road good. Easy descent.
7	Shūshal, <i>RH., C., E.</i>	(52 K) IA 64 NW	$\frac{23}{112}$		14200	Village. R.H. very dirty. S.T. (yaks) F. G. W. available.	Easy road with gentle rise up broad valley.
8	Dachung Yokma, <i>E.</i>	do.	$\frac{15}{127}$		...	No village. S.T. nil; F. G. W. available.	Easy road; gentle rise to Tsaka La, mile 5. Descent steeper but easy.
9	Thangra, <i>E.</i>	do.	$\frac{20}{147}$		...	No village. S.T. nil; F. G. W. available.	Ford Indus; then up l. bank. Road very fair up broad Indus valley. Pass occasional <i>changpa</i> camps.
10	Gangra-le, <i>E.</i>	(52 O) IA 64 NW	$\frac{17}{164}$		...	S.T. nil; F.G. W. available.	} Road fair up broad Indus valley.
11	Fūk-che, <i>E.</i>	(52 P) IA 64 NW	$\frac{12}{176}$		...	do.	
12	Lāgankhēl (La Gankial), <i>E.</i>	(52 P) IA 64 SW	$\frac{8}{184}$		...	do.	
13	Demchok, <i>E.</i>	do.	$\frac{16}{200}$		...	At Ladāk-Tibet boundary. S.T. nil; F. G. W. available.	...

Route 81. TANKSE to SHŪSHAL, *via* PANGKONG TSO
—56 miles.

This route is a longer alternative to a portion of the previous route. Ponies or yaks should be taken with all supplies through from Tankse. The quarter-inch reconnaissance map is generally accurate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Tankse, <i>C., E.</i>	(52 J) IA 45 SE	...	12900	Large village, monastery. S. scanty; T. F. G. W. available.	Road through gorge for about 6 miles, then in open valley. Pass Muglib, mile 9.
1	Chakar-Talao (Tsearh-tso), <i>E.</i>	(52 K) IA 45 SE	$\frac{14}{14}$	13950	E. by two small lakes. S.T. nil; F.G. scanty; W. available.	Road fair but sandy.
2	Spangmik, <i>E.</i>	(52 K) IA 63 ^A SW	$\frac{14}{28}$	13900	One hut by Pangkong-Tso. S.T. nil; F.G. scanty; W. available.	Pass Man huts half-way.
3	M̄eruk, <i>E.</i>	do.	$\frac{13}{41}$	13900	Few huts. S.T.F.G.W. as above.	Leave Pangkong Tso and ascend Shūshal tributary. Road fair.
4	Shūshal, <i>RH., C., E.</i>	(52 K) IA 64 NW	$\frac{15}{56}$	14200	Village. RH. very dirty. S.T. (yaks) F. G. W. available.	...

**Route 82. LEH to DEMCHOK, *via* DEBRING, PUGA,
and INDUS valley—209 miles.**

This route to Demchok is less used by caravans for Gar-tok than that *via* Tankse and Shūshal, described in Route 80.

The first three marches *via* Tikse and Ugu are alternative to those on the left bank of the Indus described in Route 55. The second stage, Ugu, is marked Arpa on the old map.

From Mahiya (or Mya) a track leads over the Kaksang La and Thato La to Shūshal (Route 85).

The Indus is generally fordable in winter at Mahiya, Nima Rap, and below Rasirma-le. These fords are rarely passable before the middle of September, but skin rafts can be obtained at Nima village. The old quarter-inch reconnaissance maps are available to the Ladākh boundary at Demchok, whence it is 5 marches, or 90 miles, to Gar-tok.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Leh, <i>RH., C., E., P.O., T.O., Dispensary</i>	(52 F) IA 45 SE	...	...	11500	See Route 50.	See Route 80.
1	Tikse, <i>E.</i>	do.	$\frac{12}{12}$	...	11000	Large village, monastery. S.T.F.G.W. available.	Up r. bank Indus R.; easy going.
2	Ugu, <i>E.</i>	(52 G) IA 45 SE	$\frac{15}{27}$	...	...	Village, (Arpa on map). S.T. F. G. W. available.	Cross Indus by bridge below camp, then up l. bank, to Upshi. Thence steady rise by good road along l. bank Gya ravine.
3	Gya, <i>C., E.</i>	(52 G) IA 46	$\frac{21}{48}$	...	13500	Village and monastery. Small granary, otherwise S.G. nil; T.F.W. available.	Steady, stony ascent by easy road past Tiarnak, mile 6, getting steeper towards Tagalaung La, 17500 feet, mile 11. Steep descent of about 4 miles.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
4	Debring, <i>E.</i>	(52 G) IA 46	15 63	15780	<i>Changpa</i> camp. S. T. F. scanty; G. W. available.	Easy track down broad valley.	
5	Pongo Nagu, <i>E.</i>	do.	12 75	...	No village. S. T. nil; F. G. available. Good W. from small spring.	Level easy track across Tsokr Chumo Maidan. Pass Thugje (spring), mile 5. Thence gentle rise with no water up Pölakonka Fu to pass.	
6	Pölakonka La, <i>E.</i>	(52 K) IA 46	24 99	...	E. on pass. S. T. nil; G. scarce; F. W. available.	Easy track down Puga valley. W. very scanty, sulphurous & bad.	
7	Puga, <i>E.</i>	do.	15 114	...	No village. S. T. nil; F. G. very scanty; W. much impregnated with sulphur.	Continue down Puga R. to Indus opposite Mahiya (Mya), mile 8. Then up l. bank Indus. Track good.	
8	Nima Rap, <i>E.</i>	(52 K) IA 64 NW	20 134	...	Small village & Indus ford, passable after Sept. 15. S. nil; T. F. G. W. available.	Ford Tagalaung stream, mile 10, and Hanle R. at end of march. Track mostly over sand.	
9	Loma, <i>E.</i>	do.	16 150	...	E. on r. bank Hanle R. No village. S. T. nil; F. G. W. available.	Track over sand. Valley widens out at end of march.	
10	Rasirma-le, <i>E.</i>	do.	10 160	...	S. T. nil; F. G. W. available.	Road fair up broad Indus valley.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
11	Gangra-le, <i>E.</i>	(52 O) 1A 64 NW	$\frac{13}{173}$...	} See Route 80.	...
12	Fuk-che, <i>E.</i>	(52 P) 1A 64 NW	$\frac{12}{185}$...		
13	Lāgankhēl (La Gankial), <i>E.</i>	(52 P) 1A 64 SW	$\frac{8}{193}$...		
14	Demchok, <i>E.</i>	do.	$\frac{16}{209}$...		

Route 83. LEH to MAHIYA, via INDUS valley—108 miles.

This route is alternative to the first part of Route 82, in winter only, the road along the bottom of the Indus valley not being passable until the end of September. The bridge at Hymia is not passable for ponies, so fresh animals should be pre-arranged on the right bank of the Indus here, with some coolies to carry the baggage over the river. These fresh animals should be taken through to Chumathang.

One arch of the cantilever bridge at Chumathang was down in 1911; it is not known whether this has been repaired. A good track leads up the Chumathang Fu to Shūshal.

The quarter-inch reconnaissance map alone is available. Marches from Ugu to Chumathang given below are long, but quite practicable.

	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) 1A 45 SE	...	11500	See Route 50.	See Route 80.
1	Tikse,	do.	$\frac{12}{12}$	11000	} See Route 82.	By Route 82 to Ugu (Arpa on map). Thence fair pony road, steep in places by r. bank Indus to Shera, mile 12. Change transport to coolies; track bad and only passable towards end of September when Indus is low.
2	Ugu,	(52 G) 1A 45 SE	$\frac{15}{27}$...		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
3	Likche,	(52 G) IA 45 SE	$\frac{21}{48}$	...	Villages. S. T. F. G. W. available.	Pony track, crossing by bridge, mile 4, to l. bank, and back to r. bank at Hymia, mile 7. Latter bridge only fit for coolies. Thence by bad road by r. bank, passable for animals to Gaik.
4	Gaik,	(52 K) IA 46	$\frac{21}{69}$	...	Small village. S. very scanty; T. nil; F. G. W. available.	Fair track by r. bank Indus, passable for animals.
5	Chumathang,	do.	$\frac{25}{94}$	...	Village and Indus bridge. S. limited; T. F. G. W. available.	Fair track but bad in places by r. bank Indus.
6	Mahiya (Mya),	(52 K) IA 64 NW	$\frac{14}{108}$	...	Hamlet and ford. S. T. very limited; F. G. W. available. (See Route 82).	...

Route 84. LEH to DEMCHOK, *via* DEBRING, HANLE and the PHŌTI LA—222 miles.

Either bank of the Indus may be followed to Upshi, between Ugu and Gya, (See Routes 55 and 82). The grass along the Hanle R. between the Sangpoche La and Hanle swarms with mosquitoes in July and August; these are most aggressive and troublesome by day, but disappear at night.

Hanle can also be reached by taking Route 57 to the northern end of the Tso Moriri (lake) and then crossing the mountains to the east *via* the Kyn Tso; from Tso Moriri to Hanle is 3 marches. A third route to Hanle is from Narbu Sumdo, of Route 57, *via* Dangan and the Lenak La, a distance of 3 marches or 55 miles.

The route beyond Hanle across the Phōti La has not recently been revised and few details are available.

The old quarter-inch Indian Atlas reconnaissance maps are still the best available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) IA 45 SE	...		11500	See Route 50.	See Route 80.
1	Tikse, <i>E.</i>	do.	$\frac{12}{12}$		11000	} See Route 84.	}
2	Ugu, <i>E.</i>	(52 G) IA 45 SE	$\frac{15}{27}$...		
3	Gya, <i>C., E.</i>	(52 G) IA 46	$\frac{21}{48}$		13500		
4	Debring, <i>E.</i>	do.	$\frac{15}{63}$		15780		
5	Pongo Nagu, <i>E.</i>	do.	$\frac{12}{75}$...		
6	Pōlakonka La, <i>E.</i>	(52 K) IA 46	$\frac{24}{99}$...		
7	Puga, <i>E.</i>	do.	$\frac{15}{114}$...		
8	Nīma Rap, <i>E.</i>	(52 K) IA 64 NW	$\frac{20}{134}$...	Small village and Indus ford, passable after Sept. 15. S. nil; T. F. G. W. available.	Across heavy gritty trackless sand, gradually rising to Sangpoche La; short descent to Hanle R. Thence level track over grass by river.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES			
9	Mankhang, <i>E.</i>	(52 L) IA 64 NW	23 157		...	No village. E. on grassy maidan. S.T. nil; F.G.W. available.	Track fairly level through grass and scrub.
10	Hanle, <i>E.</i>	(52 L) IA 64 SW	18 175	14280		Village and monastery. E. below village. S. limited; T.F.G. W. available.	Cross Phōti La, mile 8. No details.
11	Phōti-le, <i>E.</i>	(52 P) IA 64 SW	11 186		...	E. at foot of Phōti La. S.T. nil; F. G.W. available.	Down Koyul Lang-po; no details available.
12	Koyul, <i>E.</i>	do.	10 196		...	Small village. S.T. nil; F. G.W. available.	As before to mile 3. Then south-east up broad Indus valley joining Route 80.
13	Lāgankhēl (La Gankial), <i>E.</i>	do.	10 206		...	} See Route 80.	...
14	Demchok, <i>E.</i>	do.	16 222		...		

**Route 85. SHŪSHAL to MAHIYA (Indus valley), via
THATO LA—34 miles.**

This is a short cut between Shūshal and the Puga-Indus confluence; it is passable for yaks from June to October, but the Mahiya ford is not passable till the end of September. The quarter-inch reconnaissance map is generally accurate, except that the Thato La lies north of the Mirpa Tso, and the pass marked "Thato La" on the map should be the Kaksang La.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Shūshal, <i>RH., C., E.</i>	(52 K) IA 64 NW	..	14200	Village. R.H. very dirty. S.T. (yaks) F. G. W. available.	Good track up tributary south to Thato La, mile 10. Easy descent to Mirpa Tso.
1	Mirpa Tso, <i>E.</i>	do.	$\frac{14}{14}$	...	E. at south end of lake. S. T. nil; F.G. scanty; W. available.	Steep ascent and descent of Kak-sang La, mile 4. Track rougher on south side.
2	Mahiya (Mya), <i>E.</i>	do.	$\frac{20}{34}$	...	Hamlet and ford. S. T. very limited; F. G. W. available.	...

**Route 86. KHĀLSAR to SHYOK, summer route, by
NOBOK LA —67 miles.**

The following route avoids the Shyok valley bottom between Agham and Shyok, which is only passable when the river is low. It is essentially a summer route. Though it is passable for ponies on both sides of the Nobok La, coolie transport is necessary for this crossing, and therefore it is advisable to use them throughout.

	Khālsar (Kharchar), <i>E.</i>	(52F) IA 45 NE	...	10400	Small village. S.T. F. G. W. available. See Route 74.	Fair bridle road up left bank. This is said to be kept in good repair but has sandy and stony surface.
1	Agham, <i>E.</i>	(52F) IA 45 SE	$\frac{20}{20}$	10500	Small village. S. T. scanty; F. G. W. plentiful.	Track passable for ponies but rough up Wuri Lungma.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Tayar, <i>E.</i>	do.	$\frac{13}{33}$	...	Hamlet. S. T. F. G. nil; W. available.	Steep crossing of Nobok La, only fit for coolie transport.
3	Durgu, (Drugab), <i>E.</i>	(52J) IA 45 SE	$\frac{24}{57}$	...	do.	Track good by Chang La route from Leh. See Route 89.
4	Shyok, <i>C., E.</i>	do.	$\frac{10}{67}$	12140	Village. S. available; T. nil; F. G. W. ample.	...

**PART IV.—THE KARA-KORAM and
K'UN-LUN RANGES.**

SECTION A.—TO KĀSHGAR, YĀRKAND and KHOTAN.

Route 87. GILGIT to KĀSHGAR,

via **A.—KILĪK pass—452 miles.**

B.—MINTAKA pass—435 miles.

The route described below is the most important one into Central Asia, west of the Kara-koram trade-route, and is the main line taken by the mails. In summer the road up the Hunza gorge is arduous, the pathway being carried over *parris* or cliffs, on pegs and props. In winter, when the river is low, and until the beginning of June higher up the valley, many of the worst *parris* can be avoided by keeping to the valley bottom, and by fording the river a number of times in each march. The same conditions hold towards the end of the journey in the Gez defile, a few marches before reaching Kāshgar. The Pāmirs are open and afford easy going for transport animals. By previous application to the Political Agent, Gilgit, the Mir of Hunza will send word through to the Sarikoli Begs on the Pāmirs who will send over yaks to meet the traveller at Murkushi. Coolies can then be dispensed with.

Supplies are difficult to obtain beyond Hunza, but the Mir has store houses at several of the stages, and by visiting him at his capital at Baltit, it is often possible to get permission to draw on these supplies. Milk products, sheep and goats are the only supplies available on the Pāmirs; but yak transport is obtainable at most encampments, especially if the traveller is prepared with presents in kind, which are preferable to cash payments.

Near Pāsu the old raiding route by the Shingshal gorge leads to Raskam (Route 97). Opposite Sost a route leads north-westwards up the Chapursān and crosses the Irshad and Chillinji passes to Wakhān. Some 3 miles beyond Sost the Khunjerāb valley joins the Hunza R. and routes passable only for coolies lead over the Khunjerāb and Kharchanāi passes to the Pāmirs. These are very difficult.

Beyond Tāsh-kurghān, the shortest route has been given to Kāshgar. An alternative continues down the Tāsh-kurghān R. for some 10 miles and ascends a tributary to the Chichiklik-maidān. Chihil-gumbaz is reached from here in three marches and Yangi-hissar in 5 more, whence Kāshgar is 46 miles distant. From Tāsh-kurghān to Kāshgar by this route is 12 marches, totalling about 220 miles.

Degree sheets are not available for any of this route; they are shown in brackets. The best maps for the journey are (*a*) from Gilgit to Mintaka-aghzi, *the Hunza Valley and Taghdumbash Pamir*, scale one inch to four miles, published in 1915. (*b*) from Mintaka to Kāshgar, Sir Aurel Stein's maps, scale one inch to eight miles, serials 3 and 2, dated 1919 and 1922 respectively. These are obtainable from the Survey of India.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
	Gilgit, <i>RH., E., P.O., TO., Dispensary.</i>	(43 I)	...	...	4890	See Route 38.	See Route 71.
1	Nōmāl, <i>RH., E.</i>	(42 L)	$\frac{18}{18}$	...	5500	See Route 71.	...
2	Chalt, <i>RH., E.</i>	do.	$\frac{14}{32}$	...	6560		
3	Minapin, <i>RH., E.</i>	do.	$\frac{17}{49}$	...	7080		
4	Aliābād (Hunza), <i>RH., E.</i>	do.	$\frac{14\frac{1}{2}}{63\frac{1}{2}}$	...	7350	Village. S.T. F. G. W. plentiful.	Good road through terraced cultivation, passing a number of prosperous villages. Baltit lies some two miles off the road to left at mile 4. Pass Muhammadābād, mile 10. Several <i>parri</i> to be crossed before reaching Atābād.
4a	Baltit (Hunza), <i>E.</i>	do.	$\frac{6}{69\frac{1}{2}}$	...	8000	Town, fort, capital of Hunza; residence of Mir of Hunza. S.T.F.G. W. plentiful.	
5	Atābād, <i>E.</i>	do.	$\frac{18\frac{1}{2}}{82}$	...	...	Village, fort. S. T. F. G. scanty; W. plentiful.	Cross <i>parri</i> by road through Karakoram gorge on pegs and props, 1000 ft. above river; road difficult for 3 miles, then easier, with less difficult <i>parri</i> .

* From Aliābād.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Gulmit, <i>E.</i>	(42 L)	$\frac{14}{96}$	8000	Village, fort. S. T. F. G. available; W. plentiful.	Road fair past snout of Sasaini glacier, mile 3. Pass Sasaini, mile 4, and Baurit, mile 5½.
7	P̄asu, <i>E.</i>	do.	$\frac{8}{104}$	8000	do.	Pass Shingshal gorge, mile 1½, and cross large Batūra glacier, 1½ miles broad, mile 3. Road fair but over parris.
8	Khaibar, <i>E.</i>	do.	$\frac{12}{116}$	8800	Fortified village on cultivated fan. S.T.F.G. limited; W. plentiful.	Cross to l. bank Hunza R., mile 1, by bridge; thence road easy.
9	Gircha, <i>E.</i>	do.	$\frac{11}{127}$	8750	Village. S. F. G. available; T. scanty; W. plentiful.	Road easy to Sost, mile 4, then arduous over parris. Beyond junction of Chapursān and Hunza rivers, latter is smaller, and fords avoid <i>parris</i> till mid-June. Pass junction of Kilik and Ghujerāb streams, mile 9.
10	Misgar, <i>E.</i>	do.	$\frac{14}{141}$	10150	Hamlet. S. T. F.G. scanty; W. plentiful.	Track rough but better than previously. Pass Tōpkhāna watch-tower, mile 6, near confluence of Dōdli R., and Runhil, mile 12, where willows line the river bank.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
11	Murkushi, <i>E.</i>	(42 L)	15 156	11950	Willow jungle. S.T. nil; F.G. W. available.	...	
A11	Murkushi, <i>E.</i>	do.	156	11950	See above.	Track up Kilik stream easy and passable for ponies and yaks. Pass Bun-i-kotal, mile 10, and ascend by easy gradient to Kilik pass, 15600 feet. Descent gradual by wide open valley down Kilik Jilga.	
A12	Kukturuk, <i>E.</i>	(42K)	21 177	13950	Nomad camp at junction of Kilik & Kukturuk Jilgas. S.T. limited; Yak-dung F. available; G.W. plentiful.	Down Kara-chukor R. of Taghdumbash Pamir. Going very easy.	
A13	Mintaka-aghzi, <i>E.</i>	do.	21 198	13000	See below.		
B11	Murkushi,	(42 L)	156	11950	See above.	Road easy but rough and boulder strewn. Pass Boihil, mile 3. Road passable for yaks and ponies.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
B12	Gulquaja,	(42 L)	$\frac{8}{164}$	14000	Rock shelter near snout of Gulquaja glacier. S.T. F.G. nil; W. plentiful.	Easy ascent to Mintaka pass and gentle descent to open Mintaka jilga. Thence very easy going.
B13	Mintaka-aghzi, <i>E.</i>	(42K)	$\frac{17}{181}$	13000	See below.	...
13	Mintaka-aghzi, <i>E.</i>	(42K) S 3	$\frac{199}{181}$	13000	Sarikol encampment. Milk S., yak T., dung F. available; G.W. plentiful.	Easy open going down Taghdumbash Pamir.
14	Beik Post (Payik), <i>E.</i>	(42O) S 3	$\frac{17}{215/198}$	12700	Chinese post. S. T. F. nil unless nomad camp in vicinity; G.W. plentiful.	Track as above to Ghujak-bai, at junction of two branches of Taghdumbash Pamir; then more stony.
15	Dafdar, <i>E.</i>	do.	$\frac{17}{232/215}$	11530	Hamlet with scanty cultivation. S. T. F.G. scanty; W. plentiful.	Down Tash-kurghān R. Going good.
16	Tash-kurghān, <i>E.</i>	do. (42N) S 2	$\frac{33}{265/248}$	10225	Fort and cultivation. S. F. G. limited; T. nil; W. plentiful.	Leave Tash-kurghān valley and cross easy pass to Tagharma valley.
17	Ghujak, <i>E.</i>	(42J) S 2	$\frac{24}{280/272}$	...	S. T. F. nil; G. W. available.	Going easy.
18	Kara-Su, <i>F.</i>	do.	$\frac{12}{301/289}$	...	do.	Going easy. Cross easy Ulugh-rabat pass, mile 4.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
19	Little Kara-kul, <i>E.</i>	(42N) S 2	$\frac{22}{323,306}$		12400	Lake. S.T.F. nil; G. W. available.	Track fair.
20	Tarning-bāshi, <i>E.</i>	do.	$\frac{20}{343,326}$		...	Fort. S. T. F. nil; G. W. available.	Road down Gez-dara, which becomes confined. Four crossings by bridges in first 25 miles. Road then climbs steeply over several spurs and is arduous going in summer. In winter the narrow valley is passable and comparatively easy; the diversion over the spurs is then avoidable.
21	Gez-karaul, <i>E.</i>	do.	$\frac{18}{361,344}$		...	S.T.F.G. nil; W. available.	
22	Ulārlik, <i>E.</i>	(42M) S 2	$\frac{20}{361,364}$		...	do.	
23	Tash-malik, <i>E.</i>	do.	$\frac{28}{409,392}$		5310	Village and Fort. S.T.F. G.W. available.	
24	Ōpal-bāsar,	do.	$\frac{15}{424,407}$		4670	do.	Road good mostly through cultivation.
25	Kashgar,	do.	$\frac{28}{432,435}$		4380	Town, capital of Chinese Turkistān; trade-centre with bāzārs. Residence of <i>Taotai</i> . British Consulate-general. S. T. F. G. W. abundant.	

Route 88. LEH to KĀSHGAR—Summer Route, *via* KHARDŪNG pass, NUBRA, SASSIR and KARA-KORAM passes, and

(A)—KILIĀN-DAWĀN and YĀRKAND—576 miles.

(B)—SANJU-DAWĀN and YĀRKAND—588 miles.

Before crossing the Kara-koram pass, there are three difficult portions, *viz.*, Khardūng pass, Tutyalak and Sassir pass. In order to avoid the last an attempt was made about 1910 to open up the Upper Shyok as a summer line (Route 89). Traders from Central Asia preferred the new alignment, though for a long distance the country is uninhabited; but the Nubra valley people have recently succeeded in getting the old route *via* the Nubra re-established as the trade-route. Its main advantage is its shortness; its main drawback the Sassir pass. Up the Nubra valley the road is kept in fair repair.

The Khardūng pass is open from June to November for yak transport. Ponies generally cannot cross till mid-June. Avalanches are dangerous. The Depsang plains are snow-covered till mid-June, when they are soft and spongy and liable to bog ponies.

The Sassir pass is open from 4 to 5 months, say, early July to last half of November in a normal year. The Kara-koram pass presents no difficulties and is open throughout the year.

The Kiliān-dawān is preferable and considerably easier than the Sanju-dawān; the latter is more often used if the destination is Khotan instead of Yārkand. The road to Khotan turns off at Sanju-bāzār and is easy beyond this point.

Transport arrangements are best made for the through journey at Leh or Yārkand. Baggage ponies can be bought or hired at either place; it is preferable to hire than to buy. Prices vary according to the demand.

Travellers disagree widely on the distances of each march, and those given below are approximate only; heights are from various sources and are rough.

The best maps are as follows.—Survey of India quarter-inch Indian Atlas sheets as far as Murgo. From Murgo to Ak-tāgh, Col. Wood's map of the De Filippi expedition 1913-14, scale 1/500,000; from Ak-tāgh onwards Stein's maps, Nos. 9, 6, and 5. In the map reference column below these are denoted by IA, W., and S. respectively.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) IA 45 SE	..	11500	See Route 50.	Road fair but rough and stony up ravine north of Leh. Pass Ganles, mile 5.
1	Polu Camp, <i>E.</i>	do.	$\frac{10}{10}$	15000	Small hut. S.T. nil; F. scanty; G. W. plentiful.	Ascent to Khardung pass, 17600 feet, by very steep and stony zigzag. Descent of 1300 feet by steep snowfield and over moraine banks; thence by good path along mountain torrent towards Shyok R.
2	Khardung, <i>C., E.</i>	(52 F) IA 45 NE	$\frac{15}{25}$	13500	Small village on alluvial plateau. E. very small. S. limited; T. G. W. available; F. (<i>burtsa</i>) fair.	Down steep Khardung ravine to mile 7; thence by l. bank Shyok valley.
3	Khalsar (Kharchar), <i>E.</i>	do.	$\frac{12}{37}$	10400	Small village. S.T.F.G.W. available.	Cross Shyok R. by suspension bridge at mile 2. Ford Thirit Lungma. Pass Thirit, (E.F.G.W.), mile 4. Road is then fair up Nubra valley, passing several populous villages in cultivation.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
4	Tegur, <i>E.</i>	(52F) IA 45 NE	$\frac{15}{52}$	10030	Large village on l. bank Nubra R. S.T.F.G.W. available but sometimes scarce.	Cross Summur Lungma & Cham-sing Lungma, mile 5. Pass Popchik, mile 7. Road fair.
5	Pānāmik, <i>C., E.</i>	do.	$\frac{16}{68}$	10400	Large village with cultivation. S.T.F. G.W. procurable. Complete supplies should be taken from here to last till Turkistān is reached.	Pass hot springs at starting. Pass Poka-chu, mile 2. At mile 6, cross Thulan-buti-chu by wooden bridge; ascend rock face by well-graded zig-zag road. Descent steep for 700 feet.
6	Umlung, <i>E.</i>	do.	$\frac{12}{80}$	...	E. small. S.T. nil; F.G. very scanty or nil; W. procurable.	Stony road by r. bank Thulan-buti-chu, which is crossed by a wooden bridge at mile 6.
7	Tutyalak (Pangdong-tsa), <i>E.</i>	(52 F) IA 45 NE	$\frac{11}{91}$	13000	See below.	...

Alternative old road, Pānāmik to Tutyalak.

A5	Pānāmik, <i>C., E.</i>	(52 F) IA 45 NE	68	10400	See above.	Pass hot springs at starting. Pass Poka-chu, mile 2, and Tutyalak-chu, mile 8.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
A6	Chang-lung, <i>E.</i>	(52 F) IA 45 NE	14 82	10760	Very small village, the last met with in Ladākh. S.T. practically nil; F. G. W. procurable.	Here leave Nubra valley. Follow Tutyalak ravine over Kurāwaldawān, 17000 feet; steep zig-zag ascent and descent over pass. Pass hot springs.	
A7	Tutyalak (Pangdong-tsa), <i>E.</i>	(52 E) IA 45 NE	14 96	13000	See below.	...	
7	Tutyalak (Pangdong-tsa), <i>E.</i>	(52 E) IA 45 NE	91	13000	Uninhabited. S. T. nil; F. very scanty; G. W. available.	Road difficult and dangerous from avalanches, moraine slips and sudden floods. Pass Sartang, 15000 feet, mile 8. Cross two glaciers, 10 miles long on watershed between Nubra and Shyok valleys. Cross Sassir pass, 17600 feet, mile 11. An early start should be made.	
8	Brangsa Sassir, <i>E.</i>	do.	16 107	14900	Shelter huts on r. bank of upper Shyok R. S.T. nil; F.G. very scanty; W. plentiful.	Cross Shyok valley and ford; thence turn eastwards up deep gully to Chung-tāsh (lake). Thence down stony ravine to Murgo.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
9	Murgo, <i>E.</i>	(52 E) W. (52 I)	$\frac{12}{119}$		15300	Uninhabited. S.T. nil; F.G. very scanty; W. available. F. should be collected from here and wherever possible.	Follow stream by stony gorge whole way; road fair. A halt can be made about mile 10, where <i>burtsa</i> F. is available. No more F. till Chibra is reached.
10	Kizil-langar, <i>E.</i>	(52 E) W.	$\frac{20}{139}$		16400	Uninhabited. S.T.F.G. nil; W. plentiful.	Follow stream for about 1 mile to pass, 17780 feet, leading to barren Depsang plains. Ford Chip-chak R., mile 13; pass Daulat-beg-öldi, mile 15, and ascend stream to Pulo.
11	Pulo, <i>E.</i>	do.	$\frac{18}{157}$		16900	Stoneshelters. S.T.F.G. nil; W. plentiful.	Follow stream for about 8 miles; then ascend to Karakoram pass, 18300 feet. Path easy.
12	Balti-bransa, <i>E.</i>	do.	$\frac{22}{179}$		17000	One hut and rock shelter. S.T.F.G. nil; W. plentiful.	Continue down stream. Path easy and going good.
13	Baksam-bulak, <i>E.</i>	do. (52 I)	$\frac{10}{189}$		16700	S.T.F. nil; G. very scanty; W. plentiful.	Follow down stream across rolling plateau.
14	Malik-Sai (Ak-tāgh), <i>E.</i>	(51 L) S 9	$\frac{20}{209}$		15450	E. at junction of tributary streams. S. T. nil; F. G. scanty; W. plentiful.	Road fair up northern of two streams east of prominent Ak-tāgh hill.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
15	Chibra, <i>E.</i>	(51 L) 29	10 219	16400	S.T. nil; F.G. scanty; W. plentiful.	Continue up stream about 5 miles; gradient gentle to <i>Suge-t-dawan</i> , 17618 ft. Steep descent by good track for 1000 feet, then gentle.	
16	Suket Karaul, <i>C, E.</i>	do.	21 240	12300	Fort, summer residence of minor Chinese official. S. T. obtainable; F. G. W. plentiful.	Road good down <i>Kara-kash R.</i>	
17	Shāhidulla, <i>E.</i>	do.	8 248	11900	Old fort, Kirghiz camps. S.T. scanty; F. G. W. plentiful.	...	
A17	Shāhidulla, <i>E.</i>	do.	248	11900	See above.	Good road down <i>Kara-kash R.</i> Ford <i>Toghra-su</i> , mile 11 and descend its l. bank.	
A18	Kiliān-kurghān, <i>E.</i>	do.	14 262	11450	S.T. nil; F.G. W. plentiful.	Down <i>Kara-kash R.</i> for 4 miles and up <i>Tugur-manlik-jilga</i> . Fair road, with two river crossings.	
A19	Bostān, <i>E.</i>	do.	10 272	...	S.T. nil; F.G. scanty; W. available.	Road fair up <i>Tugur-manlik-jilga</i> .	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
A20	Kara-chaglan, <i>E.</i>	(51H) S6	$\frac{14}{286}$	...	E. at south foot of Kiliān pass. S. T. F. G. nil; W. available.	Ascent and descent of Kiliān-dawān, 17910 ft., steep but not difficult.
A21	Chush-kum, <i>E.</i>	(51L) S9	$\frac{16}{302}$	11620	E. at north foot of pass. S.T.F. nil; G. scanty; W. available.	Fair track down Kiliān R. Cross torrent several times.
A22	Lamlung-mazar, <i>E.</i>	do.	$\frac{12}{314}$	9440	S.T.F. nil; G. scanty; W. available.	As above.
A23	Ak-shor, <i>E.</i>	(51K) S9	$\frac{12}{326}$	8250	S.T. nil; F.G. W. available.	As above.
A24	Kiliān-bāzār, <i>E.</i>	(51G) S6	$\frac{24}{350}$	7000	Large village. S. T. F. G. moderate; W. plentiful.	Road through richly cultivated valley, then over sandy soil.
A25	Bash-Langar, <i>E.</i>	do.	$\frac{14}{364}$	...	Village. S. T. F. nil; G. W. available.	Road through cultivation at first, then over gravel.
A26	Oi-toghrak, <i>E.</i>	do.	$\frac{10}{374}$	5760	do.	Sandy and gravelly road.
A27	Bora, <i>E.</i>	do.	$\frac{12}{386}$	5340	Oasis. do.	Across Tiznaf valley. Pass Bēsh-arik oasis mile 14. Then good road through irrigated fields.
A28	Karghalik, <i>C., E.</i>	do.	$\frac{22}{408}$	4430	See below.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
B17	Shāhidulla, <i>E.</i>	(51L) S9	248	11900	} See above.	See above.	
B18	Kiliān- kurghān, <i>E.</i>	do.	14 262	11450			
B19	Ali-nazār- kurghān, <i>E.</i>	do.	16 278	...	S. T. nil; F. G.W. available.	Ascend ravine by narrow glen to left. Path steep, narrow and rough.	
B20	Tarbogaz, <i>E.</i>	do.	7 285	...	S. T. F. G. nil; ice W.	Ascent by narrow, winding path over landslips and great rocks to Sanju-dawān, 16650 feet.; ice-field at top. Sudden descent down steep slope and defile. Whole march dangerous from falling rocks and avalanches.	
B21	Gezge, <i>E.</i>	do.	16 301	10000	Kirghiz E. S.T.F. nil; G.W. available.	Down Sarigh-yar valley, fording river several times.	
B22	Tam-karaul, <i>E.</i>	do.	12 313	8750	Hamlet with cultivation. S.T. nil; F. G.W. available.	Down narrow winding defile. Pass Chōchu glen, mile 5.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
B23	Kiwaz, <i>E.</i>	(51K) S9	16	329	...	Detached huts in flat sandy basin. S.T. nil; F.G.W. available.	Down expanding valley for 4 miles and through fields and gardens. Cross Sarigh-yar ford.
B24	Sanju-bāzār, <i>C., E.</i>	do.	12	341	6040	Cross Sarigh-yar (Sanju) ford. Cultivation extends down river for some miles.	Road passes chiefly through piedmont gravel desert. Pass Sulāghiz-langar half-way.
B25	Kosh-tāgh, <i>E.</i>	do.	25	366	...	Village on Kiliān R. S.T. nil; F. G.W. available.	Ford Kiliān R.
B26	Oi-toghrak,	(51G) S6	20	386	5760	Village. S.T. F. nil; G.W. available.	Sandy and gravelly road.
B27	Bora, <i>E.</i>	do.	12	398	5340	Oasis. S. T. F. G. W. as above.	Across Tiznaf valley. Pass Besh-arik oasis, mile 14. Then good road through irrigated fields.
B28	Karghalik, <i>C., E.</i>	do.	22	420	4430	See below.	...

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
28	Karghalik, <i>C., E.</i>	(51G) S6	$\frac{408}{420}$	4430	Large town, important bazar. S.T. F. G. W. plentiful.	From Karghalik onwards road is 20 ft. wide. There are staging posts every 5 or 6 miles to Kāshgar and travellers can halt at any of these. Road between Karghalik and Kōk-rabat passes through well-cultivated country; from Kōk-rabat to Kizil-bāzār, through desert, after which small oases become more frequent. Between Yangi-hissār and Kāshgar, cultivated areas are separated by sandy tracts. In summer travelling in the heat of the day is most trying.
29	Posgām, <i>E.</i>	(51F) S5	$\frac{22}{430}$ 442	4200	Large village, bazar. S.T. F. G. W. available.	
30	Yarkand, <i>RH., C., E., PO.</i>	do.	$\frac{18}{448}$ 460	4430	Large town and trade centre; bazars. Residence of Amban. S.T. F. G. W. abundant.	
31	Kōk-rabat, <i>E.</i>	(51B) S5	$\frac{25}{473}$ 485	4380	Village. S.T. scanty; F.G. W. available.	
32	Kizil-bāzār, <i>E.</i>	do.	$\frac{27}{500}$ 512	4410	Oasis and village. S.T.G. W. moderate; F. scanty.	
33	Yangi-hissār, <i>E.</i>	do.	$\frac{30}{530}$ 542	4250	Fort, bazar, town. S.T.F. G.W. plentiful.	
34	Yapchan, <i>E.</i>	(51A) S5	$\frac{26}{556}$ 568	4400	Village. S.T. limited; F.G. W. plentiful.	
35	Kāshgar, <i>C., E., PO.</i>	do.	$\frac{20}{576}$ 588	4380	See Route 87.	

**Route 89. LEH to BALTI-BRANSA, via CHANG LA,
UPPER SHYOK, KARA-KORAM pass—235 miles.**

The alignment of this route was selected and advocated by the British Joint Commissioner of Ladākḥ about 1910. Its great advantage was that it avoided the difficulties of the Sassir La. The Chang La was substituted for the Khardūng La (see epitome at head of Routes 80 & 88). The route up the upper Shyok is no longer kept up for use in summer, and is now used only in winter, when the frozen river may be crossed with ease, and the distances are shorter than those given below (see Route 90). Details are not given as the road has fallen into disrepair in many places, and the precise condition is not known. Heights are approximate. The alignment of the road is not shown in maps. Between Shyok and Balti Brānsa, Wood's map surveyed during the De Filippi expedition, 1913-14, scale 1 inch to 8 miles, is the best. For other parts the old reconnaissance quarter-inch is available.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Leh, <i>RH., C., E., P.O., T.O., Dispensary.</i>	(52 F) 1A 45 SE	...	11500	See Route 50.	See Route 80.
1	Ranbirpur, <i>C., E.</i>	do.	$\frac{14}{14}$	11000	} See Route 80.	}
2	Chimre, <i>C., E.</i>	(52 G) 1A 45 SE	$\frac{13}{27}$	11890		
3	Zingral, <i>E.</i>	(52 F) 1A 45 SE	$\frac{10}{37}$	15780		
4	Tsultak, <i>C., E.</i>	do.	$\frac{9}{46}$	15950		
5	Shyok, <i>C., E.</i>	(52 J) W*	$\frac{19}{65}$	12140			Village. S. available; T. nil; F.G.W. ample.	By Route 80 to Durgu, mile 8½. Thence good down Durgu Lungma.

* W. refers to Wood's map of De Filippi expedition, 1913-14, scale 1" to 8 miles.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Chong-jangal, <i>E.</i>	(52 J) W.	$\frac{18}{83}$	11950	Grazing ground, often deserted. S.T. nil; F. W. ample; G. fair.	Road was in good condition about 1916, and side nals were bridged. It is believed that these have since fallen into disrepair.
7	Dansør, <i>E.</i>	do.	$\frac{21}{104}$	12400	Uninhabited. S.T.G. nil; F. scanty; W. plentiful.	
8	Yargulak, <i>E.</i>	do.	$\frac{26}{130}$	12950	Uninhabited. S.T. nil; F. scanty; G. W. ample.	
9	Kataklik, <i>E.</i>	do. (52 I) W.	$\frac{24}{154}$	13900	do	Leave main valley of Shyok ascending tributary stream bed, which is difficult and dangerous when swollen by melting snow.
10	Murgo, <i>E.</i>	(52 E) W.	$\frac{21}{176}$	15300	} See Route 88.	...
11	Kizil-langar, <i>E.</i>	(52 I) W. (52 E) W.	$\frac{20}{195}$	16400		
12	Pulo, <i>E.</i>	do.	$\frac{18}{213}$	16900		
13	Balti-bransa, <i>E.</i>	do.	$\frac{22}{235}$	17000		

**Route 90. LEH to KASHGAR, via DIGAR LA, SHYOK
valley, KARA-KORAM pass and YANGI-DAWĀN—
624 miles.**

This route is essentially a winter one. The Digar La is said to be generally open longer than the Khardūng or Chang La, and less frequently blocked. In winter it is passable for coolies. The upper Shyok is passable by the valley bottom and is frozen for 4 months. As far as Yargulak, fine weather may be expected even in winter, and except on the Digar La itself, little snow falls. North of Yargulak snowfalls are frequent in winter, but the Kara-koram pass is rarely, if ever, closed.

From Kataklik a track leads to Murgo, a stage of the summer route, whence the road leads over the Depsang plains to the Chip-chak R. In winter almost continual snow falls on the Depsang and the Shyok valley bottom is preferred. The present condition of the Kumdun and Ak-tāsh glaciers descending from the Nubra watershed is not known. At times they advance and block the valley passage, and the route over them becomes extremely difficult and dangerous. At such times the Murgo route is preferable, in spite of the snow conditions.

The Yārkaṅd R. between Khufelang and Kirghiz-jangal is only passable when the river is low; but Kirghiz-jangal may be reached from Shāhidulla, a stage of the summer route, in two long marches by the Kōk-art or Sokh-bulak-dawān.

Two other routes lead over the K'un-lun range west of the Yangi-dawān. These leave the Yārkaṅd R. at Chirāgh-saldi and Bāzār-dara respectively and cross the range by the Chirāgh-saldi and Takht-kuram passes, rejoining the route described at Kuija-Mazār and Ishak-art-aghzi. Both these routes are longer than that by the Yangi-dawān, and the river below Kulān-öldi is often impassable. The latter alignment is given in Route 98.

From stage 6 to stage 21, the best map is Lt.-Col. Wood's $\frac{1}{500,000}$ map surveyed on the De Filippi expedition, 1914, and published in 1916. A more detailed revision by him of the central portion was published in 1922. Beyond Kulān-öldi, Sir Aurel Stein's maps, (serial Nos. 6,5), published in 1922 are the best. These are obtainable separately from the Survey of India. The map references given below in brackets indicate unpublished degree sheets.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Leh, <i>RH., C., E., PO., TO., Dispensary.</i>	(52 F) IA 45 BR	...	11500	See Route 50.	Rough road up ravine north-east of Leh.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE MILES	TOTAL MILES.			
1	Polu-digar, <i>E.</i>	(52 F) 1A 45 SE	$\frac{13}{13}$	...	...	Huts. S.T.F.G. nil; W. available.	Ascent to Digar La, 17900 ft., steep and rough. Descend long snow-covered slope. Track boggy below snow line.
2	Digar, <i>E.</i>	do.	$\frac{14}{27}$	13080	13080	Small village. S.T.F. nil; G. W. plentiful.	Descend Lung-thung Lumba.
3	Agham, <i>E.</i>	do.	$\frac{8}{35}$	10500	10500	Small village. S.T. scanty; F. G. W. plentiful.	Track fair eastwards up Shyok valley bottom.
4	Pakra, <i>E.</i>	(52 J) 1A 45 SE	$\frac{12}{47}$	11000	11000	E. on r. bank S.T. nil; F.G. W. plentiful.	do.
5	Chim-chak, <i>E.</i>	do.	$\frac{10}{57}$	11600	11600	do.	do.
6	Shyok, <i>C.,E.</i>	(52 J) W.*	$\frac{8}{65}$	12140	12140	Village. S. available; T. nil; F.G.W. ample.	Cross where bed is sandy or gravelly with guide from village. Above this point, river is frozen for 4 months, and route generally lies over the ice. Valley bends N. at mile 8. Pass Tamoksa E., mile 12.

* See foot-note, p. 229.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
7	Chong-jangal, <i>E.</i>	(52 J) W.*	$\frac{18}{83}$	11950	Grazing ground, uninhabited in winter. S.T. nil; F. W. ample; G. fair.	Pass Chang-chenmo confluence, mile 4, and Shokpa Kunglang <i>E.</i> , mile 11. Road as before over river ice.
8	Dang-yailak, <i>E.</i>	do.	$\frac{18}{101}$	12230	<i>E.</i> on r. bank. S. T. nil; F. G. W. plentiful.	Road as before. Pass Katlang-chenmo, <i>E.</i> , mile 9.
9	Yargulak, <i>E.</i>	do.	$\frac{20}{121}$	12950	<i>E.</i> on l. bank. S. T. nil; F. G. W. plentiful.	Road as before. Pass Shivolung, <i>E.</i> , at mouth of Galwān R., mile 8.
10	Kataklik, <i>E.</i>	do. (52 I)	$\frac{18}{139}$	13900	<i>E.</i> on l. bank. S. T. nil; F. scanty; G. fair; W. ample.	Road as before. Pass the snouts of several large glaciers descending from the Nubra watershed. The passage of these may be difficult and dangerous.
11	Sultān-chuskum, <i>E.</i>	(52 E) W.*	$\frac{15}{154}$	14200	do.	Pass Brangsa Sassir, mile 10. Road as before.
12	Kumdun, <i>E.</i>	do.	$\frac{18}{172}$	15000	do.	Road as before.
13	Gapshan, <i>E.</i>	do.	$\frac{9}{181}$	...	do.	Road as before. Join the summer route at Daulat-beg-öldi mile 15, and ascend the tributary stream to Pulo.

* W. refers to Wood's map of De Filippi expedition 1913-14; S5, 56 to Sir A. Stein's maps.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
14	Pulo, <i>E.</i>	(52 E) W.*	$\frac{18}{199}$	16900	} See Route 88.	...
15	Balti-bransa, <i>E.</i>	do.	$\frac{20}{219}$	17000		
16	Baksam- bulak, <i>E.</i>	do. (52 I)	$\frac{10}{229}$	16700	S.T.F. nil; G. very scanty; W. plentiful.	Continue down stream across rolling plateau.
17	Ak-tagh, <i>E.</i>	(51 L) W.*	$\frac{23}{252}$	15200	E. by prominent yellowish hill. S. T. nil; F. G. W. available.	Follow stream, which has to be forded twice, to junction with Yarkand R.
18	Khufelang (Khapalung), <i>E.</i>	(51 H) W*	$\frac{15}{267}$	14400	E. at Yarkand R. confluence. S.T. nil; F.G. W. available.	Cross Yarkand R. to l. bank, and ascend about 2000 feet above valley bottom. For some miles road keeps at this height then descends gradually to river bed, which it follows. Cross river several times.
19	Igar-saldi, <i>E.</i>	do.	$\frac{20}{287}$	14000	S.T. nil; F.G. W. available.	Down Yarkand R. bed, crossing and recrossing several times. About mile 12, a road from Shahidulla <i>via</i> Kok-art or Sokh-bulak-dawan joins.

* W. refers to Wood's map of De Filippi expedition 1913-14; N5, S6 to Sir A. Stein's maps.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
20	Kirghiz-jangal (Kok-art), <i>E.</i>	(51 H) W.*	$\frac{20}{307}$		13900	S.T. nil; F.G. W. available.	Down Yärkand R. bed, mostly by l. bank. Track fair.
21	Kulān-öldi , <i>E.</i>	do.	$\frac{15}{322}$		12100	E. near conspicuous hill. S.T. nil; F.G. W. plentiful.	Cross Yärkand R. about mile 2. Ascend Tokonak ravine on r. bank. About mile 6, road is steep and rough, otherwise fair with easy gradient, to Yangi-dawān, 15800 ft., mile 10. Descent steep at first but usually good.
22	Tōra-oghil , <i>E.</i>	do.	$\frac{18}{340}$		12000	E. at junction of large open valley with stream. Small mud fort. S. T. nil; F.G. W. plentiful.	Road easy down stream.
23	Kizil-üngur (Kuija-mazār), <i>E.</i>	do.	$\frac{20}{360}$		9300	Small village of scattered huts. S. T. limited but procurable after much delay; F.G. W. plentiful.	Road rougher down stream, which is crossed many times.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
24	Ishak-art- aghzi (Khalastān), E.	(51 G) W*	$\frac{20}{360}$		8350	S.T. nil; F.G. W. plentiful.	Continue down stream for about 2 miles, then strike up side stream on r. bank, by narrow gorge. Road very rough and steep; then fair to Ak-koram-dawān, or Tōpa-dawān, 10750 feet; descent easier.
25	Ak-masjid, E.	(51 G) S 6	$\frac{15}{395}$		8400	Small scatter- ed village. S. T. procurable with difficul- ty; F.G.W. plentiful.	Road follows centre of large grassy valley, Yaghaile-jilga, and drops steeply to the plains. Track fair. Pass small village of Pussa, mile 12.
26	Kokyar, C.,E.	do.	$\frac{17}{412}$		6440	Small town, bazar. S.T.F. G.W. avail- able.	Road crosses sandy tract of low barren undulating country.
27	Beshterek, E.	do.	$\frac{24}{436}$		5890	Oasis with hamlets. S. scanty; T.nil; F. G. W. available.	Road across barren sandy country to within 5 miles of Karghalik, where begins extensive cultivation.
28	Karghalik, C.,E.	do.	$\frac{20}{456}$		4430		
30	Yarkand, RH., C.,E., PO.	(51 F) S 5	$\frac{40}{496}$		4430		
		(51 B)					
35	Kashgar, C.,E., PO.	(51 A) S 5	$\frac{128}{624}$		4380		

} For details and intermediate stages see Route 88.

**Route 91. LEH to KĀSHGAR, via LINGZI-THANG
plains—650 miles.**

In the early 'seventies of the 19th century efforts were made to establish this route as the main trade-route between Leh and Yarkand. In many respects it is an easier road than that by the Shyok or Sassir La, but it is longer than either of these, far more of its length is uninhabited, bitter winds sweep across the bleak plains and there is considerable risk of losing the way. Fuel, grass, and even drinkable water are by no means common commodities, and pack animals suffer greater loss here than on the difficult Sassir route. During the second Forsyth mission to Yarkand in 1873, the *changpa* method of using sheep as transport was tried with success, and it is probable that this system is the most economical for sportsmen. One man can look after 30 sheep, each carrying a load of 20 lbs., and a sheep can carry on without grass or water, where a pack pony cannot. In 1884 a caravan of ponies lost its way and only reached Kizil-jilga after suffering extreme hardships and losses. Since that date the route has been abandoned as a trade-route.

Only the old quarter-inch reconnaissance maps are available of this route, as far as stage 14. The 1/M sheet 52 shows the route from here to Malik-sai, stage 20. Thereafter Stein's maps, serials 9,6, and 5 on the scale of 8 miles to the inch are the best. Unpublished degree sheets are shown in brackets.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE MILES.	TOTAL MILES.			
	Leh, <i>RH., C., E., P.O.,</i> <i>TO., Dispensary.</i>	(52 F) IA 45 SE	...	...	11500	See Route 50.	See Route 80.
1	Ranbirpur, <i>C., E.</i>	do.	14	14	11000	} See Route 80.	}
2	Chimre, <i>C., E.</i>	(52 G) IA 45 SE	13	27	11890		
3	Zingral, <i>E.</i>	(52 F) IA 45 SE	10	37	15780		
4	Tsultak, <i>C., E.</i>	do.	9	46	15950		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
5	Tankse, <i>C., E.</i>	(52 J) IA 45 SE	$\frac{15}{61}$	12900	Large village, monastery. S. scanty; T.F. G.W. available.	Road through gorge for about 6 miles then in open valley Pass Muglib, mile 9.	
6	Chakar-Talao (Tsearh-tso), <i>E.</i>	(52 K) IA 45 SE	$\frac{14}{75}$	13950	E. by two small lakes. S.T. nil; F.G. scanty; W. available.	Road fair. Pass Lukung, mile 7, with few huts, about 2 miles from N. W. end of Pangkong lake, and Phob-rang, last village, mile 11.	
7	Chagra, <i>E.</i>	(52 J) IA 63 ^A SW	$\frac{19}{94}$	15090	Sometimes <i>Changpa</i> camp. S.T. nil; F. scanty; G.W. available.	Road undulating with gradual rise to Marsimik pass 18400 ft., mile 9. Easy but stony descent down Rimdi valley.	
8	Rimdi, <i>E.</i>	do.	$\frac{15}{109}$	17500	do.	Track very stony.	
9	Pamzal, <i>E.</i>	do.	$\frac{12}{121}$	14790	S.T. nil; F.G. W. available.	Track improves and is generally fair.	
10	Gogra, <i>E.</i>	(52 J) IA 63 ^A NW	$\frac{13}{134}$	15570	do.	Track fair but much up and down over spurs.	
11	Kota-jilga, <i>E.</i>	do.	$\frac{8}{142}$	16730	S.T. nil; F.G. W. available.	Gentle ascent through broad stony ravine to mile 4, then steeper.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
12	Panglung, <i>E.</i>	(52 J) IA 63 ^{ANW}	$\frac{8}{150}$		17250	S.T. nil; F.G. W. available.	Gentle ascent to Changlung pass, 18910 ft.; high tableland, one mile, and bad track along ravine.
13	Samzungling, <i>E.</i>	do.	$\frac{15}{165}$		17310	S.T.F. nil; G. very scanty; W. available.	Track fair. Gentle ascent to tableland; track fair across west end of Lingzi-thang plains.
14	Dehra Compas, <i>E.</i>	do.	$\frac{19}{184}$		17890	S.T.F.G. nil; W. scanty by digging.	Cross Dehra pass, mile $1\frac{1}{2}$. Fair but stony track down Kara-kāsh valley.
15	Shinglung (Donglung), <i>E.</i>	(52 I) 52	$\frac{18}{202}$		17030	S.T.G. nil; F. W. available.	Road bad and difficult for laden animals.
16	Kizil-jilga,	do.	$\frac{14\frac{1}{2}}{216\frac{1}{2}}$		16360	Two huge red rocks on Kara-kāsh R. S.T. nil; F.G. W. nil, but available from down stream.	Road stony and bad down Kara-kāsh R. bed.
17	Chung-tāsh, <i>E.</i>	do.	$\frac{23\frac{1}{2}}{240}$		15740	S.T.F.G. nil; W. available.	Track leaves Kara-kāsh R., and ascends tributary; bad for 3 miles, then across plain, and up ravine. Cross stream several times.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
18	Shor-jilga, <i>E.</i>	(52 I) 52	$\frac{14}{254}$	15900	S.T.F.G. nil; W. available.	Track rough up ravine to Kara-tāgh pass, 17800 feet, with short sharp descent to open plain.
19	Kara-tāgh, <i>E.</i>	do.	$\frac{9}{263}$	16890	Lake. S.T.G. nil; F.W. available.	Track good over level plain. Pass Tamba, mile 11.
20	Malik-sai (Ak-tāgh), <i>E.</i>	(51 L) S9	$\frac{20}{283}$	15200	E. about 3 miles short of Ak-tāgh, at junction of Chibra stream. S.T. G. nil; F.W. available.	Join summer route <i>via</i> Kara-koram pass up Chibra stream. Road good. (See Route 88).
21	Chibra, <i>E.</i>	do.	$\frac{10}{293}$	16400	} See Route 88, p. 224.	...
22	Suget Karaul, <i>C., E.</i>	do.	$\frac{21}{314}$	12300		
23	Shāhidulla, <i>E.</i>	do.	$\frac{8}{322}$	11900		
34	Karghalik, <i>C., E.</i>	(51 G) S6	$\frac{160}{482}$	4430	} For details, intermediate stages and maps, see Route 88, pp. 224-228.	
36	Yarkand, <i>RH., C., E., P.O.</i>	(51 F) S5	$\frac{40}{522}$	4430		
41	Kashgar, <i>C., E., P.O.</i>	(51 A) S5	$\frac{128}{650}$	4380		

**Route 92. TANKSE to SHĀHIDULLA, via LINGZI-THANG
plains—329 miles.**

The route described below is alternative to a portion of Route 91 and was taken by Captain Biddulph of the Yarkand Mission 1873.

The going between Gogra and Kizil-jilga is probably better than that described in Route 91, but there is even less grazing and fuel here and water also is very scarce; pack animals suffer great hardships and sportsmen would do well to use the *changpa* method of sheep transport, (see epitome to Route 91).

Near Palong Karpo a track branches up the Kara-kāsh R. to Hāji-langar and over the Yangi-dawān to Khotan (see Route 93).

At Somgul, a track branches north over the Hindu-tāsh-dawān, 17750 feet, to the Pusha valley, and, avoiding the bottom of the Kara-kāsh gorge, leads to Khotan in 10 days march. The Hindu-tāsh-dawān is a difficult pass with a glacier on its north side.

Only the old quarter-inch reconnaissance maps are available of the greater part of this route. From Abdul-Ghafūr-langar Stein's map (Serial No. 9) is the best.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.				
1	Tankse, C., E.	(52 J) IA 45 SE	...	12900	13950	} See Route 91.	By Route 91 to Gogra, stage 5. Thence road good and passable for laden animals from Chang-chen mo valley up Kugrang & Chang-lung valleys to north-east. Steep ascent, gradual descent, winding track along hill-side, crossing many spurs and ravines.
			14	14			
2	Chakar-Talao (Tsearh-tso), E.	(52 K) IA 45 SE	19	15090			
3	Chagra, E.	(52 J) IA 63 ^A SW	33	17500			
4	Rimdi, E.	do.	15	14790			
5	Pāmzal, E.	do.	12	15570			
6	Gogra, E.	(52 J) IA 63 ^A SW	13	17020	S.T. nil; G. very scanty; F.W. plentiful.	Cross Chang-lung-barma pass, 19280 ft., mile 7.	
	Shamal Lungpa, E.	do.	12	85			

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
7	Nischu, <i>E.</i>	(52 N) IA 63 ^A _{NW}	$\frac{14\frac{1}{2}}{99\frac{1}{2}}$	18630	W. available.	Cross Kāla Pahār, (in Sumshal plain), 19300 ft., mile 6½.
8	Lingzi-thang, <i>E.</i>	do.	$\frac{16\frac{1}{2}}{116}$	17680	W. by digging only.	Track good across Lingzi-thang plain.
9	Jangal, <i>E.</i>	(52 M) IA 63 ^A _{NW}	$\frac{17}{133}$	17610	W. available.	Track good. Gentle ascent and descent. Pass Kizil-dawān, 17290 ft., mile 4. Thence down Kizil ravine.
10	Sumna, <i>E.</i>	(52 M) 52	$\frac{21\frac{1}{2}}{154\frac{1}{2}}$	17150	F.G.W. available, 3 miles down.	Track good.
11	Kizil-jilga, <i>E.</i>	(52 I) 52	$\frac{9}{163\frac{1}{2}}$	16360	See Route 91.	By Route 91 to Chung-tāsh; thence stony and bad through narrow gorge.
12	Chung-tāsh, <i>E.</i>	do.	$\frac{23\frac{1}{2}}{187}$	15740		
13	Sumnal, <i>E.</i>	do.	$\frac{13}{200}$	15540	Junction of nala. F.G.W. plentiful.	Track obstructed by huge boulders and debris. Valley opens out for 3 miles, then contracts. Cross Kara-kāsh R. often.
14	Tak Marpo, <i>E.</i>	do.	$\frac{11}{211}$	15000	Yellow rock on l. bank Kara-kāsh. G.W. plentiful.	Track good. Valley opens out.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
15	Palong Karmo, <i>E.</i>	(52 M) 52	$\frac{21}{232}$	14600	Huge rock on left of valley. F. G. W. abundant.	Track follows valley which changes direction north-west.
16	Sora (Abdul-Ghafur-langar), <i>E.</i>	do. (52 I)	$\frac{15}{247}$	14000	Natural salt pans. F.G.W. abundant.	Down Kara-kāsh valley.
17	Kara-jilga, <i>E.</i>	(51 L) S 9	$\frac{17}{264}$	...	<i>E.</i> at mouth of ravine. F. G.W. abundant.	Track bad.
18	Somgul, <i>E.</i>	do.	$\frac{18}{282}$	13400	<i>E.</i> on r. bank of Kara-kāsh R. F.G.W. plentiful.	Track by r. bank, past Portāsh, mile 16.
19	Gulbasher-mazar, <i>E.</i>	do.	$\frac{24}{306}$	12400	Kirghiz <i>E.</i> on r. bank Kara-kāsh R. F. G. W. plentiful.	Track fair.
20	Bilakchi, <i>E.</i>	do.	$\frac{10}{316}$	12340	do.	Track good, past jade quarries.
21	Shāhidulla, <i>E.</i>	do.	$\frac{13}{329}$	11900	See Route 88.	...

**Route 93. TANKSE to KHOTAN via LINGZI-THANG and
YANGI-DAWĀN—376 miles.**

No European has crossed the Yanzi-dawān since Johnson's journey of 1865. The details below are mainly from his report. The Yangi-dawān came into use during the independence of the rebel ruler Habibullah, but has long since fallen into disuse, route 88 being now used as far as Sanju-bāzār. The Yangi-dawān used to be passable from June to August.

A good track leads down the Kara-kāsh R. from Hāji-langar to Abdul-Ghafur-langar of Route 92. The distances as estimated by Johnson are given with slight modification; the position of Burtsa-thang appears to be doubtful on the map. North of the Yangi-dawān, Johnson's itinerary is difficult to follow as far as Karanghu-tāgh. Details beyond this point are mainly from Sir Aurel Stein's explorations. The maps of the latter (Serials 9, 14) are the best beyond Karanghu-tāgh.

Transport should be engaged for the through journey, and losses must be expected in pack animals. If the *chanypa* method of sheep transport is used for crossing the Lingzi-thang, coolies must be employed for crossing the passes, and these must be arranged for from Khotan. Stein reports obstruction by the villagers in Karanghu-tāgh and coolies from here will be unobtainable without special orders from the Chinese authorities.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES TOTAL MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
	Tankse <i>C., E.</i>	(52 J) 1A 45 <small>SE</small>		12900	} See route 91	...
1	Chakar-Talao (Tsearh-tso) <i>E.</i>	(52 K) 1A 45 <small>SE</small>	$\frac{14}{14}$	13950		
2	Chagra, <i>E.</i>	(52 J) 1A 63 <small>A SW</small>	$\frac{19}{33}$	15090		
3	Rimdi, <i>E.</i>	do.	$\frac{15}{48}$	17500		
4	Pānzal, <i>E.</i>	do.	$\frac{12}{60}$	14790		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
5	Gogra	(52 J) IA 63 ^A NW	$\frac{13}{73}$	15570	} See Route 92.	Track fair down l. bank small stream & across several low broad spurs.
6	Shamal Lungpa <i>E.</i>	do.	$\frac{12}{85}$	17020		
7	Nischu <i>E.</i>	(52 N) IA 63 ^A NW	$\frac{14\frac{1}{2}}{99\frac{1}{2}}$	18630		
8	Burtsa-thang, <i>E.</i>	do.	$\frac{17\frac{1}{2}}{117}$	17400	E. by stream. F. G. nil; W. available.	Track good over plain. No grass but occasional <i>burtsa</i> .
9	Tso-thang, <i>E.</i>	do.	$\frac{20}{137}$	17000	E. near small brackish lake. F. G. nil; W. bad.	Cross low ridge 200 ft. high and descend for 6 miles to dry basin and extensive plain.
10	Huzakhar, <i>E.</i>	(52 M) 52	$\frac{15}{152}$	16700	E. on east of small brackish lake. F. G. nil; W. from spring in high bank of lake.	Track for 12 miles down broad sandy ravine, then up spur to left with descent to small brackish lake.
11	Mapo-thang, <i>E.</i>	do.	$\frac{16}{168}$	16000	E. by lake. F. G. nil; W. bad.	Track over extensive plain with several lake-beds, the water, if any, being offensive and brackish.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
12	Yangpa, <i>E.</i>	(52 M) 52 S 10	$\frac{25}{193}$	15300	E. by small stream. F. G. very scanty; W. good.	Track up sandy ravine to Khitaidawān, 16505 ft., mile 8, then over dry lake-bed and across another ridge, 16069 ft. with abrupt descent to Kara-kāsh R.
13	Hāji-langar (Kara-kāsh), <i>E.</i>	(52 M) 52 S 10	$\frac{18}{211}$	14700	Stone huts. F. G. W. available.	Up ravine to Yangidawān, 19092 feet. Ascent steep and difficult over ice and snow. Thence steep descent.
14	Tāsh, <i>E.</i>	52 S 10	$\frac{19?}{230}$	15600	Stone hut, and old gold diggings. F. G. W. available.	Track steep and bad to junction of large stream flowing from north-east.
15	Khushlash-langar, <i>E.</i>	52 S 10	$\frac{13?}{243}$	15050	Stone hut. F. G. nil; W. available.	Track bad up rocky ravine, and over glacier to Naikhān-dawān, 18659. Ascent and descent over small glacier steep and dangerous.
16	Brinjga,	51 S 9	$\frac{22?}{265}$	11750	Underground shepherd huts. Grazing grounds. F. G. W. available.	Track rocky and dangerous over a succession of rugged spurs projecting into Brinjga valley.
17	Kapas, <i>E.</i>	51 S 9	$\frac{10?}{275}$	10650	Stone hut. F. G. W. available.	Track rocky at first down Brinjga R.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
18	Karanghu- <i>E.</i> tagh,	51 S9	$\frac{16}{291}$	9130	Convict settle- ment of Kho- tan; village. S. T. scanty; F. G. W. plentiful.	Cross Yurung-kāsh R. by wooden bridge and ascend steep hills to north-east. Gentle descent after crossing pass.
19	Pisha, <i>E.</i>	60 S14	$\frac{18}{309}$	8950	Village. S.T. F. nil; G.W. plentiful.	Road good over low spurs of clay and sand-stone.
20	Buya, <i>E.</i>	60 S14	$\frac{12}{321}$	7900	do.	Cross steep low ridge by Ulūgh- dawān, 12180 ft., mile 6, and descend by rocky stream- bed.
21	Yangi-langar, <i>E.</i>	60 S14	$\frac{28}{349}$	6100	Village. S.T. nil; F.G.W. available.	Track good past Kumat, mile 5, where stream de- bouches into plain; thence over gravel and pebble <i>sai</i> .
22	Bizil, <i>E.</i>	51 S9	$\frac{16}{365}$	4600	Village. S.T. scanty; F.G. W. available.	Road through gar- dens, cultivation and small villages.
23	Khotan, <i>C., E.</i>	51 S9	$\frac{11}{376}$	4490	Town, trade- centre with bazars. S.T. F. G. W. abundant.	...

PART IV.—SECTION B.—TO WESTERN TIBET.

Route 94. TANKSE to CHANG-THANG, *via* LANAK LA—
170 miles.

Only rough details are given of this route which has not recently been revised. These have been abstracted from the journeys of Bower in 1891, of Deasy in 1896 and of Rawling in 1903.

From near Kyrngo a track leads north over the Lumkang pass to Nischu, a stage of Routes 92 and 93.

The best map beyond the Lanak La is that included in Rawling's book, *The Great Plateau*. The Survey of India 1/M map 61 has been compiled from this but is on a smaller scale. Distances and heights are approximate.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.	
			TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.			
	Tankse, <i>C., E.</i>	(52 J) IA 45 SE	...	12900	} See Route 91.	...	
1	Chakar-Talao (Tsearh-tso), <i>E.</i>	(52 K) IA 45 SE	$\frac{14}{14}$	13950			
2	Chagra, <i>E.</i>	(52 J) IA 63 ^A SW	$\frac{19}{33}$	15090			
3	Rimdi, <i>E.</i>	do.	$\frac{15}{48}$	17500			
4	Pamzal, <i>E.</i>	do.	$\frac{12}{60}$	14790			} Track generally fair up Chang-chenmo valley.
5	Kiam, <i>E.</i>	do.	$\frac{12}{72}$	17040				Hot sulphur spring. F.G. W. plentiful.	Level track up Chang-chenmo valley, fording river several times.
6	Kyrngo, <i>E.</i>	(52 N) IA 62 ^A SW	$\frac{17}{89}$	17450	F.G. scarce; W. plentiful.	do.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
				TOTAL MILES.			
7	Chang-chenmo Camp, E.	(52 N) IA 62 ^A SW	16 105	...	...	F. nil; G.W. scanty.	Level track up Chang-chenmo valley.
8	Lanak La, E.	(52 N) IA 63 ^A NW	16 121	...	...	E. at west foot of pass. F. nil; G.W. scanty.	Easy ascent to Lanak La, 18000 ft., mile 2, and gentle descent; thence across barren plains and rocky ridges.
9	Shum, E.	52	20? 141	17500	...	F.G. scarce; W. available.	Track across barren plains.
10	Tomar, E.	52	12? 153	17070	...	F.G. scarce; W. scarce except from snow.	do.
11	Kamure (Chang-thang), E.	61	17? 170	17000	...	E. on Sumjing plain. F.G. scarce; W. available from lake.	...

Route 95. TANKSE to PĀL—115 miles.

From Pāl, the track described below continues to Noh and the Mangtsa lake near Kamure of Route 94, whence Kiria and Khotan may be reached. The route is now, however seldom used.

	Tankse, C., E.	(52 J) IA 45 SE	...	12900	} Route 81.	...
1	Chakar-Talao (Tsearh-tso), E.	(52 K) IA 45 SE	14 14	13950		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
2	Spangmik, <i>E.</i>	(52 K) 1A 63 ^A SW	$\frac{14}{28}$	13900	} Route 81.	Fair but stony track along south margin of Pangkong Tso.
3	M̄eruk, <i>E.</i>	do.	$\frac{13}{41}$	13900		
4	Takkung, <i>E.</i>	do.	$\frac{10}{51}$	...	S.T. nil; F. G.W. plentiful.	Track rough at foot of spurs which descend close to lake.
5	Yula, <i>E.</i>	do.	$\frac{15}{66}$	...	S.T. nil; F. G.W. scanty.	Track as above. Cross Yula ravine.
6	Dungure, <i>E.</i>	do.	$\frac{11}{77}$	...	E. at east end of Pangkong lake. S.T. nil; F. G. W. available.	Ford stream connecting Nyak Tso and Pangkong Tso at Aot, mile 4. Road then fair but stony by north shore of Nyak Tso.
7	Dembo, <i>E.</i>	(52 O) 1A 63 ^A NW	$\frac{20}{97}$	...	S.T. nil; F. G.W. available.	Track as above.
8	Pāl, <i>E.</i>	do.	$\frac{18}{115}$	...	do.	...

Route 96. SHŪSHAL to RUDOK—60 miles.

No details of this route are available, and only the stages are given. No supplies or transport are obtainable, and grass and fuel are scanty. Water is probably available at the stages given, and ponies can be taken through.

	Shūshal,	52	} Details not available.
1	Pongur,	52	$\frac{10}{10}$...	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
2	Shingzhang,	52	$\frac{13}{23}$	14460	} Details not available.	
3	Shandong,	52	$\frac{13}{36}$	15100		
4	Chilong,	52	$\frac{14}{50}$...		
5	Rudok,	52	$\frac{10}{60}$	14900		

PART IV.—SECTION C—MISCELLANEOUS.

Route 97. PĀSU (HUNZA) to SHAKSGAM (OPRANG),

via SHINGSHAL pass—110 miles.

Very little is known of this old Hunza raiding route. It is extremely difficult even for very lightly laden coolies, the path in many places on the Hunza side of the pass being merely along the joints of rocks. The details given below are mainly from the explorations of Younghusband in 1889 and of Cockerill in 1892.

The first march is quite impracticable in summer and the gorge at Dikut is then reached in 2 marches from Gircha over the Karun Pir pass.

Mileages given are rough horizontal distances, and give no idea of the day's journey. At least 10 hours should be allowed for each march.

The best map is that of the *Hunza Valley & Taghdumbāsh Pamir*, published by the Survey of India in 1915.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES				
	Pāsu, E.	(42 L)			8000	Village. S.T. F.G. available; W. plentiful.	Ford Hunza R. 1½ miles above Pāsu and enter Shingshal gorge. Cliff-crossings even in mid-winter.
1	Zardi Bol,	(42 L)	6 6		...	No E. Shelter under rocks. S.T. F.G. nil; W. plentiful.	Pass Dikut (Dut), mile 4½, and cross Unmusar spur 2700 ft. above river. A long march with much climbing.
2	Ziarat,	(42 P)	10 16		9270	Bivouac in river bed. S.T. F.G. nil; W. plentiful.	Gorge slightly more open. Pass Malungutti glacier, mile 4. Track then much easier over old moraine.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
3	Shingshal, <i>E.</i>	(42 P)	$\frac{11}{27}$	10000	Village with cultivation. S. T. scanty; F. G. W. available.	Summer path up Zardigarben N. & over precipitous spurs, crossing four passes, Zardigarben, Tokmar, Shashmarg, and Chukwin. Winter path by Shingshal R. bed and up Tang N., with cliff climbs in places. Both paths very difficult.
4	Thin Kuik,	(42 P)	$\frac{10}{37}$	11500	Hot spring. S. T. F. G. nil; W. plentiful.	Stiff climb at first, then over broad shelving plain with shepherd huts. Cross Shingshal pass, 14700 ft., mile 9. Descent gradual at first, then steeper.
5	Afdigar, <i>E.</i>	(42 P)	$\frac{13}{50}$	...	S. T. nil; F. G. W. plentiful.	Track fair down ravine. Pass Darwāza, Hunza outpost, mile 3½.
6	Shingshal-aghzi, <i>E.</i>	(42 P)	$\frac{9}{59}$	...	do.	Track tiring up Oprang valley fording boulder-strewn river several times.
7	Kara-tagh bulak, <i>E.</i>	(51 D)	$\frac{18?}{77}$	11200	do.	do.
8	Suget-jangal, <i>E.</i>	(51 D)	$\frac{15}{92}$	...	} See Route 98.	...
9	Shaksgam (Oprang), <i>E.</i>	(51 D)	$\frac{18}{110}$	...		...

Route 98. ASKOLE to ISHAK-ART-AGHZI, via BALTORO, MUZ-TĀGH pass, and TAKHT-KURAM pass—209 miles.

The details of this route and the following one are from various sources as far as the Muz-tāgh passes. Beyond these points Sir Francis Younghusband is the only authority, and rough notes have been abstracted from his journey of 1887.

The varying ice-conditions render the passage of either uncertain in any year, and the inhabitants of Askole are unwilling to show travellers the way. Two passes exist. That described below by the Baltoro glacier and Muz-tāgh Luma. It was discarded before Godwin-Austen found the Punmah glacier route in use in 1861. This latter has actually been crossed by ponies, but in 1887, Younghusband attempting to cross from the Oprang side, found it quite impracticable owing to the accumulation of ice on the north side, and he made a difficult crossing of the old disused route to the Baltoro. In 1903, Ferber reconnoitred this latter pass and reached the summit from the Baltoro.

Recent information leads us to believe that the Punmah route is again in use occasionally by Askole men, though the ice conditions are such as to deter the villagers from giving much assistance to travellers, unless liberally rewarded.*

From Paju at the snout of Baltoro to the Oprang R. is at least 7 days' going though probably not more than 60 miles. It is probable that one more halt is necessary on the Sarpo Laggo side when ascending this glacier, and one halt may be eliminated when descending the Baltoro.

The distances given below are very rough and give no measure of the day's difficulties. Approximate coolie times are therefore given in places, where known, but these will also vary according to the ice conditions. Ferber's map given in the *Geographical Journal* of 1907 is best from the Baltoro to the Muz-tāgh pass. The area to the north is unmapped as far as Bāzār-dara, whence Wood's map of the De Filippi expedition (scale 1/500,000) is the best.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL		
				HEIGHT ABOVE SEA LEVEL.		
	Askole, <i>E.</i>	43 M	...	10000	See Route 76.	Path level for 2 miles then sandy and stony with cliff crossing. Cross Biafo glacier which projects into Braldoh R. Crossing difficult in places. Coolies, 5 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES. TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
1	Korophon, <i>E.</i>	43 M	$\frac{10}{10}$	10400	E. on small plain between Biafoglacier and Dumordo R., by large rock affording shelter. S.T.G. nil; F. limited; W. plentiful.	Path level for 3 miles to Dumordo-Biaho confluence. Traverse perpendicular cliff for about a mile with steep descent to river. Cross Dumordo rope-bridge at Ghurra, mile 8, and ascend Biaho r. bank. Coolies, 9 hours.
2	Bardumal, <i>E.</i>	52 A	$\frac{18}{28}$	11000	E. opposite Ching kang Luma. S.T. nil; F.G.W. available.	Track rough up Biaho valley bottom. Coolies, 5 hours.
3	Paju, <i>E.</i>	52 A	$\frac{9}{37}$	11600	E. near snout of Baltoro glacier. S.T. nil; F.G.W. available.	Going very tiring over medial moraines, thence by l. bank Baltoro glacier. Cross Chober Zechen side glacier. Coolies, 9 hours.
4	Chober Zechen, <i>E.</i>	52 A	$\frac{10}{47}$	13300	S.T. nil; F.G.W. available.	By l. bank Baltoro glacier. Pass Chober Zechen Germa and Choblak glaciers. Coolies, 6 hours.
5	Ordokas (Rdokass), <i>E.</i>	52 A	$\frac{7}{54}$	13900	S.T. nil; F.G.W. available.	Cross body of Baltoro glacier north-east. Going tiring over medial moraines and valleys. Coolies, 5 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
6	Lungka, <i>E.</i>	52 A	$\frac{4}{58}$	14500	E. at mouth of Muz-tāgh Luma. S.T. F. nil; G. W. available.	Traverse Muz-tāgh Luma glacier to l. bank. Pass Chagaran (ruined huts). Coolies, 7 hours.
7	Lobsang-bransa, <i>E.</i>	...	$\frac{4}{62}$	15900	S.T.F. nil; G. W. available.	Ascend glacier by medial moraine, bending westward towards open head of glacier. Going good to foot of pass, 18,250 ft. Parties should be roped in case of crevasses. Final ascent very difficult and dangerous. Best line is by rocks to west of icefalls. Snow saddle at summit. Descent easier. Coolies 10 hours, very lightly laden.
8	Chang-tok (Spantok?), <i>E.</i>	...	$\frac{10?}{72}$	...	Junction of routes by 'old' and 'new' Muz-tāgh passes on Sarpo Laggo glacier. S.T.F. G. nil; snow W.	Track difficult down broken Sarpo Laggo glacier.
9	Moni-bransa,? <i>E.</i>	...	$\frac{10?}{82}$	...	S.T.F.G. nil; W. plentiful.	} Descend glacier to Oprang valley and ascend this to Shaksam-jangal. Cross Oprang R. which may be difficult.
10	Suget-jangal,? <i>E.</i>	...	$\frac{10?}{92}$	...	S.T. nil; F.G. available; W. plentiful.	

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	MILES.		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			INTERMEDIATE	TOTAL			
11	Shaksgan-jangal?, <i>E.</i>	...	$\frac{18?}{110}$	...	...	do.	Steep ascent and descent over Aghil pass, 15300 ft. No defined track.
12	Tangitar?, <i>E.</i>	...	$\frac{14?}{124}$	...	...	E. on plain in Surukwat valley above confined gorge. F.G. W. available.	Bad track over spur to Raskam R., then through difficult Muhammad Khoja defile. Constant river crossings only passable between October and February.
13	Bāzār-dara, <i>E.</i>	W	$\frac{15?}{139}$	12070	...	S.T. nil; F.G. W. available.	Rough and difficult track up tributary of r. bank Yārkand or Raskam R.
14	Bulak-aghzi, <i>E.</i>	W	$\frac{18}{157}$	14080	...	do.	Track very rough for animals to Ishak-art-aghzi, crossing the Kukalung, Takht-kuram, and Ishak-art passes, 16400, 17400 & 12550 ft. respectively.
15	Kukalung-aghzi, <i>E.</i>	W	$\frac{14}{171}$	13600	...	do.	
16	Khān-yailak, <i>E.</i>	W	$\frac{13}{184}$	10300	...	do.	
17	Dudma-tāgh, <i>E.</i>	W	$\frac{14}{198}$	...	...	do.	
18	Ishak-art-aghzi, <i>E.</i>	W	$\frac{11}{209}$	8350	...	See Route 90.	...

**Route 99. ASKOLE to BĀZĀR-DARA, via PUNMAH
glacier and MUZ-TĀGH pass—142 miles.**

The details given below are from recent sources as far as the Muz-tāgh pass. Beyond that point details are not available to the junction with the previous route, after which Younghusband is the only authority. Parties should be roped on the upper Punmah and Sarpo Laggo glaciers, in case of hidden crevasses. If crossing the Muz-tāgh pass from the Chinese side at least one more halt will be necessary on the Sarpo Laggo glacier.

The old reconnaissance map on the quarter-inch scale roughly shows the country up to the Muz-tāgh pass. Beyond here the country is unmapped as far as Bāzār-dara.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.	HEIGHT ABOVE SEA LEVEL.		
	Askole, <i>E.</i>	43 M	...	10000	See Route 76.	See Route 98.
1	Korophon, <i>E.</i>	43M	$\frac{10}{10}$	10400	See Route 98.	...
2	Ghurra,	43M	$\frac{8}{18}$	10900	Du m o r d o rope-bridge. Shelter hut for coolies. E. on sand. S.T.G. nil; F.W. avail- able.	Path fair along river. At mile 4 ascend to stony plateau, level for short way. Ford small streams and descend by sandy path to trees by river. Hut. Ascend over spur to Tsok. Coolies, 5 hours.
3	Tsok, <i>E.</i>	43 M	$\frac{9}{27}$	11500?	Good E. by small clump of trees in nala. S.T.G. nil; F. W. plentiful.	Path ascends for 2 miles, then level above river on hill side. Descend and ford difficult moun- tain torrent; there- after stony. Coolies, 5 hours.

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES.	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
4	Punmah glacier, <i>E.</i>	43 M	$\frac{8}{35}$	11900?	Hut for coolies. S.T.G. nil; F. scarce; W. plentiful.	Ford torrent and ascend Punmah glacier for 1 mile. Traverse hillside on west. Track easy on the whole. Coolies, 3 hours.
5	Dumulter glacier, <i>E.</i>	43 M	$\frac{4}{39}$	12200?	E. small but fair. S.T. nil; F. limited; G.W. plentiful.	Path up glacier varies considerably from year to year, but reported not difficult in 1922. Coolies, 7 hours.
6	Skeenmung, <i>E.</i>	52 A	$\frac{10}{49}$	...	S.T.F. nil; G. scarce; W. plentiful.	Up Chiring glacier; no details.
7	Chiring, <i>E.</i>	52 A	$\frac{11}{60}$	...	S. T. F. G. nil; snow water.	Long ascent to Muztāgh pass, about 18,400 ft., probably open only from end of July to beginning of September. No details of descent.
8	Chang-tok (Spantok?), <i>E.</i>	...	$\frac{15?}{75}$	...	} See Route 98.	...
9	Moni Bransa?, <i>E.</i>	...	$\frac{10?}{85}$...		
10	Suget Jangal?, <i>E.</i>	...	$\frac{10?}{95}$...		

NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES		HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			...	TOTAL MILES.			
11	Shaksgam Jangal? <i>E.</i>	...	$\frac{18?}{113}$...	} See Route 98.	...	
12	Tangitar? <i>E.</i>	...	$\frac{14?}{127}$...			
13	Bāzār-dara, <i>E.</i>	W	$\frac{15?}{142}$	12070			

**Route 100. KHAPALU to UPPER SIACHEN glacier, via
BILAFOND or SALTORO pass—77 miles.**

This route was discovered by Longstaff in 1909, from whose account details are taken (*Geographical Journal*, xxxv). It appears probable that it is the alignment of a disused route to the upper Oprang and upper Yārkand rivers, and therefore a short cut from Skārdū to Yārkand. The upper Oprang being as yet unexplored, details beyond the Siachen glacier are not known, but it may be mentioned that the Workmans reached a col at the head of the Siachen in 1912. Peterkin of the latter expedition mapped the Siachen glacier, and his is the best map available. As yet it is not incorporated in the Survey of India quarter-inch sheets which are inaccurate. The first march is very long and may be broken at almost any of the hamlets near the Hushe confluence. From Goma, mile 42, a track difficult for laden coolies leads over the Chulung glacier and pass and down the Korisa glacier to Chalunka, stage C5 of route 74, in the Shyok valley.

For further details and collected references of this old route, see Appendix to Col. Wood's "*Explorations in the Eastern Kara-koram and the upper Yārkand valley.*" Dehra Dun. 1922.

Khapalu, <i>E., P.O., Dispensary.</i>	52A	...	8400	See Route 74.	Path ascends to small cultivated plateau, then descends to river near Surmo, mile 7. Cross to r. bank Shyok by skin-raft at Chogogron, and descend for 3 miles. Cross spur and ascend Saltoro valley.
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NUMBER OF STAGES.	NAMES OF STAGES.	MAP REFERENCE.	INTERMEDIATE MILES	HEIGHT ABOVE SEA LEVEL.	REMARKS.	NATURE OF COUNTRY TO NEXT STAGE.
			TOTAL MILES.			
1	Paron, <i>E.</i>	52A	$\frac{21}{21}$	...	E. on l. bank Saltoro. S.T. scanty; F.G. W. available.	By l. bank Saltoro. Pass Dansam and Kondus confluence, mile 4. Road fair; valley contracts after Dansam.
2	Palit, <i>E.</i>	52A	$\frac{12}{33}$	10050	do.	Track fair to Goma, mile 9, last village. Ford Saltoro R. and ascend Ghyari N.
3	Ghyari, <i>E.</i>	52A	$\frac{16}{49}$	12400	E. below snout of Bilafond glacier. S.T. nil; F. G. available; W. plentiful.	Up Bilafond glacier mainly over tiring moraine. Coolies, 7 hours.
4	Naram, <i>E.</i>	52A	$\frac{6}{55}$	14400	E. on r. bank. S. T. F. nil; G. available. W. plentiful.	Up Bilafond glacier; going better at first. Crevasses may be dangerous. Coolies, 7 hours.
5	Ali-bransa, <i>E.</i>	52A	$\frac{7}{62}$	16500	E. on moraine under cliff. S.T.F.G. nil; snow W.	Cross Bilafond or Saltoro pass, 18200 ft. Rope for ascent and descent which is not difficult.
6	Siachen Glacier, <i>E.</i>	52A	$\frac{15}{77}$	16000	do.	...

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The references given below are to routes and not to pages. The following abbreviations are used:—

-d = -dawān = pass.

G. = Gali, Gala, Gulu = pass.

Gl. = glacier.

-j = -jilga = valley.

L = lake.

-l = Lungma, Luma, Lumba, &c. } = valley, ravine, &c.

N = Nāla, Nār, Nāi, &c.

Pk = Peak.

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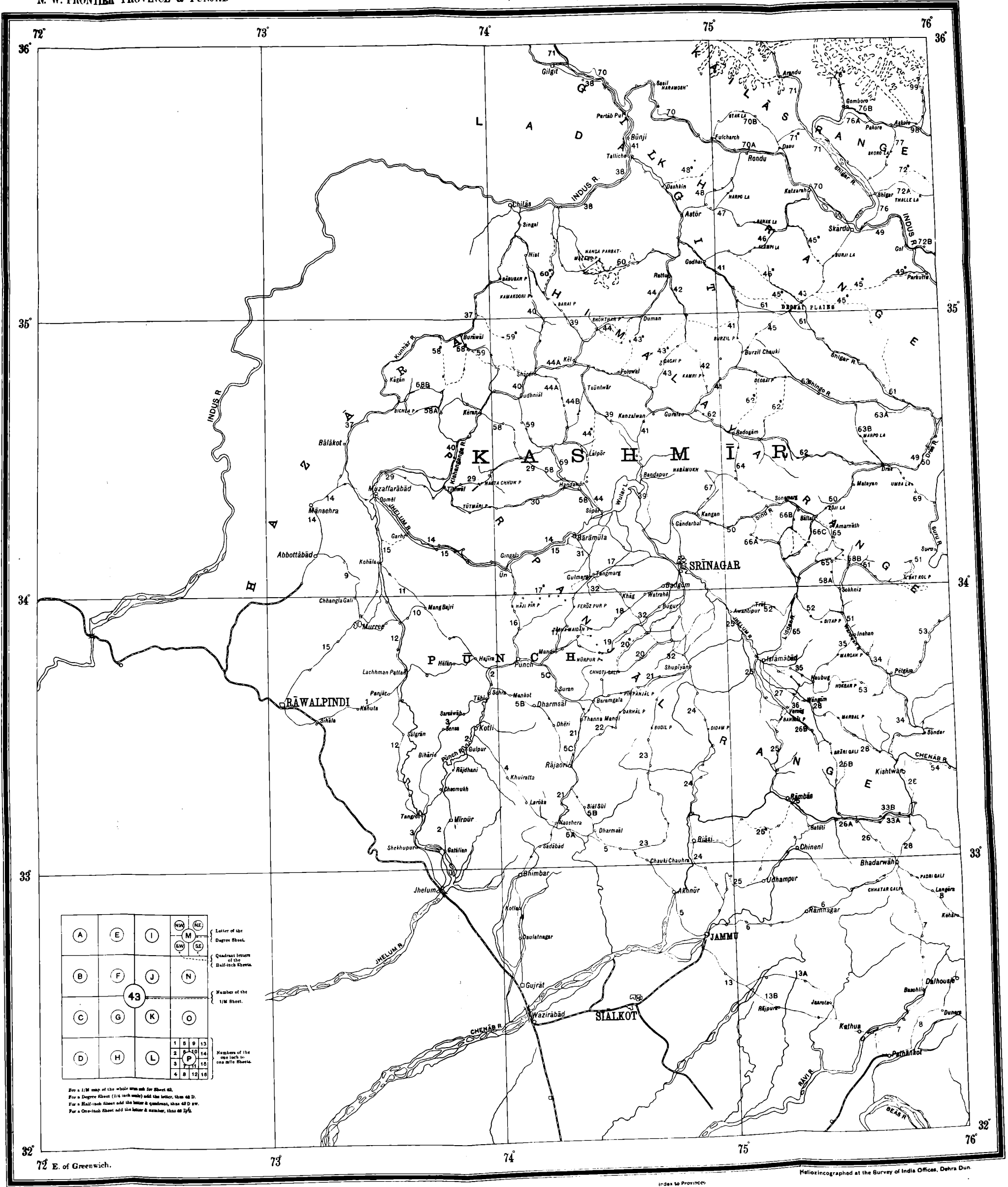
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Letter of the Degree Sheet.
Quadrat letters of the Half-inch Sheet.
Number of the 1/4 inch Sheet.
Numbers of the one inch to one mile Sheet.

For a 1/4 inch map of the whole region see Sheet 42.
For a Degree Sheet (1 1/4 inch scale) add the letter, thus 43 D.
For a Half-inch Sheet add the letter & quadrant, thus 43 D SW.
For a One-inch Sheet add the letter & number, thus 43 D 14.

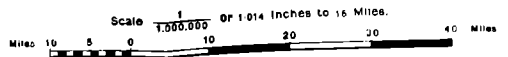
72° E. of Greenwich.

Heliozincographed at the Survey of India Office, Dehra Dun.

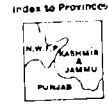
REG. NO. 3 D.D. (2 D. O.) 1923-550

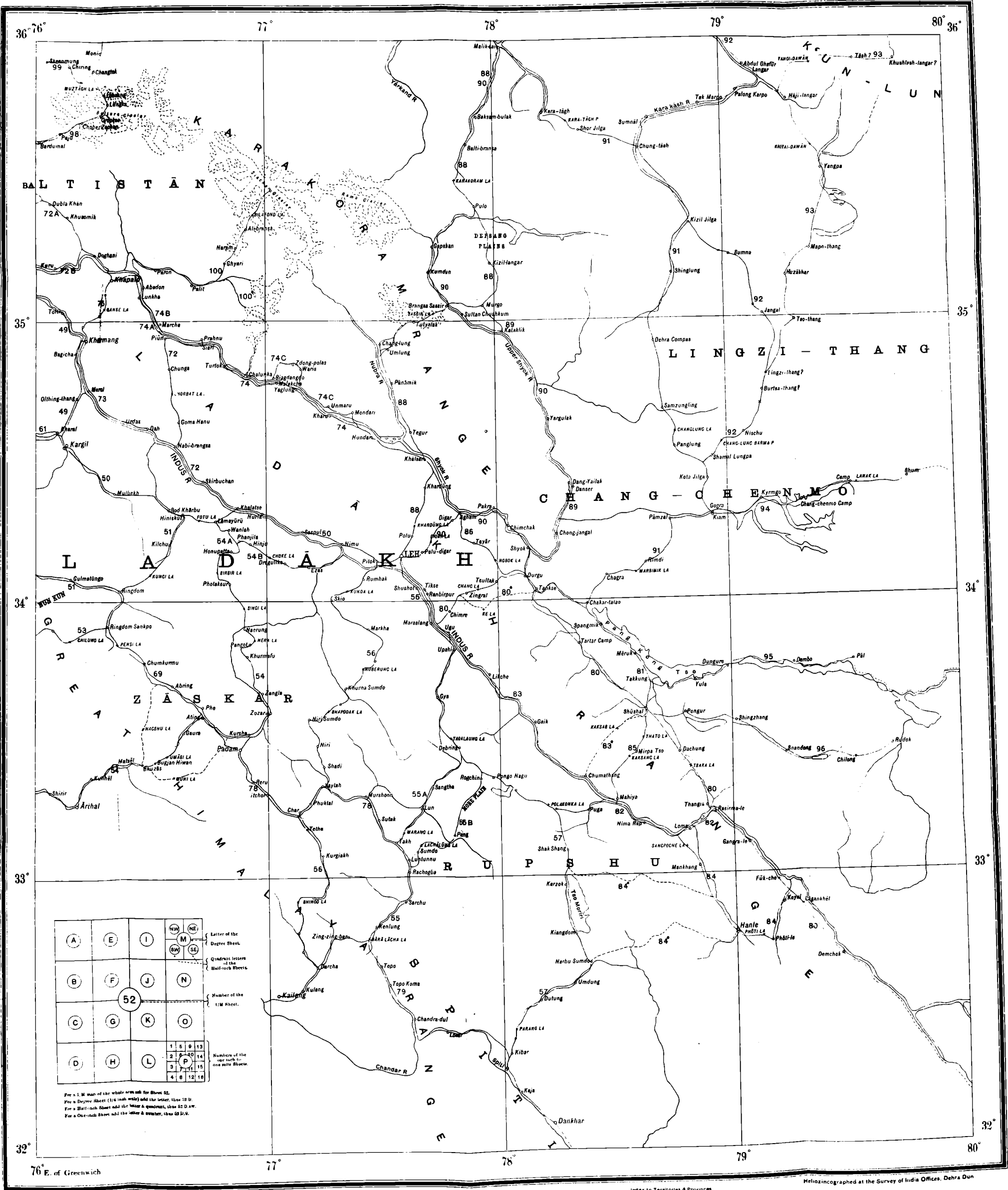
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Routes marked with an asterisk are not fully described



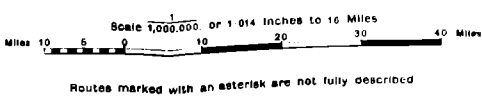


(A)	(E)	(I)	(M)	Letter of the Degree Sheet.
(B)	(F)	(J)	(N)	Quadrant letters of the Half-inch Sheet.
(C)	(G)	(K)	(O)	Number of the 1/4 inch Sheet.
(D)	(H)	(L)	(P)	Number of the one inch Sheet.

For a 1/4 inch map of the whole area see Sheet 52.
For a Degree Sheet (1/4 inch only) add the letter, thus 29 D.
For a Half-inch Sheet add the letter & number, thus 22 D.W.
For a One-inch Sheet add the letter & number, thus 22 D.S.

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Routes marked with an asterisk are not fully described