

KULU.

A BOOKLET OF INFORMATION
FOR TRAVELLERS IN THE KULU
SUB-DIVISION.



Lahore :

Printed by the Superintendent, Government Printing, Punjab.

1935.

Price : Rs. 2-12-0 or 4s. 2d.

A booklet of information for travellers in the Kulu Sub-Division.

THE Kulu Sub-Division of the Kangra District of the Punjab includes the four main areas of Kulu, Seraj, Lahoul and Spiti. Kulu and Inner Seraj form the upper basin of the river Beas which rises on the Rhotang range of the Mid Himalaya and has its main tributaries, the Parbatti, the Sainj and the Tirthan, which all enter it before the river passes through the Larji gorge into Mandi State. The whole basin is enclosed by very high ranges which separate it from the Ravi, Chenab and Spiti valleys and the spurs therefrom occupy the greater part of the area. The minor rivers have no proper valleys, the mountains arising abruptly from the water's edge and it is only in the valley of the Beas that the mountains stand back on either side for a distance of one or two miles and fine plateaus run down with a gentle slope to the banks of the river. Outer Seraj is a strip along the Sutlej facing the Simla Hills. The main area of Lahoul lies between the Mid and Inner Himalayan ranges and forms the various watersheds of the Chandra and Bhaga rivers which unite to form the Chenab some sixteen miles before the Chamba border is reached. A small north-eastern projection known as the Lingti plain lies to the north of the Inner Himalaya beyond the Baralacha pass but it drains into the Indus and has more connection with Ladakh than with Lahoul proper. The province of Spiti lies to the east of Kulu in the extreme north-east of the Punjab Himalayas and is bounded on the other three sides by Ladakh, Tibet and Bushahr.

The main route into Kulu at the present day is by the motor road from the head of the Kangra valley through Mandi and the Larji gorge. A first class metalled road runs from Pathankot to Baijnath (82 miles). Along this there are Dâk Bungalows at Pathankot, Nurpur, Shahpur, Palampur and Baijnath. From Baijnath which is the best starting off place Kulu is reached in a day. From Baijnath to Mandi town there are 50 miles of winding and difficult hill road to be traversed and from Mandi on to Kulu town (43 miles) the road for the greater part of the way traverses the narrow gorge of the Beas. From Baijnath onwards one way traffic

is enforced and cars have to keep to the timings posted up at the crossing stations of Baijnath, Jogindarnagar, Guma, Mandi, Oot and Kulu. The timings now in force are given in Appendix II, but these are subject to alteration and enquiry should be made on arrival at Palampur or Baijnath as to the exact hours of departure. In principal there are two timings each way on which one may proceed, one in the early morning and the one at midday. Leaving Baijnath by the first, a halt is made at Mandi when one can have lunch and Kulu is reached about 4 P.M. By the second the night has to be spent at Mandi and starting from there at 7 A.M. next morning Kulu is reached about eleven o'clock.

The Pathankot-Baijnath road is joined near Kangra town by the route from Jullundur which comes through Hoshiarpur, Bharwain and Dera Gopipur. The road is rough and between Bharwain and Kangra town there is one way traffic only. By the only through timing one leaves Bharwain at 11-30 A.M. and reaches Kangra at 4-30 P.M. which makes it possible to motor from Hoshiarpur to Baijnath in a day. On this route there are Dâk Bungalows at Hoshiarpur, Bharwain and Dera Gopipur.

For a car passing through Mandi State there is a toll of Rs. 5 which is collected at the first of two toll-gates. Receipts should be kept as they are checked at the second toll-gate and have to be produced on the return journey if a further tax is to be avoided. For lorries below one ton there is toll of Rs. 10 and for those over one ton, Rs. 20. These tolls include the return journey if this is made within 3 months. There is also a toll of Re. 1 for a car or Re. 1-8-0 for a lorry at the Victoria Bridge at Mandi. As the Imperial Motor Service Co., Mandi, has the monopoly of carrying passengers within the State boundaries servants travelling in a lorry taking baggage which has not been hired from the Company have to be paid for and tickets must be taken as if they were to travel in one of the Company's lorries from Baijnath to Bajaura.

The Kangra Valley Railway runs from Pathankot to Jogindarnagar and there the trains are met by the lorries of the Imperial Motor Service Co., which runs services on both the timings in summer but only on the second timing in winter, so that the night then has to be spent at Mandi. The Company has agents at Baijnath-Paprola Railway Station, Jogindarnagar, Drang, Mandi, Pandoh, Oot, Bajaura,

Bhuntar and Kulu, with an additional office at Manali from 16th May to 15th December. Bookings for seats and baggage should be made at least 24 hours in advance, preferably with the head office at Mandi, so that an extra lorry can be run if there is a larger demand than usual. A seat in an ordinary lorry costs Re. 0-1-0 per mile and a special lorry, for which 48 hours notice is required, is charged for at the rate of Re. 1-2-0 per mile. The cost of a car is Re. 0-12-0 per mile, which works out at Rs. 60 for the journey from Jogindarnagar to Kulu.

During the rains from July to September landslips on the motor road are frequent. On these occasions the mails and passengers in the Company's lorries are transhipped but cars may be held up for several days. Petrol is obtainable at Palampur, Jogindarnagar and Mandi on the way up, but only at Kulu town in the valley itself.

The opening of the motor road has seen the virtual closing of the two routes into Kulu most used in former times, those over the Bhabbu Pass (9,500 feet) and the Dulchi Pass (6,000 feet). The former, which is usually snowbound from late December to April, leaves the Mandi road near Guma, a point 24 miles beyond Baijnath. The Dulchi pass route, one stage longer but always open, branches off at Drang, 12 miles short of Mandi town. Both of these roads are mule tracks not possible for wheeled traffic. The Dulchi Pass is easy but tedious. The Bhabbu is more difficult and while it traverses fine hill country is very steep in parts. The first stage beyond Baijnath is Jogindarnagar and thence the Bhabbu is reached *viâ* Jhatingri and Bhadwani, all three of which have Mandi Dâk Bungalows. The next stage is over the pass to Karaon where there is a Kulu Civil Rest-House and from there it is an easy stage of 8 miles to Kulu town. The stages of Dulchi route beyond Jogindarnagar are Urla, Drang, Kataula, which have Mandi Dâk Bungalows and Bajaura, where there is a Kulu Dâk Bungalow. From Bajaura it is one stage up the Beas valley to Kulu town.

Kulu may also be reached from Simla by the Hindustan-Leh road through Narkanda and Seraj. This route entails a road march of over a hundred miles from the railhead at Simla and crossing of the Jalori pass (10,000 feet) with the implication that the road is virtually closed by snow during the winter months. But the scenery is magnificent and with good bungalows at every stage there is no discomfort to be

feared except from the rain during the monsoon months. The first five stages from Simla to the Sutlej are in the Simla Hill States. Phagu, Theog, Matiana and Narkanda have Dâk Bungalows and at Luri there is a Civil Rest-House under the control of the Deputy Commissioner, Simla. The General Rules for Dâk Bungalows in the Simla Hills are given in Appendix IV. The notice of the Deputy Commissioner, Simla, regarding transport is added in Appendix V. At Luri the Sutlej is crossed into Outer Seraj, a part of the Kulu Sub-Division, and the road ascends by Ani and Khanag to the Jalori pass on the other side of which is Shoja. At these three places are Civil Rest-Houses. Banjar, the next stage beyond Shoja, is the headquarters of the Seraj Sub-Tahsil, and here there is a Public Works Department rest-house. The road then runs down besides the Tirthan river to its junction with the Beas at Larji, where there is a small Civil Rest-House. Two miles beyond Larji the road crosses the Beas to join the motor road at Oot, from whence it is 9 miles to Bajaura, where there is a Dâk Bungalow, and another 9 on from there to Kulu town. A variation of this route branches off at Narkanda and goes *viâ* Kotgarh and Nirth to Rampur. Kotgarh has a Dâk Bungalow and at Nirth and Rampur are Public Works Department rest-houses for the occupation of which permission should be obtained from the Executive Engineer, Simla Provincial Division, Simla. At Rampur the Sutlej is crossed into Outer Seraj and there is a sharp rise to Arsu where there is a one-roomed Public Works Department rest-house. From here the road dips into the Kurpan Gad and climbs steeply to Sarahan where there is a Civil Rest-House. The road then zigzags up the face of the Bashleo pass and descends as steeply to Bathad where there is a small Public Works Department rest-house. The next stage is to Banjar where the main route is rejoined. At all the stages mentioned within the Kulu Sub-Division supply contractors have been appointed who can provide milk, eggs, fowls, wood, charcoal, and grass at fixed rates and the rest-houses, though without khansamas, have a fair supply of kitchen utensils and crockery, together with lamps.

The Kulu valley may be said to begin from the Larji gorge though the hillsides slope right down to the river for some miles above and the motor road continues through Mandi territory till Bajaura is reached. Here the Ropru stream brings with it the road down from the Dulchi Pass. There is a Dâk Bungalow and closeby is the ancient temple of

Bashesar Mahadev of Hat. Three miles further on is the Bhuntar bazar and the suspension bridge carrying the Parbatti valley road over the Beas. Kulu town, another six miles up the main valley, stands at the junction of the Sarvari and the Beas. It is formed of the three suburbs of Dhalpur, where the Government buildings stand grouped round the maidan, Sultanpur, the old capital of the Rajas, and Akhara, the principle bazar. The Dâk Bungalow faces the maidan, the scene of the Dusehra fair held in September or October each year, and beyond is the Sarvari, down the valley of which comes the road from the Bhabbu pass. The motor road runs below Sultanpur and through Akhara on up the valley as far as Manali a distance of 24 miles. This part above Kulu is the most attractive in the valley. The Beas runs through great alder groves and green and level pasture-grounds called "bihals." It is this stretch of the river that is specially kept for fishing and stocked with trout from the hatcheries at Mahili below Naggar. On the right bank are the fruit-gardens of Bandrole, Raisan and Dobi. Katrain, mid-way between Kulu and Manali, is in many respects the pleasantest of the halts in the valley. The rest-house is built on the top of the high cliff overlooking the Beas and there is ample camping-ground both here and in the expanse of bihals below. From Katrain the village of Naggar can be seen across the valley and above it the massive timber-banded Castle stands out from the hillside. In the Castle is the office of the Assistant Commissioner in charge of the Kulu Sub-Division, who has his headquarters at Naggar from April till October, and a part is used as the Civil Rest-House. A short distance below the Castle is the official residence of the Divisional Forest Officer, Kulu Forest Division. From Katrain the motor road keeps close along the river which here runs between high banks down which pour its tributary torrents, and it is only from the upper bridle path that the view of the terraced rice fields below and the forest covered ranges above is to be seen. Manali is virtually the head of the valley. Here the motor road and the telegraph line end. There is a Civil Rest-house and a few bungalows are to be rented but accommodation is insufficient for the number of visitors who wish to stop here in summer. Above on the hillside in a grove of immense deodar is the ancient temple of Harnam Devi and across the Beas are the hot springs of Bashisht.

Between Kulu and Manali only one-way traffic is at present allowed. There are four timings which cross at

Katrain, as shown in Appendix II. Coming from Mandi on the first service one has to wait an hour at Kulu till 12 noon but on the second service one can go straight through and reach Manali at 6-30 P.M. There are only two Dâk Bungalows in the Sub-Division, at Bajaura and Kulu but at all other stages on the principal routes there is a rest-house, either Civil or Public Works Department, which can be reserved by *bonâ fide* travellers for specified dates subject to the condition that in an emergency a Government officer has a prior right. Dâk Bungalows are intended for all travellers and have khansamas and a stock of kitchen and table requisites. Rest-houses, which are primarily intended for officers touring on duty are less completely supplied, but all those on the main routes have cooking utensils, crockery and lamps. But rest-houses particularly those along the river, are not to be regarded as hotels and in the ordinary way permits are not issued for longer than 4 days. Forest Rest-houses have usually neither crockery, cooking utensils nor permanent servants so that they are of little use to anybody without a complete outfit. Both for Forest and Public Works Department Rest-houses a permit must be obtained before occupation and if a traveller occupies a vacant Civil Rest-house without a permit he runs the risk of having to turn out if anyone for whom a reservation has been made arrives. No reservation can be made for Dâk Bungalows in which all travellers can claim shelter according to the Rules, which are given in Appendix IV. To reserve a rest-house the authority concerned should be carefully verified (Appendix I shows this for all the rest-houses on the principal routes) and application made to the officer by his official designation in sufficient time for the permits to be forwarded by post. Exact dates must be given as it is impossible to give general permission to occupy rest-houses or to issue permits for alternative dates without upsetting the whole system of reservations. It is as well to write at least ten days ahead as the post is very slow and if one or more rest-houses in a connected list is already reserved the programme will have to be adjusted and fresh permits asked for. The charges for Dâk Bungalows and Civil Rest-Houses are Re. 1-8-0 the first day, Re. 1 the 2nd and 3rd and Rs. 2 on the fourth and following days. The ordinary scale for Public Works Department Rest-houses is Re. 1 per diem.

There are only a few bungalows to be rented in the valley, at Kulu, Naggar and Manali. Paying guests are taken by certain of the residents. The Sub-Divisional Officer, Kulu,

will be pleased to advise as regards other accommodation obtainable in the Valley.

The climate of Kulu is temperate with an average rainfall of 40 inches in the year. January and February are bitterly cold months but in March the spring comes in the valley and April is perfect. May is very pleasant and the conditions for camping are excellent. June is comparatively hot along the river and the rains extend from July till the end of September. The valley is then hot and steamy and tent life is not too comfortable. But the rain is rarely continuous and usually there is a fine period at sometime in the day. With the end of the rains the other perfect season of the year begins. In October the valley is at its best and the clear skies and bright sun continue till, near the end of December, the first heavy falls of snow usher in the short winter.

Contractors are appointed at all the principal stages as shown in Appendix III, who will provide locally obtainable commodities such as milk, eggs, fowls, fuel and grass for travellers at rates fixed by the Assistant Commissioner each season. The prices are high and persons staying in the valley any length of time should make their own arrangements with the local shopkeepers whose rates are cheaper. Stores can be obtained from two shops in Kulu and from one at Katrain but their prices are very high and there is no certainty that the things wanted will be in stock. It is, therefore, best to bring a reasonable supply with one from the plains.

For journeys on the ordinary routes, with the exception of the motor road where kit can be transported by lorry, mules have to be used. These can always be hired at Kulu and usually at Bhain and Katrain if a few days notice is given. The maximum rates for the different stages for mules hired through the Tahsildar are given in the schedule to the Transport and Supply Rules printed in Appendix III. But it is usually possible to make a private arrangement for considerably lower rates. Half rates are charged for halts and also for stages marched empty when mules are sent for, but not when sent back from any place in Kulu or Seraj. The Simla rates which are much more expensive are given in Appendix V. Coolies cannot be provided through the official agency for other than officers touring on duty but except in harvest times men are willingly forthcoming at the rates fixed in the rules and for shooting camps the shikari can usually fix up a sufficient number of coolies from among his friends and relations for a small daily wage.

As regards kit warm clothing is essential at all times of the year and particularly in the spring when the difference in temperature from the plains is very marked. In summer the days are warm and thin clothes are needed for marching and fishing. Stout boots or strong shoes are essential and these should be nailed before arriving as it is difficult to get this done in the valley. Flies and biting insects are very bad along the river from May till the end of the rains; a mosquito net is, therefore, useful when camping, also some sort of drill plus fours to protect one's knees. For shooting in the autumn one is well advised to bring canvas gaiters otherwise the speargrass on the hillsides can be a terrible nuisance.

The tributary valleys of the Beas, with the exception of the Tirthan which has already been dealt with in describing the route through Seraj, are out of the reach of the ordinary visitor. The Parbatti, however, the finest of all, has a series of Forest Rest-houses stretching from Bhui to Pulga. But these have neither permanent servants, kitchen utensils nor crockery and complete outfit with the exception of tents is needed. The first march up from Bhui is dull and in summer uncomfortably hot in the middle of the day, but after Jari the road runs through fine forests and beyond Manikaran, famous for its hot springs, the snowy ranges begin with a series of fantastic peaks. The wilder valleys of Hurla and Sainj are traversed by forest roads for a considerable distance and their upper courses, which comprise some of the most magnificent scenery in the Himalayas, are well worth a visit by anyone prepared for rough camping.

From Manali the Hindustan-Leh trade route leads over the Rhotang pass. From Manali there is a short stage of 7 miles to the Civil Rest-house at Kothi, situated at 8,500 feet on a grassy slope at the lower edge of the forests. From Kothi to Rahla at the foot of the pass the rise is gradual but from here the road climbs steeply by a series of zigzags up a buttress of the range. On top the steepness of the road diminishes but there is a steady climb along the side of the trough till less than a mile from the summit the road crosses a deeply cut ravine, which until late summer is filled with a long-frozen drift and is one of the main obstacles to the Pass. The actual Pass is a broad saddle-backed gap in the range; the northern slope falls away so steeply that the Chandra river at its foot is invisible but the view on a clear day across to the central mass of the mountains of Lahoul is hardly to be surpassed.

A strong wind usually blows across the pass and there may be scudding mist and rain above when below it is a hot June day. So it is essential to be prepared with warm clothing and a raincoat handy. From Kothi to the summit is about seven miles and there is a rise of 4,500 feet. The trip can be done in a day without difficulty, but it is best, particularly if one has not been long in the hills, to take ponies which can usually be hired through the supply contractor at Manali.

If Lahoul is to be visited one drops down the steep northern face of the pass and passes with great abruptness from the well afforested hills of the Outer Himalaya to the bare hillsides of the inner valleys to which the monsoon barely penetrates. At Khoksar at an elevation of 10,000 feet, there is a small two roomed Civil Rest-house situated just above the roaring torrent of the Chandra river. It is usually bitterly cold and it is as well to have a good supply of warm clothing and plenty of bedding. From Khoksar the road follows down the narrow valley of the Chandra. The march to Sissu is short, only eight miles, but it is usually enough for the day after crossing the Rhotang. However if pressed for time the double march from Khoksar to Gondla, another 8 miles on, can easily be done in a day. The air is clear and invigorating and at these heights the sun is most powerful. The glare from the bare rocks makes dark glasses almost essential and glycerine well rubbed in before the march prevents one's skin being burnt. Below Gondla the road leads down to the junction of the Chandra and Bhaga rivers, and then crossing the latter ascends its right bank to Kyelang. This is the administrative headquarters of the country, with the Tahsil of the Wazir of Lahoul, a Post Office, a hospital, and one of the Central Asian stations of the Moravian Mission. The Civil Rest-house lies beyond the upper village of Kyelang among the fields.

Beyond Kyelang there are two more rest-houses at Jispa and Patseo and the summit of the Baralacha Pass (16,300 feet) is 14 miles beyond Patseo. But to travel further than Jispa it is necessary to obtain the permission of the Deputy Commissioner, Kangra, as at Darcha, where the Zankskar route from the Shingo La is joined, the Inner Line is met. The rules as to the crossing of the Inner Line are given in Appendix VI. At Patseo a fair is held each year in July and August when the wool brought down by the Ladakhi and Tibetan caravans is sold to the Lahoulas and other traders from Kulu. The rise from Patseo to the Baralacha Pass is

gradual and at Zingzingbar half way up the ascent is a serai at which a halt is usually made. From here the track continues to climb up a shallow and desolate valley at the top of which is the Suraj Dal or Lake of the Sun, the source of the Bhaga. The actual head of the pass lies beyond the lake. From here one track leads left to Ladakh and another right to the Upper Chandra valley and Spiti.

The road to Lahoul over the Rhotang Pass is rarely open before the 15th May and the most popular time for a visit is during July and August so as to escape a part of the Rains. If it is not intended to travel beyond Lahoul, where there is an excellent Public Works Department road throughout, mules hired in Kulu are the best means of transport. Contractors are appointed at all stages up to and including Patseo but they can provide only milk, wood, charcoal and grass, while eggs and fowls are unprocurable, so that all stores including a sufficient supply of flour and eggs should be taken with one. The rest-houses should be reserved through the authority shown against each in Appendix I at least a fortnight in advance and it is to be noted that long halts cannot be allowed as this blocks the route along which all travellers have to pass.

From Kulu the easiest route to Spiti in the early summer is that through Lahoul and over the Baralacha Pass. Thus far this route has already been described. The march over the Pass should be started from Zingzingbar as there is a long stretch crossing from the Bhaga-Yunnan watershed to that of the Yunnan-Chandra which is all over 16,000 feet and is usually snow covered. Descending the Upper Chandra Valley camp is pitched short of a deep and swift glacial torrent called the Dokpo Gongma. Unless a snow bridge can be found near the glacier, the stream has to be forded, which is best done in the early morning when the water is at its lowest. The next stage is to the Dopko Yogma or lesser torrent. From here there is a long march over boulder strewn moraines to the Chandra Lake and then on the next march the dividing range is crossed by the easy Maran Pass and there is a short descent to the grassy camping site of Ki-chu at the very head of the Spiti valley. The direct route, which is only passable for animal transport when the Shigri river can be forded in late summer, also comes down to Ki-chu. This route is usually considered to start from Jagatsukh, to ascend the Alaini Nal to the first camp at Chika, then to cross the Hampta Pass and to descend to Chatru, a camping ground on

the banks of the Chandra. But the difficult going over the Hampta Pass, which is very hard on ponies, can be avoided by crossing the Rhotang Pass to Khoksar and from there it is only one march up the left bank of the Chandra to Chatru. The next march is to Phuti Runi and on the following the Great Shigri glacier is reached. If the river issuing from underneath the ice cannot be forded the long diagonal crossing of the glacier has to be undertaken. On the north side is a level camping-ground and if this is used the next march takes one past the windy spot called Karcha and over the Kunzam Pass to Ki-chu. Though just below the pass, sheltered spots can be found and a camp here leaves an easy march down to Losar the first village in Spiti.

After leaving either Patseo or Jagatsukh not a single habitation is met with till Losar is reached. So that everything must be carried with one including firewood, though if one camps near a Gaddi's encampment goat's milk can be procured. Coolies arranged at Jagatsukh cost Rs. 8-6-0 each for the journey to Losar and then there are the difficulties of collecting local transport for each stage beyond. It is, therefore, easier and cheaper to engage ponies for the whole trip; these are more nimble than mules and can subsist on the most sparse grazing but as they carry barely half a mule load one should not agree to pay more than Re. 0-12-0 per pony per march with Re. 0-6-0 for each day halted. If the ponies are hired from Lahoulas, who are at home in these wild wastes and who are the most cheerful people imaginable, these men will also act as interpreters, an important consideration in view of the fact that it is a very rare Spiti-pa who knows a word of Urdu. It is as well to settle beforehand what ponies, if any, are to be taken for the men's baggage and how many are to be sent back when the loads get lighter. The agreement covering all these points should invariably be reduced to writing to avoid any possibility of a dispute later on.

Spiti can also be reached from Bushahr by the Bhabeh Pass route from Wangtu Bridge on the Hindustan-Tibet road and by the route up the Spiti river from the point where it joins the Sutlej two marches short of the Tibetan border. The main route through the Spiti valley keeps to the left bank and two miles above Dhankhar a suspension bridge connects with the track down the Pin valley from the Bhabeh Pass. This is the only bridge capable of carrying baggage animals across the Spiti river. At Kioto and Rangrik there are foot

bridges and at Mane and Po birchbark jhulas over which baggage can be carried by coolies while the ponies are made to swim the river. The main route is a rough track passable for ponies and while sidestreams have to be forded at frequent intervals the most dangerous have rough bridges which can at any rate be crossed on foot.

The Inner Line follows the Spiti river up to Kibar so that to pass through the valley the permission of the Deputy Commissioner, Kangra, is required. The Nono of Spiti lives at Kyuling opposite Kaza and his Moharrir Tamba is a useful man if one is in difficulties. Practically nothing can be obtained in Spiti. The headmen, called Gatpo chungun, of the villages on the main route have instructions to provide firewood and milk to travellers at prices which are recorded in English, Tibetan and Urdu on the nirikhnamas in their possession. The meat of sheep and goats can be obtained from most villages and also Yak butter. But the flour is barely eatable and every other kind of food needed for the camp must be carried with one. The passes are snow covered and the streams difficult to ford till July while from the end of September the upper valley begins to get bitterly cold so that the best time for a trip to Spiti is between the 15th July and the 15th September. While the lower parts round Tabo and Mane can be distinctly hot by day, the nights are always bitter. A double-fly tent is essential and Gilgit boots and a thick coat are conducive to comfort at the higher camps.

FISHING.

The fishing season extends from the 2nd March till the 31st October. The waters of the Beas and its tributaries from its source till the 3rd milestone above Kulu together with the Sainj and Tirthan rivers, are reserved for angling and are stocked with brown and rainbow trout from the hatcheries of the Fisheries Department. The fishing rules for these waters are given in Appendix VII. Below the 3rd milestone above Kulu netting is allowed but at certain places quite good fishing can be had with rod and line. A license for the reserved stretch entitles the holder to fish in the unreserved parts but otherwise a license to fish with rod and line in these parts can be had from the office of the Assistant Commissioner at a cost of Rs. 4 for the whole season.

For a license application has to be made to the office of the Assistant Commissioner at Naggar or to the Sub-Inspector of Fisheries at the Hatcheries opposite Katrain. The

cost of license is Rs. 8 for ten days, Rs. 20 for a month and Rs. 50 for the season. At present there is no restriction on the number of licenses issued. The amount of the license fee should be sent at the same time as the application either in cash or by money-order, but not by cheque as these cannot be cashed in Kulu. If there is insufficient time for the license to arrive before a start is made from the plains an address in Kulu should be intimated. Visitors who on arrival in Kulu have sent in their applications have as a matter of convenience been allowed to fish pending the arrival of the license, but application must be made at once if this concession is to be claimed. Licenses can be extended by conversion into one for a longer period on payment of the balance of the larger fee, but the period must be continuous and no breaks can be allowed.

With regard to accommodation the first part of this booklet should be consulted. There are good camping sites all the way up from Kulu to Manali and those particularly favoured are near the 4th, 6th, 7-9th, 12th-14th, 17th, 19th and 21st milestones above Kulu town. Katrain is the most central place and for camps in its vicinity supplies are comparatively easy to procure. The best stretches for fishing lie between the 7th and 19th mile from Kulu.

The fishing is good in March, particularly at the end of the month, and at its best in April and early May. The snow water begins to come down in the second half of May or in early in June according to the season. After this fly fishing in the main river is impossible though the sidestreams continue to give good sport and the Sainj and Tirthan rivers are usually clear till about the 20th June. Good sport with fly can also be had in the tributaries during the Rains which last from early July till the end of September when the main river is flooded. However, worm fishing produces good results right through the season and should really be confined to the Beas, where there are plenty of fish, so as to keep the sidestreams for fly fishing in the months of June, July and August when it cannot be had elsewhere. By early October the river is clearing and the conditions remain good till the close of the season at the end of the month.

The Beas in the reserved stretch is a wide rushing hill torrent, broken up in places by islands where there are a few large pools and swift runs. The streams coming down the side nullahs are also swift and still water is rare. Trout

are of all sizes up to 3lbs. and five pounders have been caught. For the main river a 10 feet split cane or greenheart is usually considered the most suitable but for those enthusiasts who only fish upstream with a short line a light 8 feet 6 inches rod is ideal and this is also best for the tributaries. A line of 35 yards is usually sufficient. Except in the early spring and the late autumn when the water is low and very clear casts should not be too fine, those for medium and strong trout being the best. A 2 yard cast, tapered 8—2x, is suitable in most conditions and No. 2 jagut is also to be recommended. Lake and Sea Trout flies are those most commonly used in Kulu, with hooks of sizes 8.7, and 6. Size No. 8 does for ordinary conditions and No. 6 in full water or in the evening. But during March in a year when the river is exceptionally low, small English Trout flies may be the most successful of all and in the middle of the summer when the water is thick small Salmon flies and lures are best. A $\frac{3}{4}$ inches fly spoon is also useful for such conditions. As to the pattern of fly the trout's fancy appears to change with the seasons and certainly varies with each phase of the season. Thus the most varied flies have their advocates and none can be recommended as infallible. However if a small selection had to be made it would be from the following—Coachman, which has been found by different fishermen to be all sufficing both in spring and autumn, Silver March Brown and Teal and Green for the spring, Butcher, Watsons Fancy, Alexandra and Zulu for the early summer, Jock Scott and Silver Doctor for mid-summer and in the autumn Bustard and Orange. But many others would probably prove effective and flies made from the feathers of Monal and Tragopan have proved as successful as the standard pattern. Dry fly fishing is hardly suitable to Kulu but it has occasionally been tried with success on the small millstreams.

It is advisable that anglers should arrive in the Kulu valley with adequate supplies of tackle, as nothing can be bought here and rush orders on firms in India are liable to bring only disappointment. Waders are not necessary as the water is usually warm enough for bare-leg wading. But a stout pair of boots, which should be properly nailed at the outset, are useful and preferable to chaplis as affording more protection to the ankles from rocks under water. Wading can be dangerous and for strong and deep waters a wading staff, with net attached with fall-over knuckle joint and sling, so that it can be trailed when casting, is to be recommended.

SHOOTING.

In Kulu and Seraj the principal big game is Red bear which are to be found in spring and autumn among the high level grazing grounds near the upper limits of the forests. In mid summer the coats are poor and from 1st July to 30th September is a close season for Red Bear. Black Bear are numerous and as Vermin may be shot without a license at any season. Gural are to be found on the rocky precipices in the Parbatti, Hamta and other nullahs. There are Ibex, but with no big heads, above Manali, particularly in the spring, and bharal in the highest stretches of the Parbatti and the Sainj, just short of the Spiti border. The big game also includes tahr, serow and barking deer, but these are comparatively rare. In Lahoul there are ibex in several nullahs. Red bear come over from Kulu and Chamba during the rains and for these there is no close season. In Spiti bharal are comparatively plentiful on all the high uplands to the north of the Spiti river and Ammon have occasionally wandered into this area from Ladakh.

The rules for big game shooting are given in Appendix VIII. Application for a license is to be made to the Divisional Forest Officer, Kulu Forest Division. At present 5 licenses are issued for Kulu, 2 for Seraj, 5 for Lahoul and 7 for Spiti. The fee is Rs. 30 of which Rs. 10 are refunded on return of the license. The names of shikaris are registered in the Forest Office, Kulu. The close seasons are given in Appendix IX.

Licenses are also required for small game shooting in the Kulu Sub-Division. The rules are given in Appendix X. Application should be made to the Divisional Forest Officer, Kulu Forest Division, and the fee for the season, which extends from 16th September to 28th February, is Rs. 5. The principal sport is with the koklas and monal pheasants, in the higher forests in the autumn and later, when the snow is down, in the nullahs at about 6,000 feet. At certain places chukor are plentiful and Black partridge are widely distributed, while Cheer pheasant and Tragopan are to be met with locally. Woodcock are abundant in the alder groves along the Beas in winter but their shooting is prohibited, for 3 years from 1st March 1932.

GENERAL.

The Survey sheets of the Kulu valley are No. 52-H/S.W. which takes in the upper stretch where the reserved fishin

is and includes a part of Lahoul beyond the Rhotang Pass, and No. 53-E/N.W. which shows Kulu town, the lower valley and Seraj as far as the Jalori range. Outer Seraj is included in No. 53-E/S.W. and No. 53-E/S.E., the former also showing the Hill States traversed by the road to Simla. These maps are on the scale of 1 inch to 2 miles. The only sheets of the Sub-Division of scale 1 inch to a mile so far published are No. 53/E/7 and No. 53-E-11 of Outer Seraj. Sheet No. 53-E./N.E. shows the upper courses of the Parbatti, Sainj, Tirthan and Kurpan valleys and the road to Rampur for a few miles south of the Bashleo Pass. For Lahoul the best map is No. 52-H. on the scale of 1 inch to 4 miles which includes the Baralacha Pass and the upper parts of the Spiti valley. Sheet No. 52-L on the same scale gives the rest of the Spiti valley and the country north to the Tso Morari lake. Application for Survey sheets which can be mounted as desired, should be made to the Map Record and Issue Office, 13. Wood Street, Calcutta. A pocket handkerchief map giving a rough idea of the whole Sub-Division with the recognised stages can be had from the office of the Assistant Commissioner, Kulu, for Re. 1-4-0.

The 1917 Gazetteer of Kulu, Lahoul and Spiti, published by the Punjab Government Press, Lahore, contains full and reliable information but is unfortunately out of print. A list of other books, some of which are now rare and difficult to procure, are given in Appendix XI. Bruce's "Kulu and Lahoul" contains the description of the only serious mountaineering expedition brought to this area where many high peaks and ranges still remain to be explored.

APPENDIX I.

MAIN ROUTES IN THE KULU SUB-DIVISION.

I.—FROM BAIJNATH DAK BUNGALOW.

(a) *By Motor Road. (See one way timings Appendix II).*

Miles.

Mandi	..	..	50	Mandi Dk Bungalow.
Kulu	..	..	43	Dâk Bungalow. Civil Rest-house. North-Western Railway. Out Agency.
Total Distance	..	..	93	

(b) *By Bhabbu Pass route open May to November.*

1.	Jogindarnagar	..	14	Mandi Dâk Bungalow. Khansama.
2.	Jhatingri	..	11	Mandi Dâk Bungalow. Khansama.
3.	Bhadwani	..	11	Dâk Bungalow.
4.	Karaon	..	12	Kulu Civil Rest-house, 6,400 feet. Cross Bhabbu Pass, 9,480 feet. No Khansama.
5.	Kulu	..	8	As above.
Total Distance	..	..	56	

(c) *By Dulchi Pass route open throughout the year.*

Miles.

1.	Jogindarnagar	..	14	As above.
2.	Urla	..	12	Mandi Dâk Bungalow. Khansama.
3.	Drang	..	13	Ditto ditto.
4.	Kataula	..	14	Ditto ditto.
5.	Bajaura	..	16	Dâk Bungalow. Khansama.
6.	Kulu	..	9	As above.
				..
Total Distance	..	..	78	

II.—FROM SIMLA.

(a) *Direct.*

Miles.

1.	Phagu	..	12	Dâk Bungalow.	} Simla Hill States.
2.	Theog ..	..	6	Ditto.
3.	Mathiana	..	11	Ditto.	
4.	Narkanda	..	11	Ditto. 9,000 feet.	
5.	Luhri ..	..	13	Civil Rest-house (Deputy Commissioner, Simla), 2,600 feet.
6.	Ani ..	..	12	Kulu Civil Rest-house (Assistant Commissioner, Kulu), 4,100 feet.
7.	Khanag	..	9	Kulu Civil Rest-house (Assistant Commissioner, Kulu), 8,300 feet.	
8.	Shoja ..	..	6	Kulu Civil Rest-house (Assistant Commissioner, Kulu), 8,800 feet. Cross Jalori Pass, 10,000 feet.
9.	Banjar	..	10	Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu), Tahsil, Post Office and Hospital.	
10.	Larji ..	..	12	Kulu Civil Rest-house (Assistant Commissioner, Kulu), 3,200 feet.
11.	Bajaura	..	11	Dâk Bungalow.	
12.	Kulu ..	..	9	As in route I.
Total Distance		..	<u>122</u>		

(b) *Via Rampur.*

Miles.

4.	Narkanda	..	As above.
5.	Kotgarh	..	10 Dâk Bungalow.
6.	Nirit ..	..	10 Public Works Department Rest-house (Executive Engineer, Simla).
7.	Rampur	..	13 Ditto ditto.
8.	Arsu ..	..	8 Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu). Steep ascent.
9.	Sarahan	..	8 Civil Rest-house (Assistant Commissioner, Kulu). Cross Kurpan then steep ascent.

(b) *Via Rampur*—concluded.

Miles.

- | | | | |
|------------|----|----|---|
| 10. Bathad | .. | 8 | Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu).
Cross Bashleo Pass, 10,750 feet. |
| 11. Banjar | .. | 11 | As above. |

III.—PARBATTI VALLEY.

Kulu.

Miles.

- | | | | |
|-------------|----|-----|---|
| 1. Bhuin .. | .. | 7 | Forest Rest-house. Divisional Forest Officer, Kulu. |
| 2. Jari .. | .. | 13½ | Forest Rest-house. Divisional Forest Officer, Kulu. 5,000 feet. |
| 3. Kasol .. | .. | 5 | Forest Rest-house. Divisional Forest Officer, Kulu. 5,300 feet. |
| 4. Pulga .. | .. | 12 | Forest Rest-house. Divisional Forest Officer, Kulu. 7,000 feet. |

IV.—KULU TO LAHOUL AND LEH.

Kulu.

Miles.

- | | | | |
|-------------|----|--------|---|
| 1. Katrañ | .. | } 12 { | Civil Rest-house (Assistant Commissioner, Kulu), 4,800 feet. |
| 1a. Naggar | .. | | Civil Rest-house (Assistant Commissioner, Kulu), Post Office. 5,800 feet. |
| 2. Manali.. | .. | 12 | Civil Rest-house (Assistant Commissioner, Kulu). Post Office. 6,200 feet. |
| 3. Kothi .. | .. | 7 | Civil Rest-house (Assistant Commissioner, Kulu), 8,500 feet. |
| 4. Khoksar | .. | 13 | Civil Rest-house (Assistant Commissioner, Kulu), 10,000 feet.
Cross Rhotang Pass, 13,200 feet. |
| 5. Sissu .. | .. | 8 | Civil Rest-house (Assistant Commissioner, Kulu). |

IV.—KULU TO LAHOUL AND LEH—concluded.

Kulu—concl'd.

Miles.

6.	Gondla	..	8	Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu).
7.	Kyelang	..	10	Civil Rest-house (Assistant Commissioner, Kulu). Wazir's office. Post Office.
8.	Jispa ..	..	13	Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu).
9.	Patseo	..	11	Public Works Department Rest-house (Sub-Divisional Officer, Public Works Department, Kulu). Cross Inner Line at Darcha. No village.
10.	Zingzingbar	..	5	Serai.
11.	Kinlung	..	12	Serai. Cross Baralacha Pass, 16,200 feet.
12.	Lingti ..	..	17	Small serai. Leh is 11 marches.

V.—TO SPITI.

(a) Via Lahoul.

Miles.

10.	Zinzingbar	..	..	..
11.	Dopko Gongma	..	..	Seven hours' journey. Cross Baralacha Pass, 16,200 feet.
12.	Dopko Yogma	..	..	Five hours' journey.
13.	Chandra Tal	..	..	Six hours' journey.
14.	Losar ..	..	..	Eight hours' journey crossing Maran Pass, 15,000 feet. Camp may be pitched on Spiti side of pass at Ki-chu.

*(b) BY DIRECT ROUTE.**Kulu.*

Miles.

1.	Naggar	..	..	Civil Rest-house (Assistant Commissioner, Kulu).
2.	Jagatsukh	..	8	6,000 feet Large village.

(b) BY DIRECT ROUTE—concluded.

Kulu—concl'd.

Miles.

3.	Chika ..	..	9	10,000 feet. Fallen wood available.
4.	Chatru	..	10	Cross Hampta Pass, 14,000 feet. Stiff march.

or alternate route to Chatru—

	(1) Katrain	..	12	As in Route IV.
	(2) Manali	..	12	Ditto.
	(3) Kothi	..	7	Ditto.
	(4) Khoksar	..	13	Ditto.
	(5) Chatru	..	9	..
5.	Phuti Runi	..	8	..
6.	Karcha	..	9	Cross Shigri glacier. Windy camping ground.
7.	Losar ..	..	14	Cross Kunzam Pass, 15,000 feet. First village in Spiti, 13,300 feet.
8.	Kioto ..	..	9	Cross Spiti River by ford.
9.	Kibar ..	..	11	Inner Line met here. Large village, 13,000 feet. Parang-la route to Rupshu starts from Kibar.
10.	Kaza ..	..	8	..
11.	Dankhar	..	15	Long march passing Spiti River bridge leading to Pin Valley.
12.	Po ..	..	8	..
13.	Lari ..	..	11	Last village in Spiti before Tibetan frontier.

APPENDIX II.
MOTOR TIMINGS FOR ONE WAY TRAFFIC.

(a) *Bajjnath-Kulu.*

1st service.	2nd service.		1st service.	2nd service.
10-45	17-45	Arr. Bajjnath ..	.. Dep.	7-10
8-40	16-50	Dep. } Jogindarnagar	{ Arr. ..	8-30
8-0	16-0	Arr. } ..	{ Dep. ..	8-40
7-25	15-15	Dep. } Guma ..	{ Arr. ..	..
..	15-0	Arr. } ..	{ Dep. ..	9-15
4-30	12-15	Dep. } Mandi ..	{ Arr. ..	11-45
16-40	11-0	Arr. } ..	{ Dep. ..	12-30
14-40	9-15	Dep. } Oot ..	{ Arr. ..	14-30
14-30	9-0	Arr. } Kulu ..	{ Dep. ..	14-40
13-0	7-45	Dep. } ..	{ Arr. ..	16-10

(b) *Kulu-Manali.*

4th service.	3rd service.	2nd service.	1st service.	2nd service.	3rd service.	4th service.
18-30	14-50	11-45	7-45	5-45	12-05 to 12-30	15-10 to 17-10
17-30	13-50	10-45	6-45	6-45	13-05 to 13-30	16-10 to 17-30
16-10 to 17-30	13-05 to 13-30	9-25 to 10-25	6-45	6-45	13-50	17-30
15-10 to 17-10	12-05 to 12-30	8-25 to 9-25	5-45	7-45	14-50	18-30

APPENDIX III.

RULES REGULATING THE PROVISION OF TRANSPORT AND SUPPLIES FOR OFFICERS OF GOVERNMENT AND OTHERS TRAVELLING IN THE KULU VALLEY, LAHOUL AND SPITI.

1. Travellers who are not Government officers touring on duty are not entitled to, and should not rely on, the assistance of officials, lambardars or Government supply contractors for transport or supplies, but should make their own arrangements. The tahsildar at Kulu and the naib-tahsildar, Banjar, on receiving applications for assistance from travellers who are not Government servants, will put them in touch with contractors if they require mule or pony transport; but are not permitted to afford any assistance whatever in the matter of cooly transport.

2. There are supply contractors appointed by Government at the places mentioned in Schedule B. They are bound to supply Government servants, travelling on duty, with the usual supplies and with transport and have been instructed to give assistance to other travellers but as a matter of courtesy only and not of right.

3. Coolies are ordinarily obtainable except during the harvesting months (15th May to 30th June and 1st October to 15th November), if sufficient notice is given to the supply contractors at any of the places mentioned in schedule B and at other places to the village lambardars.

Mule or pony transport is procurable regularly at Kulu (Sultanpur) and sometimes at Bhuin, eight miles below Kulu.

4. Officers travelling on duty who apply for official help will be supplied only with mule or pony transport on the main routes with the exception of—

- (a) Spiti across Hampta Pass, and
- (b) Bhuin to Sainja and Panihar.

Coolies will be supplied for these two routes and other marches which are impracticable for mules and ponies.

5. The maximum number of coolies that may be supplied to a first class officer is 20, when tents are carried, and otherwise 12, and to a second class officer 10, when tents are carried, and otherwise 6.

6. Schedule A gives the lengths of stages and rates for mule or pony transport. For routes where coolies are required, except the Hampta route to Spiti, the rate is one anna per mile per coolie, with a minimum of 8 annas per day per coolie. If a pass over 8,000 feet has to be crossed, the charges for the day or days, for crossing are

50 per cent. above these rates. Wages of coolies *plus* a commission of six pies per coolie per diem are payable in advance to the contractor if the coolies are arranged through him.

7. During the harvesting months (15th May to 30th June and 1st October to 15th November), the ordinary coolie rates given in rule 6 will be enhanced by 50 per cent.

8. Coolies to Spiti are not to be changed at intermediate stages. For every two coolies carrying luggage, wood or grass, an extra coolie must be taken to carry food for himself and the other two. Wages at the rate of Rs. 8 *plus* a commission of 6 annas per coolie are payable in advance to the lambardar or the contractor if the coolies are arranged through him.

9. Special permission from the Deputy Commissioner, Kangra, at Dharmsala, is necessary to visit Spiti where supplies and transport are difficult to obtain. Travellers must make their own arrangements for supplies and transport, but mule transport, provided the route is over the Baralacha pass, can usually be obtained at Kulu if one month's notice is given to the contractor at Sultanpur.

10. The maximum coolie load is 26 seers, but coolies travelling over a pass over 8,000 feet high should not be required to take over 24 seers.

11. Not less than 10 clear days' notice must be given to the tahsildar, Kulu, for Kulu, to the naib-tahsildar, Banjar, for Seraj, and one month's notice to the Sub-Divisional Officer, Kulu, for Lahoul, for the transport needed. The date and stage where the transport is required and the number of animals and coolies, should be given in writing.

12. Every coolie who has been sent for under these rules at the request of a traveller, whether official or non-official, and has not been employed, will be paid at half rates.

13. As mentioned in rule 2, travellers are ordinarily supplied at the places mentioned in schedule B by the supply contractor appointed by Government with locally obtainable commodities such as fowls, eggs, milk, fuel and grass. In each case payment must be made promptly to the supply contractor.

14. At places other than those mentioned in schedule B, such supplies will ordinarily be procured by the lambardar as a matter of courtesy and on prompt payment. It is only a Government officer touring on duty who can demand as of right that a lambardar shall provide supplies.

15. The Sub-Divisional Officer, Kulu, after consultation with committees at tahsil headquarters and the Wazir of Lahoul, will fix market rates for articles supplied at stages at least twice a year and oftener if there is a large fluctuation in prices.

SCHEDULE A.—STAGES.

From	To	Miles.	Rate of hire per mule or pony, when two or more mules or ponies are engaged. The rates for a single mule or pony are 40 per cent. higher.
Rs A. P.			
I.			
<i>Sultanpur (Kulu)</i> ..	<i>Katrain</i> ..	11½	1 4 0
<i>Katrain</i> ..	<i>Manali</i> ..	12	1 4 0
<i>Sultanpur (Kulu)</i> ..	<i>Naggur</i> ..	14	1 4 0
<i>Naggur</i> ..	<i>Manali</i> ..	12	1 4 0
<i>Manali</i> ..	<i>Kothi</i> ..	6½	1 4 0
<i>Kothi</i> ..	<i>Khokur</i> ..	13	1 12 0
<i>Khokur</i> ..	<i>Sissu</i> ..	9	1 4 0
<i>Sissu</i> ..	<i>Gondla</i> ..	7½	1 4 0
<i>Gondla</i> ..	<i>Kyelang</i> ..	10½	1 4 0
<i>Kyelang</i> ..	<i>Jispa</i> ..	13	1 4 0
<i>Jispa</i> ..	<i>Patseo</i> ..	10½	1 4 0
<i>Patseo</i> ..	<i>Zingzingbar</i> ..	6	1 4 0
<i>Zingzingbar</i> ..	<i>Kinlung</i> ..	13	1 4 0
<i>Kinlung</i> ..	<i>Lingti (bridge)</i> ..	17	1 4 0
II.			
<i>Sultanpur (Kulu)</i> ..	<i>Karaon</i> ..	8	1 4 0
<i>Karaon</i> ..	<i>Sihl Bhidwani</i> ..	12	1 12 0
<i>Sultanpur (Kulu)</i> ..	<i>Bajaura</i> ..	9	1 4 0
<i>Bajaura</i> ..	<i>Kataula</i> ..	16	*2 8 0
<i>Bajaura</i> ..	<i>Larji</i> ..	12	1 4 0
<i>Larji</i> ..	<i>Banjar</i> ..	12	1 4 0

*Counts as two stages for all transport.

SCHEDULE A.—STAGES—*continued.*

From	To	Miles.	Rate of hire per mule or pony, when two or more mules or ponies are engaged. The rates for a single mule or pony are 40 per cent. higher.
Rs. A. P.			
II— <i>concluded.</i>			
<i>Banjar</i>	<i>Jibhi</i>	5	0 10 0
<i>Jibhi</i>	<i>Shoja</i>	5	0 10 0
<i>Shoja</i>	<i>Khanag</i>	7	1 4 0
<i>Khanag</i>	<i>Ani</i>	9	1 4 0
<i>Ani</i>	<i>Luhri</i>	12	1 4 0
<i>Khanag</i>	<i>Chawai</i>	10	..
<i>Chawai</i>	<i>Dalash</i>	7	..
<i>Dalash</i>	<i>Luhri</i>	7	..
<i>Dalash</i>	<i>Ani</i>	7	..
<i>Dalash</i>	<i>Nithar</i>	11	..
<i>Nithar</i>	<i>Nirmand</i>	10	..
<i>Nirmand</i>	<i>Arsu</i>	8	..
III.			
<i>Banjar</i>	<i>Bathad</i>	12	1 4 0
<i>Bathad</i>	<i>Sarahan</i>	11	1 4 0
<i>Sarahan</i>	<i>Arsu</i>	9	..
<i>Arsu</i>	<i>Rampur</i>	11½	..
IV.			
<i>Sultanpur (Kulu)</i>	<i>Kaisdhar</i>	14	..
<i>Sultanpur (Kulu)</i>	<i>Nagni</i>	9	1 4 0

SCHEDULE A.—STAGES—concluded.

From	To	Miles.	Rate of hire per mule or pony, when two or more mules or ponies are engaged. The rates for a single mule or pony are 40 per cent. higher.
Rs. A. P.			
IV—concluded.			
<i>Sultanpur (Kulu)</i>	<i>Bhuin</i>	7	1 4 0
<i>Bhuin</i>	<i>Jari</i>	13	1 8 0
<i>Jari</i>	<i>Kasol</i>	5	1 4 0
<i>Kasol</i>	<i>Pulga†</i>	12	1 4 0
<i>Bhuin</i>	<i>Garsa</i>	9	1 4 0
<i>Garsa</i>	<i>Bhalan</i>	6*	..
<i>Bhalan</i>	<i>Sainja</i>	8*	..
<i>Sainja</i>	<i>Larji</i>	10	1 4 0
<i>Sainja</i>	<i>Panihar</i>	10*	1 0 0
<i>Panihar</i>	<i>Banjar</i>	12*	..

NOTE—

- (a) Stages where there are contractors appointed by Government are italicised.
- (b) There are shop-keepers at the stages on the following main roads :—
- (1) Luhri to Kothi *via* Sultanpur and Katrain or Naggar.
 - (2) Bajaura to Kataula (Dulchi Pass).
 - (3) Sultanpur to Sihl Bhidwani *via* Karaon (Bhabbu Pass).
 - (4) Bhuin to Pulga.
 - (5) Between Rampur and Banjar; and at Kyelang in Lahoul; who supply grain, ata, ghee, etc.

* Impracticable for mules.

† The contractors at Pulga works for 8 months—April to November.

SCHEDULE B.

Name of places where contractors are appointed.	Area.	REMARKS.
Sultanpur (Kulu) ..	Sultanpur (Kulu) ..	} Kulu Tahsil.
Naggar	Naggar	
Katrain	Katrain	
Manali	Manali	
Kothi	Kothi	
Bhuin	Bhuin	
Jari	Jari	
Kasol	Kasol	
Pulga*	Pulga*	
Banjar	Banjar .. ..		} Seraj Tahsil.
Larji	Larji	
Jibhi	Jibhi	
Shoja	Shoja	
Khanag	Khanag	
Ani	Ani	
Arsu	Arsu	
Sarahan	Sarahan	
Bathad	Bathad	
Nirmand	Nirmand	} In Lahoul.
Nithar	Nithar	
Chawai	Chawai	
Dalash	Dalash	
Khokar	Khokar	
Sissu	Sissu	
Gondla	Gondla	
Kyelang	Kyelang	
Jispa	Jispa	
Patseo	Patseo	

*The contractor at Pulga is for eight months—April to November.

APPENDIX IV.

DAK BUNGALOW RULES.

(a) Staging Bungalow Rules, Punjab.

All travellers, European or Indian " who are not suffering from infectious disease as defined in or notified under sub-section (7) of section (3) of the Punjab Municipal Act, 1911, can claim shelter for twenty four hours in a Staging Bungalow. The scale of fees (inclusive of the services of a cook, bhishti and sweeper but not of light, fire, or Punkhas) except when special rates are fixed is as follows :—

	Rs.	A.	P.
For the first 24 hours or part of 24 hours (subject to the reduction prescribed in rule 2)	1	8	0
For each succeeding 24 hours or part of 24 hours	1	0	0

NOTE.—Supplementary rules special to certain Staging Bungalows in the Simla Hills and the Kangra District are published below.

2. If a traveller remains not more than three hours and uses only the dining room or verandah, with the use, not exclusive to other travellers, of a bedroom or bathroom the charge will be 4 annas only. If he remains not more than three hours reserving a bedroom, or bathroom to his exclusive use it will be 8 annas.

3. No charge will be made for children under fourteen years of age.

4. European servants travelling with ladies will be charged at half rates. Indian servants will not be charged for, unless they occupy a room in the Bungalow.

5. European or Indian servants travelling with children, without their master or mistress, will be charged at full rates.

6. Should it be necessary owing to want of accommodation for two or more persons to occupy the same room or for any traveller to sleep in a dressing room or verandah, half rates only (subject to a minimum of 12 annas) will be charged for each person. Provided that a married couple occupying the same room, irrespective of the fact whether other accommodation is available or not, shall be required to pay the fees for one individual traveller.

7. Priority of arrival gives no exclusive right of occupancy to any traveller or party of travellers. When the number of travellers makes it necessary, half the accommodation of the Bungalow will be allotted to ladies.

8. A traveller cannot claim shelter in a Staging Bungalow for more than twenty-four hours. After the expiration of that time he must leave, if required to do so by other travellers.

9. Travellers are required on arrival at a Staging Bungalow to enter their name, full address and hour of arrival in the book which will be brought to them for this purpose.

10. Travellers are required on their departure to enter in the Travellers' Book the amount of the stated fees paid by them in accordance with these Rules, noting the time of their departure.

11. Travellers pitching tents in the enclosure of a Staging Bungalow, and not using the Bungalow, will pay eight annas a day for each tent. Travellers using the Bungalow, and paying the regular fees, will not be charged for tents.

12. A fee of eight annas a day is to be paid for every wheeled vehicle, palanquin, horse, mule or other animal used for riding or driving, and for every tent, box or other property which is left in the compound of a Staging Bungalow after the departure of the owner.

13. Every person who obtains accommodation at a Staging Bungalow must pay the prescribed fees, whether travelling on duty or not.

14. The khidmitgar of the Bungalow will, if required, cook provisions furnished by travellers. Those who employ him to supply food must, unless terms have been specially agreed upon, pay according to the tariff hung up in the rooms.

15. Whoever loses, breaks, removes or injures any furniture or other property belonging to the bungalow must pay at the rates specified in a list kept by the servants in charge of the Bungalow

16. 'Punkhas' and 'tattis' are provided for each Staging Bungalow in the hot season. Men employed on them must be paid by the travellers for whom they are required.

17. All account must be settled daily.

(b) *Special Rules for Dāk Bungalows in the Simla Hills.*

I. The fees prescribed by these rules shall be levied between the 1st March and 30th November inclusive in each year. During the rest of the year the fees prescribed by the general rules regulating the use of Staging Bungalows in the Punjab shall be levied.

II. Double the ordinary fees prescribed in the Staging Bungalow Rules, Punjab (Rules 1—6, 11 and 12), shall be payable for the occupation of a room in the Bungalow at Fagu, Theog, Matiana, Narkanda and Kotgarh.

III. When the occupation of rooms in the Bungalows at Fagu and Narkanda exceeds 72 hours, double the fee prescribed in the preceding rule for each 24 hours or portion of 24 hours after the first 24 hours shall be payable for every 24 hours or part of 24 hours of occupation in excess of 72 hours.

IV. When the occupation of rooms in the Bungalow at Solon exceeds one week or in the Bungalow at Kasauli exceeds 72 hours,

double the ordinary fees prescribed by rule I of the Staging Bungalow Rules for each 24 hours or part of 24 hours after the first 24 hours shall be payable for every 24 hours or fraction of 24 hours of occupation in excess of one week or 72 hours of occupation as the case may be.

V. In the case of the Fagu Dāk Bungalow which is close to Simla and has been provided with a telephone for the use of travellers, an extra fee of 4 annas is levied, in addition to the fees prescribed by the foregoing rules, from all travellers occupying the Bungalow for more than three hours whether the telephone is actually used by them or not.

VI. Government servants travelling on duty will pay half the rates prescribed in rules II, III and IV. The exemption, however, applies only to the officer himself and not to his family if accompanying him. He should enter in the Dāk Bungalow Register his office and add the words "travelling on duty."

VII. One room in each of the Dāk Bungalows mentioned in rule II and in the Dāk Bungalows at Baghi, Sungri and Bahli can be reserved for the use of an officer of Government travelling on duty on receipt by the chaukidar of 24 hours' notice. The accommodation will be paid for at the reduced rates prescribed in rule VI.

EXPLANATION.—Not more than one room in any of the above mentioned Dāk Bungalows shall be so reserved for any one day. In the event of more officers than one desiring to reserve a room in a Dāk Bungalow for the same date the room will be reserved for the officer whose application is received first by the Chaukidar.

(c) Special Rule for Dāk Bungalows in the Kangra District, including the Kulu Sub-Division.

When a room in any of the Dāk Bungalows in the Kangra District including the Kulu Sub-Division, is occupied for a period exceeding 72 hours, double the ordinary fee prescribed by rule 1 of the Staging Bungalow Rules for each 24 hours after the first 24 hours shall be payable for every 24 hours or fraction of 24 hours of occupation in excess of 72 hours.

N.B.—This rule does not apply to Government servants travelling on duty.

APPENDIX V.

TRANSPORT RULES IN THE SIMLA HILLS.

1. In view of the greatly increased demand for labour for carriage on the Hindustan-Tibet Road, North of Simla, it has been decided that in future no labour other than voluntary labour will be available for persons other than Government officials travelling on duty. Such officials who are not officials of the Simla District should give timely intimation to the Deputy Commissioner who will issue orders accordingly. Ordinarily mule transport must be used.

2. Other persons travelling on the road may use the published Government rates as a guide, but will have to make their own arrangements both as regards the supply of labour and the rates of remuneration given. They are advised—

- (a) to make arrangements for transport for the whole journey and not from day to day ;
- (b) to use mules as far as possible ;
- (c) to avoid travelling during season of agricultural activity especially May and September.

3. Arrangements have been made with a contractor for the supply of mules and intending travellers should apply to—

Nathu Ram, Ahluwalia, Mule Chaudhri, Edward Gunj, Simla.

4. The rates for mules will be Rs. 2 per mule per stage and one rupee per mule each day for halts. If mules are sent back unloaded they must be paid for at the rate of twelve annas per mule per stage. These rates are for pairs of mules. For single mule or for any mule in excess of a pair or pairs the rate will be Rs. 3 per stage, Re. 1-8-0 for each day's halt and Re. 1-2-0 per stage when sent back unloaded. The contractor shall be entitled to receive in advance the hire due to him except for Government work. For each mule engaged the contractor must be paid 8 annas when the number of mules does not exceed two and for more than two mules 6 annas per mule as commission, if the journey be for one or two stages only, if the journey be for more than two stages his commission, will be one anna per rupee. Twenty-four hours' notice is necessary, otherwise the contractor may or may not supply mules. If mules are to be supplied before 9 A.M. in the 1st instance, halt for the day preceding shall have to be paid for.

5. If mules are kept for 6 hours a full stage shall be counted. This time shall be reckoned since when mules are taken from the contractor till their return to him.

6. The contractor shall not be responsible for a mule getting unfit in the journey at the outset ordinary sores shall not be the cause of rejection of mules. The load per mule for one stage shall be $2\frac{1}{2}$ maunds and for longer journeys only 2 maunds.

7. Halt shall be paid for the mule indented but returned unused.

8. The present arrangements for supply of grass and wood on the payment at the various stages will continue and the Dak Bungalows will be open as usual.

NOTE.—(1) The person who engages the mules in Simla and returns the same to the contractor through any other person, in such cases the engager shall be held responsible for the payment of full hire.

(2) The public must pay in advance the full hire as in paragraph 4, otherwise the contractor has the full right to refuse the supply.

APPENDIX VI.

PUNJAB GOVERNMENT NOTIFICATION ON THE CROSSING
OF THE INNER LINE.

No. 535.—Notification.—Under the provisions of section 2 of the Bengal Eastern Frontier Regulation, 1873 (V of 1873), which has been extended to the scheduled district of Spiti by notification of the Punjab Government, No. 534, dated 3rd December 1907, the Lieutenant-Governor of the Punjab, with the previous sanction of the Governor-General in Council, is pleased to prescribe the line described below as the “ Inner Line ” on the frontier of the said scheduled district :—

From the point where the Spiti river leaves Spiti to flow southwards into Bashahr following the river upwards so far as Kibber, thence to the Takling La or La Suma (Pass), and from that pass to the peak marked 20,200 feet on the Kashmir border. Thence to the Pangpo La, by Zamdang to Muldem, and on to the Bara Lacha Pass by the Yunantso Lake.

In exercise of the powers conferred by the section above quoted the Lieutenant-Governor is further pleased to prohibit all persons residing in or passing through the scheduled district of Spiti, other than officers on Government duty, or persons who by nationality are either Indians or Tibetans, from going beyond the “ Inner Line ” in the said scheduled district in an easterly direction without a pass under the hand and seal of the Deputy Commissioner of Kangra.

No. 540.—Notification.—Under the provisions of section 2 of the Bengal Eastern Frontier Regulation, 1873 (V of 1873), which has been extended to the scheduled district of Lahoul by notification of the Punjab Government, No. 539, dated 3rd December 1907, the Lieutenant-Governor of the Punjab, with the previous sanction of the Governor-General in Council, is pleased to prescribe the line described below as the “ Inner Line ” on the frontier of the said scheduled district :—

From the Bara Lacha Pass to Zingzingbar down the Bhaga river to Dharcha across the Shing Kun to the point where the boundaries of Kashmir, Chamba and Lahoul meet.

In exercise of the powers conferred by the section above quoted, the Lieutenant-Governor is further pleased to prohibit all persons, residing in or passing through the scheduled district of Lahoul, other than officers on Government duty, or persons who by nationality are either Indians or Tibetans, from going beyond the “ Inner Line ” in the said scheduled district in a northerly direction without a pass under the hand or seal of the Deputy Commissioner of Kangra.

APPENDIX VII.

FISHING RULES FOR THE RESERVED STRETCHES OF THE BEAS AND ITS TRIBUTARIES.

EXTRACT FROM PUNJAB GOVERNMENT NOTIFICATION No. 1848-D.,
DATED THE 9TH MAY 1925, AS AMENDED BY NOTIFICATION No. 2871,
DATED THE 15TH AUGUST 1930, AND NOTIFICATION No. 2965-D.,
DATED THE 10TH OCTOBER 1931.

Fishing in the waters of the Beas River and its tributaries from the source of the Beas down to the intake of Washing Bihal Kuhls near mile 3/1 from Kulu, the Sainj River and its tributaries, and the Tirthan River and its tributaries above the Manglaur Bridge.

1. No person shall fish in the waters of the Beas River and its tributaries from the source of the Beas down to the intake of Washing Bihal Kuhls near mile 3/1 from Kulu, Sainj River and its tributaries and the Tirthan River and its tributaries above the Manglaur Bridge, in so far as they are situated within the jurisdiction of the Assistant Commissioner, Kulu, except under an "Angling License" to be granted by Assistant Commissioner, Kulu, who is authorised to determine the number of licence to be granted at any one time :

Provided that the holder of a license from the Mandi Darbar entitling him to fish in any part of any stream which forms the boundary between British and Mandi State territory, shall be deemed to be a holder of such license under these rules as entitles him to fish in the reaches of the said stream which forms the boundary as aforesaid and shall be bound by all the conditions of such license.

1-A. The waters named in Rule 1 are divided into ten reaches as follows :—

- | | |
|--------------|--|
| <i>Reach</i> | I.—From Baragraon on the Sujain Nala to junction of Sujain Nala with Beas River and thence to the Naggar Bridge on Right bank. |
| <i>Reach</i> | II.—From and including the Chhakki Nal to the Naggar Bridge on Left bank. |
| <i>Reach</i> | III.—From Naggar Bridge to just above and excluding the junction with the Fojal Nala on the Right bank. |
| <i>Reach</i> | IV.—From Naggar Bridge to the junction of Nashal Nal on the Left bank. |
| <i>Reach</i> | V.—From and including the junction of Fojal Nal to Raisin Bridge on Right bank. |
| <i>Reach</i> | VI.—From Nashal Nal to Raisin Bridge on Left bank. |
| <i>Reach</i> | VII.—From Raisin Bridge to Ghartanni (Bundrole) Nal on Right bank. |
| <i>Reach</i> | VIII.—From Raisin Bridge to Kais Nal on Left bank. |

Reach IX.—From Ghartanni Nal to Mile Stone “ Kulu, 3/1 ”
near Washing Bihal Bridge on Right bank.

Reach X.—From Kais Nal to opposite Mile Stone “ Kulu 2 ”
near the old Akhara Bridge on Left bank.

The Assistant Commissioner, Kulu, will, if necessary, define on the license the reaches in which and the period for which a licensee is permitted to fish on each reach.

Fishing on each reach will then be limited to one week at a time ; a licensee must move on to the next vacant reach if required to do so at the end of that period. The residents of Kulu, who are in possession of a season license, may, however, continue to fish on the reach they have applied for the whole season.

N.B.—This rule will not be enforced unless, in the opinion of the Assistant Commissioner, Kulu, in consultation with the Warden of Fisheries, Punjab, it is found imperative to enforce it, on account of overcrowding.

2. The charge for a license shall be—

	Rs.
For the season	50
For the month	20
For ten days or less	8

3. It shall be a condition of every license granted under these rules that the Assistant Commissioner, Kulu, shall determine at the beginning of each season :—

- (a) the size or weight limit below which no trout may be killed, and
- (b) the maximum number of trout of the size limit prescribed in (a) above, which may be caught during the term of the license.

4. It shall be a condition of every license granted under these rules that the license holder may fish with rod and line only, using any of the following lures :—

- (1) Artificial fly.
- (2) Natural fly.
- (3) Artificial spinning bait, including spoons.
- (4) Natural spinning bait.
- (5) Artificial worm.
- (6) Natural worm.

It shall also be a condition of the license that the licensee is bound to report to the Assistant Commissioner, Kulu, any breach of the rules that comes to his notice.

5. No fish of any species shall be killed between the first day of November and the 1st day of March, both days inclusive :

Provided that nothing in these rules shall prevent the catching of any species at any time of the year by employees of the Fisheries Department acting under the authority of the Head of the Department.

6. All apparatus erected or used for fishing in contravention of these rules may be seized and taken to the nearest Police Station by any person empowered under section 6 of the Act to arrest, without warrant, for offences under the Act, and all such apparatus and all fish taken by means of any such apparatus may be forfeited on conviction of the offender under section 5 of the Act.

APPENDIX VIII.

PUNJAB GOVERNMENT NOTIFICATION No. 1392-S., DATED 5TH SEPTEMBER 1916, AS AMENDED BY NOTIFICATION No. 21086 OF 6TH OCTOBER 1919 AND NOTIFICATION No. 27229 OF 22ND SEPTEMBER 1930.

UNDER the provisions of section 25, clause (i), section 31, clause (j) and section 75, clause (d) of the Indian Forest Act, 1878 (Act VII of 1878), the Lieutenant-Governor is pleased to make the following rules to regulate hunting, shooting and setting traps or snares in the Kangra District.

All previous notifications on the subject are hereby cancelled.

RULES.

These rules apply to all reserved and protected forests of every class in the Kangra District.

Extent.

In these rules the term "big game" denotes the following species of animals:—

Specifications.

1	2	3	4	5
Serial No.	English name.	Scientific name.	Kangra name.	Kulu name.
1	Himalayan Ibex ..	Capra sibirica ..	Trangol ..	Katrol. Tangrol. Skin (Lahul).
2	Thar ..	Hemitragus jem- laicus.	Kart Mehti (F).	Kart Korth. (M). Bakri (F).

1	2	3	4	5
Serial No.	English name.	Scientific name.	Kangra name.	Kulu name.
3	The great Tibetan sheep or nyan or asgali misnamed ovisammon by sportsmen.	<i>Ovis hodgsoni</i> ..	..	Nian.
4	The blue wild sheep or bharal.	<i>Ovis nahura</i> ..	..	Miatu.
5	Himalayan goat, antelope or serow.	<i>Nemorhædus bubalinus</i> .	Goa ..	Yamu, Emru.
6	Goral ..	<i>Cemas goral</i> ..	Pij Ban bakri. Ghorur.	Ban Bakri. Gurrar. Ghoral. Ghurral. Gudgh.
7	Spotted deer ..	<i>Cervus axis</i> ..	Chital. Bara Singh Jhank.	..
8	Hog deer ..	<i>Cervus porcinus</i> ..	Para ..	..
9	Barking deer or Muntjac.	<i>Cervulus muntjao</i>	Kakar ..	Kakar.
10	Musk deer ..	<i>Mexhus moschiferus</i> .	Kastura Ranusa. Bina.	Bina, Kastura. Raonwi (F). Ranwhin (P).
11	Blue bull or Nilgai ..	<i>Boselaphus tragocamelus</i> .	Lilgai Bangai Rauj.	..
12	Indian antelope ..	Antelope cervicapra.	Hiran ..	..
13	Tibetan antelope ..	<i>Pantholops hodgsoni</i> .	..	Tsus (M). Chus (F). (Ladakh).
14	Red Bear or Snow Bear.	<i>Ursus arctus</i> ..	Brabho Lagru.	Rotta Bhalu. Rata Bala. Bhrid. Brabhu.

2. (a) The setting of the jul or jhal net is absolutely prohibited.

(b) The setting of other traps, nets and snares, except by the special permission of the Divisional Forest Officer, is prohibited. This rule does not apply to the trapping of musk deer, or the snaring of goshawks and sparrowhawks, which are governed by rule 6.

3. The driving and killing of big game in the snow are absolutely prohibited.

Prohibition of driving in the snow. prohibited.

4. The shooting of big game is absolutely prohibited except under license to be granted by the Divisional Forest Officer :

Big game licenses.

Provided that no officers or men actually serving with any Gurkha regiment stationed for the time being at Dharmsala shall be required to take out a license under this rule, except for the purpose of shooting big game in the Kulu Sub-Division or Bangahal. Such officers and men will, however, be subject to the prohibitions and restrictions contained in the proviso to rule 5 below, and will not be entitled to shoot big game in any forest closed to sport by the Conservator of Forests.

5. A license, for which the sum of Rs. 20 in the case of Kulu, Lahoul, Spiti and Bara Bangahal and Rs. 5 in the rest of the Kangra District, will be charged, will permit the holder to shoot big game in any forest which has not been closed by the Conservator subject to the provision of Punjab Government Notification No. 1390-S. (Forests), dated 5th September 1916, and provided that he does not kill (a) more than the following number of the animals specified, or (b) immature specimens or

(c) Females other than she-bear :—

(1) Ibex or Tangrol (<i>capra sibirica</i>) ..	1	(No head to measure less than 30 inches).
(2) Nyan (<i>Ovis hodgsoni</i>) ..	1	(Minimum head 42 inches).
(3) Bharal (<i>Ovis nahura</i>)	2	(Minimum head 20 inches).
(4) Tibetan antelope (<i>pantholops hodgsoni</i>).	2	(Minimum head 22 inches).
(5) Goral (<i>Cemas goral</i>)	4	
(6) Thar or Kart (<i>Hemitragus jemlains</i>).	2	(Minimum head 9 inches).
(7) Serow or Yamu (<i>nemorhoedus bubalinus</i>).	1	

(8) Barking deer or kakar (Cervulus Muntjac).	3
(9) Red bear (Ursus arctus) ..	1
(10) Spotted deer or chital (Cervus axis)	2 (Minimum head 30 inches).
(11) Indian antelope or hiran (Antelope cervicapra).	3 (Minimum head 20 inches).

6. The shooting of musk deer, both male and female, is prohibited and no such animal may be taken except as provided by the terms of the Forest Settlement, or under license of the Assistant Commissioner, Kulu Sub-Division. The taking or snaring of goshawks and sparrow-hawks is prohibited except under the terms of the Kulu Forest Settlement and under license of the Assistant Commissioner, Kulu. All such licenses issued for the trapping and snaring of musk deer or of goshawks and sparrow-hawks shall specify the kind of trap or snare, to be employed other than the jul which is prohibited by rule (2) (a), and the manner in which it is to be set.

7. Licenses to shoot big game will remain in force for twelve months from the 1st January of the year of issue, and are not transferable. Every license must be returned to the office of issue within a fortnight of the date of its expiry, and the license-holder must endorse upon it the number and kind of big game killed. The Conservator of Forests may (a) in the case of residents of Kulu, other than officials, issue a family license to cover shooting by all members of the family of the holder residing in his house, and (b) in the case of officers travelling on duty, issue a temporary permit for a period not exceeding 30 days on payment of Rs. 5.

NOTE.—The number of animals which may be killed under a family license is restricted to the number fixed in rule 5.

8. Applications for licenses should be sent by registered post to the Divisional Forest Officer, Kulu, or to the Divisional Forest Officer, Kangra Forest Division, according to the locality in which it is proposed to shoot. The Conservator of Forests, Punjab, may at his discretion limit the number of licenses to be in force at any one time.

Note.—Bara Bangahal and Chota Bangahal are in Kangra Division, Lahul and Spiti are in Kulu Division, all forests lying west of Bangahal are in Kangra Division.

9. All holders of licenses to shoot big game in Kulu and Lahul must employ a shikari registered on the list of shikaris maintained in the Divisional Forest Office at Kulu. The Divisional Forest Officer, Kulu, may at his discretion refuse to enter any name on this register, and may strike off any name therefrom. No man not so registered may be employed as a shikari. The yearly registration fee is Re. 1 in exchange for which a badge and certificate will be issued.

10. Breaches of these rules are punishable under sections 25 (1) and 32 of Act VII, 1878, or by the confiscation of any privilege granted under them, or both.
- Penalties.
11. Apart from rule 5 nothing in these rules shall be deemed to interfere with the recorded "sporting rights" of the Rai of Rupi within the limits of his own jagir.
- Rights of the Rai of Rupi.
12. Nothing in these rules shall prevent the destruction of any red bear known to be a sheep-killer, either in defence of property or with the permission in writing of the Assistant Commissioner or the Divisional Forest Officer, Kulu.
- Sheep-killers.
13. The Conservator of Forests may prepare in October of each year a list of forests which shall be closed to the public generally for hunting and shooting as sanctuaries for the protection of game. The list shall be published in the *Punjab Gazette*, a copy shall be hung up for information in the offices of the Deputy Commissioner and Divisional Forest Officer and a copy shall be given to every person taking out a shooting license.
14. A license may be cancelled at any time by the officer granting it or by the Conservator of Forests, and any breach of the Forest Act or of any rule made under the Act, if committed by the holder of the license or any of his retainers or followers, shall render the license liable to cancellation. Licenses are liable to be declared invalid in regard to any particular forest in case of fire breaking out in any part of that forest or in case of unwarrantable interference with forest work.
15. The holder of a license is not exempted from liability under the Forest Act, or any other law for anything done in contravention of such Act or law or for any damage caused by him, his retainers or followers.

NOTE.—Sections 25 (i) and 32 (h) of the Forest Act prescribe penalties for breach of these rules and section 67 of that Act empowers the Divisional Forest Officer to compound any such breach on payment of a sum of money.

APPENDIX IX.

PUNJAB GOVERNMENT NOTIFICATION No. 1390-S., DATED
5TH SEPTEMBER 1916, AS AMENDED BY NOTIFICATION
No. 679, DATED 10TH JANUARY 1925.

IN exercise of the powers conferred by section 3 of the Wild Birds and Animals Protection Act, 1912, and in supersession of Punjab Government Notification No. 368, dated 6th August 1914, the Lieutenant-Governor is pleased to declare the time or season specified in column IV

of the schedule hereto appended to be a close time in the Punjab for the wild birds and animals shown in the first three columns of the said schedule opposite to such time or season :—

1	2	3	4	5
Serial No.	Scientific name.	English name.	Vernacular name.	Period.
		MAMMALS.		
1	<i>Ovis hodgsoni</i> ..	The great Tibetan sheep (misnamed <i>ovisammon</i>).	Nian ..	Both females and males the whole year, except in accordance with the rules published in Punjab Government Notification No. 1392-S. (Forests), dated 5th September 1916, and No. 18639 (Forests), dated 18th August 1919.
2	<i>Ovis vignei</i> ..	Urial ..	Urial, huriyal sha, koh-i-lumba, koch, gad, gar-and.	
3	<i>Ovis nahura</i> ..	Bharal, or blue wild sheep.	Miatu, bharal, bhard, warr.	
4	<i>Capra sibirica</i> ..	The Himalayan ibex.	Trangol, katrol, tan-grol, kin.	
5	<i>Hemitragus jemlaicus</i> .	Tahr ..	Ghar, thiar, sho, meshi, mehi, sbi, karth, korth, kart.	
6	<i>Nemorhædus bubalinus</i> .	Serow, or Himalayan goat-antelope.	Goa, yamu, emru, aimu, sarao, jangal.	
7	<i>Cemas goral</i> ..	Goral ..	Pij, ban-bakri, ghorrur, gurreur, ghoral, ghurral, gudh, ghurd, sar.	
8	<i>Pantholops hodgsoni</i> .	Tibetan antelope.	Tsus, chus, chiru, chuhu.	
9	<i>Gazella picticaudata</i> .	Tibetan gazelle ..	Goa, ragao ..	
10	<i>Moschus moschiferus</i> .	The musk deer ..	Kastura, raunsa, bina, bijri, rochh, raouwi, ranwhin.	
11	<i>Boselaphus tragocamelus</i> .	Nilgai or blue bull	Nilgao, nilgai, lilgai, bangai, raujh, gond, bain.	1st April—15th September.
12	<i>Tetracerus quadricornis</i> .	Four-horned antelope.	Chausingha, chauba, deda.	Females, whole year; males, 1st April—15th October.
13	<i>Antelope cervicapra</i> .	Indian antelope or black buck.	Hiran, haran, kala hiran, ming, modain, kalhra.	15th January—15th April.

1	2 •	3	4	5
Serial No.	Scientific name.	English name.	Vernacular name.	Period.
14	<i>Gazella bennetti</i> ..	Indian gazelle or ravine deer.	Chinkara, chikara, kaipunch, ask, ahu, ratta, gora hiran, chitka hiran, chhatika.	Females, whole year; males, 1st April—15th September.
15	<i>Cervulus muntjac</i>	The barking deer	Kakar or kakkar	Females, whole year; males, 1st January—31st March.
16	<i>Cervus Duvauceli</i>	The bara singh ..	Bara singha. ..	15th September—31st December.
17	<i>Cervus unicolor</i> ..	The Sambar ..	Sambar, samar, sambhar.	Ditto.
18	<i>Cervus axis</i> ..	The spotted deer	Chital, chittal, chitra, jhank, pagal hiran, charba hiran.	Ditto.
19	<i>Cervus porcinus</i> ..	The Hog deer ..	Para, pahra, parha	15th August—15th November.
20	<i>Lepus ruficaudatus</i>	The common Indian hare.	Khargosh, seru, pharru, susya, sassu, sussa, sasa, saiha, seha, sai-yah, sahu.	1st April—15th September.
21	<i>Lepus dayanus</i> ..	The Sind hare ..	Khargosh, seru, pharru, susya, sassu, suss, sasa, saiha, seha, saiyah, sahu.	Ditto.
22	<i>Lepus hypsibius</i> ..	The Upland hare	Ditto	Ditto.
23	<i>Equus hemionus</i> ..	The wild ass ..	Ghor-khar, ghur, ghuran, jangli khota.	Ditto.
24	<i>Ursus arctus</i> ..	The red bear or snow bear.	Brahbo, lagru, rotta bhalu, rata balu, bhrid, shaham, lal bhalu, lal richh.	Females with cubs at foot and cubs the whole year; others 1st July—30th September, except in the Waziri, Lahoul and Chota Bangahal tracts in the Kangra District.

APPENDIX X.

KULU SMALL GAME RULES.

PUNJAB GOVERNMENT NOTIFICATION No. 26887, DATED 31ST
AUGUST 1931.

1. The rules are called the "Kulu Small Game Rules, 1932" they apply to all reserved and protected forests of every class in the Kulu Sub-Division of the Kangra district.

2. In these rules the term "Small Game" denotes the following species of birds :—

Serial No.	Scientific name.	English name.	Vernacular name.
1	<i>Catreus wallichii</i> ..	Cheer Pheasant ..	Chir, Chaman.
2	<i>Pucrasia macrolopha</i> ..	Kokla Pheasant ..	Koklas, Kaukha.
3	<i>Genuaæus albicristatus</i> ..	White-crested Pheasant. Kalij	Kalij, Kalesha.
4	<i>Lophophorus refulgens</i> ..	Monal ..	Monal, Kharrari.
5	<i>Tragopan melano-cephalus</i> ..	Argus, Tragopan ..	Jigurana.
6	<i>Arboricola torqueola</i> ..	Hill partridge ..	Ban-titar.
7	<i>Caccabis Chucar</i> ..	Chukor ..	Chukor.
8	<i>Francolinus vulgaris</i> ..	Black partridge ..	Kala titar.
9	<i>Scolopax rusticula</i> ..	Wood-cock ..	Sumkukri.
10	<i>Gallinago nemoricola</i> ..	Wood-snipe ..	Do.
11	<i>Gallinago solitaria</i> ..	Himalayan solitary snipe.	Do.

3. The snaring, trapping, and netting of small game is prohibited.

4. The shooting of small game is prohibited between the 1st March and 15th September (both days inclusive).

5. No person shall destroy or take the eggs or nest of any small game without the permission of the Conservator of Forests, Eastern Circle, Punjab.

6. A license, for which the sum of Rs. 5 will be charged, will permit the holder to shoot small game in any forest which has not been closed to sport by the Conservator: provided no bird the shooting of which has been entirely prohibited at any time shall be shot: and provided further that any Government official actually on duty within the limits of the Kulu Sub-Division may be granted a license free of charge.

7. Licenses will be issued by the Divisional Forest Officer, Kulu Division, Post Office, Kulu, Kangra District, to whom application should be made.

8. The Conservator may from time to time limit the number of small game licenses to be issued, and may from time to time prohibit shooting in any particular forest or the shooting of any particular kind of small game for a period not exceeding three years with the concurrence of the Deputy Commissioner, Kangra district, provided that the number of licenses may not be limited to less than 15 licenses in Kulu Tahsil or 10 licenses in Seraj Tahsil without the approval of the Chief Conservator of Forests and the Commissioner of the Jullundur Division.

9. Breaches of these rules are punishable under section 26 and 33 of the Indian Forest Act, 1927, or by cancellation of any privilege granted under them, or by both.

10. Nothing in these rules shall be deemed to interfere with the recorded sporting rights of the Rai of Rupi within the limits of his own jagir.

11. A license may be cancelled at any time by the officer granting it, or by the Conservator of Forests. Any breach of the Indian Forest Act, 1927, or of any rule, made thereunder if committed by the holder of a license or by any of his retainers or followers, shall render a license liable to confiscation. Licenses are liable to be declared invalid in respect of any particular forest in the case of fire breaking out in any part thereof or in the case of interference with forest work.

12. The holder of a license is not exempted from liability under the Forest Act, or any other law, for anything done in contravention of such Act or law or for any damage caused by him, his retainers or followers.

APPENDIX XI.

BOOKS ON KULU, LAHOUL AND SPITI.

W. Moorcroft's 'Travels in the Himalayan Provinces,' 2 volumes, Murray, 1841 (scarce).

Gerard's 'Kanawar,' Madden, 1841 (only as to Spiti).

Egerton's 'Diary of a Tour in Spiti,' in 1863.

Harcourt's 'Kulu, Lahoul and Spiti,' Allen, 1871.

Calvert's 'Waziri Rupi in Kulu,' Spon, 1873.

Wilson's 'Abode of Snow,' Blackwood, 1875 (Spiti and Lahoul).

Gore's 'Indian Hill Life,' Murray, 1895 (Kulu).

Hayden's 'Geology of Spiti,' Geological Survey of India, 1904.

Francke's 'History of Western Tibet,' Partridge, 1907 (Spiti and Lahul).

Tyacke's 'Sportsman's Manual for Kulu, etc.,' Thacker Spink & Co., 1907.

Volume XXXV. Part 4, Records of Geological Survey of India, 1907 (Lahul glaciers).

Burrard and Hayden's 'Sketch of the Geography and Geology of the Himalaya Mountains,' 4 parts, Survey of India, 1907.

Forbes, 'To Kulu and Back,' Thacker, 1911.

Francke's 'Antiquities of Indian Tibet,' Government Press, Calcutta, 1914.

Bruce's 'Kulu and Lahul.' Arnold, 1914.

'Kulu, Lahul and Spiti,' Volume A of Punjab District Gazetteers, Punjab Government Press, Lahore, 1917, Rs. 4-2-0.

Volume IX, part IV, Grierson's Linguistic Survey of India (For Kulu dialects).

Skene Dhu's Angler in Northern India, page 217, *et seq.*, on Kulu Trout fishing, Pioneer Press, 1918.

Tyacke's 'Fish and Fishing in Kulu,' Thacker Spink & Co. 1919.

'History of Kulu,' Journ. Punjab Hist. Society, Volume VII, 2, 1912.

Index of sheets for Kulu on scales 4, 2 and 1 inches to the mile is obtainable from Survey of India, Map Record and Issue Office, 13, Wood Street, Calcutta.

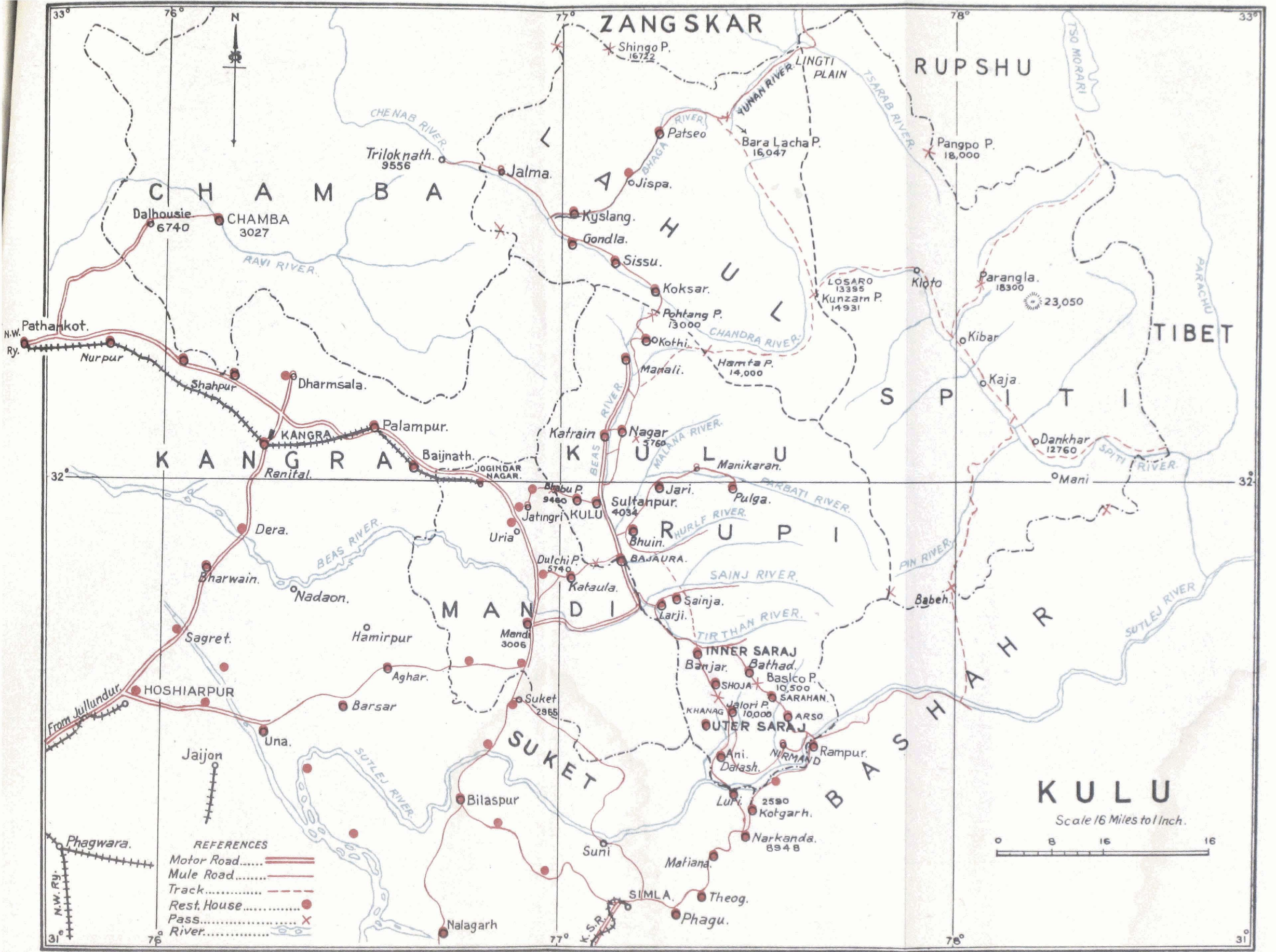
STATEMENT SHOWING THE RAINFALL FOR THE LAST 5 YEARS.

	1929.	1930.	1931.	1932.	1933.	1934.
January ..	3·32	3·99	4·01	1·02	3·84	4·93
February ..	2·81	4·80	9·51	2·71	5·49	1·22
March ..	1·70	5·94	3·89	1·99	5·78	2·13
April ..	2·23	7·18	·68	·55	3·50	3·18
May ..	1·68	2·04	3·21	4·03	3·37	..
June ..	4·28	1·38	·92	2·64	3·32	..
July ..	4·84	8·40	3·80	4·06	5·52	..
August ..	8·88	5·59	7·09	5·06	5·66	..
September ..	1·07	·94	4·92	5·02	4·20	..
October ..	2·15	·40	1·48	·55	1·29	..
November ..	..	·42	..	·52	·57	..
December ..	6·44	1·61	..	3·89	·19	..
Total ..	39·40	42·69	39·51	32·04	42·73	11·46

PRINTED BY

THE SUPERINTENDENT, GOVERNMENT PRINTING, PUNJAB.

14 CD—100—8.1.35—SGPP Lahore.



- REFERENCES**
- Motor Road.....
 - Mule Road.....
 - Track.....
 - Rest House.....
 - Pass.....
 - River.....

