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**ROUTES**  
IN  
**Chitral, Gilgit & Kohistan**  
*Fourth Edition*

**GENERAL STAFF, INDIA**

Catalogue No.



Case No.

**1941**

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**NOTE.**

The following publication is obsolete and should be destroyed :—

“ Routes in Chitral, Gilgit and Kohistan, 3rd edition, 1930 ”.



## GLOSSARY.

Ailak (yailaq in Turki)	.	.	.	A summer encampment.
An ( <i>Khowar</i> )	.	.	.	A pass.
Bashgal ( <i>Khowar</i> )	.	.	.	Kafiristan.
Boortsa	.	.	.	A shrub used for fuel.
Chat	.	.	.	A lake.
Darband	.	.	.	Defensive position (literally "closing the gate").
Gah	.	.	.	A <i>nala</i> (see below).
Garhi	.	.	.	A fort, but used as a termination of a place name does not necessarily imply one exists.
Gali	.	.	.	A pass.
Gol ( <i>Khowar</i> )	.	.	.	A stream.
Gumbaz	.	.	.	A dome of a shrine.
Harai ( <i>Gilgiti</i> )	.	.	.	A collection of sheep-pens, goat-houses and a few huts, occupied in summer by men in charge of flocks. An upland pasture.
<p>Ailak (Persian), Ghari (<i>Khowar</i>), Harar (<i>Hunza and Nagar</i>) and Kanshal (<i>Punial</i>) are terms having the same meaning in the districts named.</p>				
Jala	.	.	.	A skin raft.
Jhula	.	.	.	A rope bridge.
Kandao	.	.	.	A pass or ravine.
Katha	.	.	.	A stream.
Khirgo	.	.	.	A felt tent.
Koh or Kuh'f	.	.	.	A valley. In the <i>Khowar</i> dialect the latter word, with "F" barely pronounced means "lowlands".
Kotal	.	.	.	A pass.
Langar	.	.	.	Covered with boulders, moraine ( <i>Khowar</i> ) Llanga (the "El" pronounced as in Welsh).
Maidan	.	.	.	A flat piece of ground.
Masafirkhana	.	.	.	Native rest house.
Nala	.	.	.	A ravine usually containing a stream, that may or may not be dry.

Pamir . . . . .	A grassy down.
Pari . . . . .	A cliff road, strutted, or bracketted on to the face of the cliff. ( <i>Khowar, Risht</i> ).
Pilchari . . . . .	A sandy stretch near a river.
Pon ( <i>Khowar</i> ) . . . . .	Road.
Sangar . . . . .	Stone breastwork <i>Khowar</i> , ( <i>Ban-goot</i> ).
Serai . . . . .	A native rest-house.
Zampa . . . . .	A species of bridge.
Ziarat . . . . .	A shrine.

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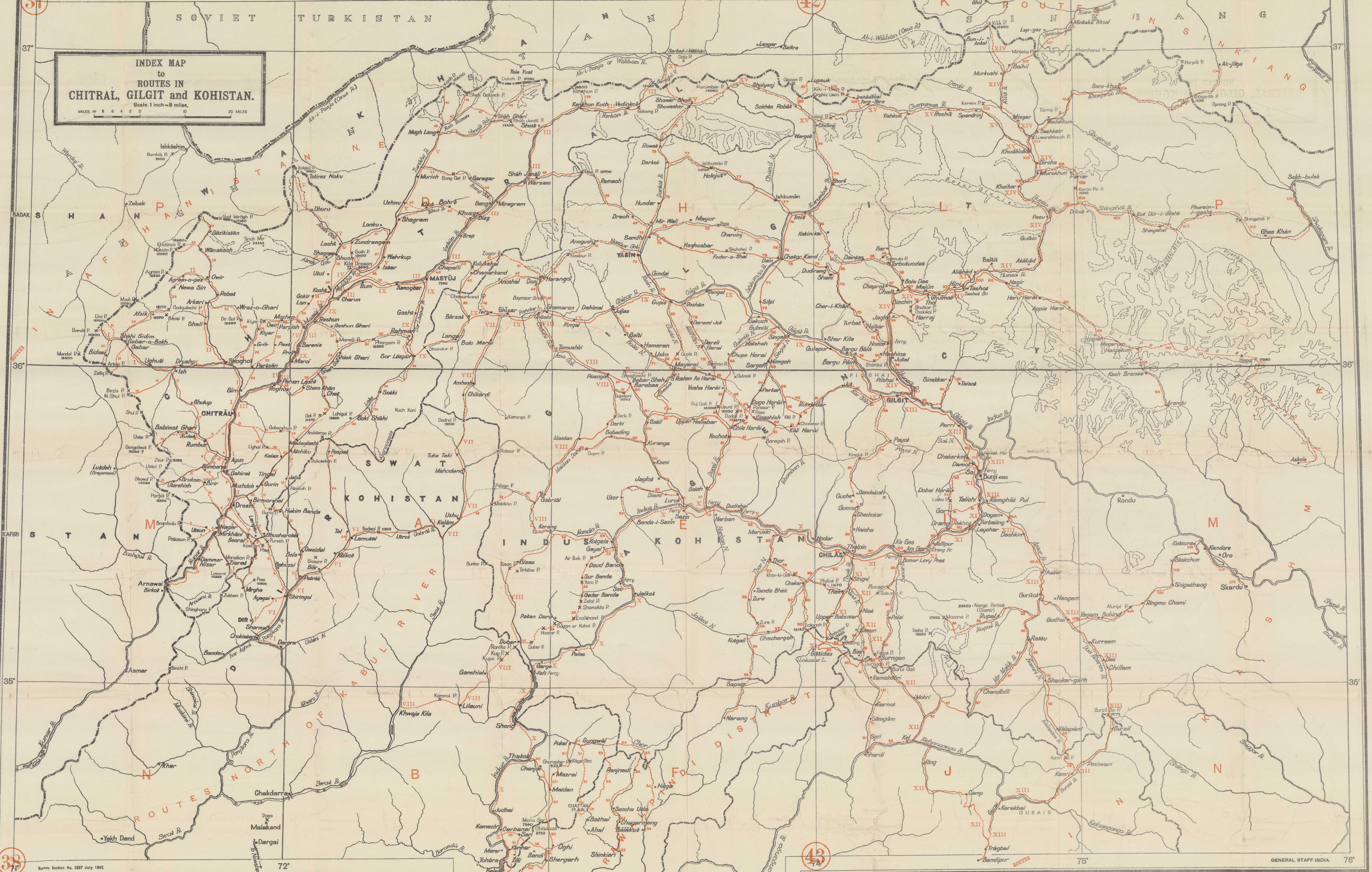
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60	Sazin to Piosogol .	....	54	6
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67	Chila Harai to Mingah.	Paresar and Dogali Pass.	22	2
68	Vasha Harai to Rundadar.	Majasar Lake, Kine- chish and Ghanchar Pass.	28	2
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Route No.	Route.	Via.	Miles.	Stages.
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78	Nomal to Chator-khand.	Hayul Pass . .	50½	4
79	Kankhun Kuch to Kankhun Pass.	....	7½	1
80	Sokhta Robot to Lupsuk.	Khora Bert Pass .	11	1
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86	Gurez to Astor .	Kamri Pass . .	74	5
87	Rattu to Camp 2 miles beyond Mori.	Shoutar Pass . .	49½	3
88	Rattu to Mizena Pass.	....	38½	3
88A	Astor to Bunji .	Dashkin . . .	43½	3
89	Chilas to Gilgit .	Kinejut Pass . .	62	4
90	Chilas to Talichi .	Indus (right bank) .	45½	3

Route No.	Route.	Via.	Miles.	Stages.
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94	Gilgit to Ghulmat .	Thakwai Tappi and Shaltar Passes.	53½	5
95	Gilgit to Taisot .	Shardi Pass . . .	35	2
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102	Pasu to Sokh Bulak	....	119	11
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104	Gircha to Ak-Jilga .	Titirrip and Khun- jerab Passes.	62	5
105	Yarz-Yarz to Lupsuk	Irshad Pass . . .	21½	2
106	Misgar to Kermin .	Kermin Pass . . .	15	1
107	Markushi to Minta- ka-Aksal.	Mintaka Pass . . .	21½	2
108	Khaibar to Misgah (summer route).	....	22½	2
109	Gudhai to Skardu .	Alampi Pass . . .	72	6
110	Haigutum to Askorle	Rzong Pass . . . .	67½	5
111	Bunji to Parri .	Indus Ferry . . .	15½	1

INDEX MAP to ROUTES IN CHITRAL, GILGIT and KOHISTAN. Scale 1 inch = 8 miles. MILES 10 8 6 4 2 0 20



REFERENCE. Main Routes..... VII Other Routes..... VIII Camel or Mule Road..... IX Coolie Road..... X Tracks..... XI

REFERENCE. International Boundaries (demarcated)..... International Boundaries (undemarcated)..... District Boundaries..... Glaciers shown thus.....

The numbers of the Survey of India maps sheets are shown thus 43 The letters A, B, etc. denote the degree or 1 inch = 4 mile sheet contained in the above. 43

# ROUTES IN CHITRAL, GILGIT AND KOHISTAN.

## ROUTE No. I.\*

From MIRGA to DORAH PASS *via* LOWARAI PASS and CHITRAL.

Maps 38 M. and 37 P, 1 inch. to 4 miles.  
111 m. 4 f. 10 stages.

*Authorities* :—Howell 1904 ; Rice and Hill 1914 ; Barstow, Edward O. C. Chitral 1911 ; Hill 1932.

### *Epitome.*

The most direct route between India and Chitral and the main trade route between Chitral and Badakshan. Connects with the road to Lowarai Pass from Nowshera *via* Malakand and Dir at Mirga (see "Routes north of the Kabul river" Route 5). Practicable for camels when the Lowarai Pass is free from snow to within 2 miles of Shoghot, Stage 6, and for 30 cwt. lorries from Ashret, in stage 2, to within 2 miles of Shoghot.

The Lowarai Pass (10,250') is generally closed by snow for pack transport between November and April,† though Umra Khan crossed with his following in January 1895. There are two suspension and numerous other bridges, also bad *paris* in stages 4 and 5. From Drosh to Chitral there is a parallel route (see Route No. 9) on the right

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\*From Mirga a foot-path leads over the hills to Drosh (See Route No. 2.)

There is a track up a *nala* running NE. from lower Mirga called Mirga Khwar, which leads to the villages of Shingats and Shat and thence to the Dok Dara and on to Patrak, fit for cattle only.

† Owing to the possibility of severe blizzards in the latter half of October, Chitral reliefs must be so arranged that the relieved column can cross the pass before the 16th October.

ROUTE No. I—*contd.*

bank of the Chitral (Kunar) River. There is a bad *pari* in stage 7 and numerous bridges, while the river is unfordable between June and September. The Dorah pass is open to men on foot from May to November, and to laden country ponies from July to October. Small caavans can cross as early as June 1st, but up to the end of June storms make the pass unapproachable. The three main passes into Chitral which could possibly be used by enemy troops are the Baroghil (Route III), Paitasun (Route IV) and Dorah.

As regards the latter, from December 1st to probably May 1st there is not the slightest chance of enemy troops with transport moving over this pass. Raiding parties, however, if reported could be held up at Rui, and beyond this movement is unnecessary and impracticable for moveable columns from Chitral or Drosh.

From Drushp onwards the cold is intense and glare glasses are essential to avoid snow blindness.

*Camping grounds.*—Unlimited at stages 3 and 5, for 2 battalions at stages 1 and 2, for 1 battalion at stage 4. Ample 6 to 10.

*Water.*—Unlimited at all stages.

*Fuel.*—For 1 battalion at 12 hours' notice at stages 2 and 4 ; plentiful elsewhere.

*Fodder.*—None at stage 1 ; for transport of 1 battalion at 12 hours' notice at stages 2 and 4 ; for 200 animals for 6 months at stages 3 and 5. Certain amounts obtainable at other stages.

*Supplies.*—For 1 battalion for 6 months at stages 3 and 5 ; very little obtainable at other stages.

1	ZIARAT	..	10 $\frac{1}{4}$ m.	Camel road. (Trans-
10 $\frac{3}{4}$ m.	(7,100').			port likely to be
				delayed).

1 $\frac{1}{2}$  m. from the camping ground at Mirga is Gujar a few

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When the 3rd Brigade, Chitral Relief Force, crossed the Lowarai Pass at the end of April 1895 the following was the report on the winter route—

This glen was choked with avalanche snow and the path lay over it.

ROUTE No. I—*contd.*

houses occupied by Gujars in summer only, where nothing but roots for animals and no supplies are obtainable. Here is a small fortified post (8,370'), 40' square, improved in 1914. The valley, which is here only 50 yards wide, lies between steeply rising hills well wooded with pine on their W. slopes.

Leaving Gujar the path ascends a spur by zigzags and winds along the hillsides to the crest of the Lowarai Pass (10,250') at 5½ m. The descent commences ¼ m. beyond the crest and is very steep for 2 m., but the road by zig-zagging keeps a maximum gradient of 1 in. 5. Infantry can make short cuts.

*Special precautions regarding the crossing of the Lowarai Pass.*

In snowy or threatening weather, the opinion of the local people should invariably be asked as to the advisability of attempting to cross the pass. To disregard the adverse opinion is to assume a serious responsibility and court almost certain disaster, only justifiable on very urgent grounds.

2. The dangerous portion, by reason of avalanches, is from near the Levy Post at Gujar on the Mirga side to

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ascending by successive steep gradients between which the ground was nearly level. The average gradient was 1 in 8. The crest of the pass was free from snow for 20 yards. The N. side is steeper, 1 in 5½. Towards the end of April the snow on the N. side was deep, in bad condition and impassable for animals. Two cornices were crossed, and recourse had to be had to glissading 5½ m. from Gujar, where there was a small open space, sufficient to bivouac 200-300 men, the snow ceased, but the ground was very muddy. Firewood and water were obtainable. Beyond this point the road, which followed the right bank of the *nala* was very boggy and heavy. At 6½ m. from Gujar there is a steep descent which is difficult for laden animals. Just beyond this two paths diverged, the upper being merely a foot-path and the transport had to descend to the river-bed, ford the torrent twice and go down a steep decline to Ziarat. On the 3rd May there was about 1 m. of snow to cross on the S. and 2 on the N. side of the crest. By the 11th many laden animals were taken down with great difficulty, and the whole Pioneer Regiment were constantly at work repairing the road where the snow broke away.

In the daytime the pass is liable to avalanches, of which the danger zone in May may be said to extend 2 m. either side of the crest. Under normal weather conditions and allowing for delays this stage should be covered in 12 hours.



ROUTE No. I—*contd.*

about two miles from the crest of the pass on the Chitral side. This portion of the road should invariably be crossed as rapidly as possible, without halts, in small compact units, with a proportion of the transport, during the period in which rain or snow may be expected.

3. Special care should be taken that all loads are properly adjusted for the march between Gujar and Ziarat and *vice versa*. Linking, or otherwise, of animals to depend on the advice of the transport officer, and whether the animals concerned are normally pack or draft. This rule to hold good even in fine weather for this particular march owing to the frequent zigzags on the road.

4. No unit should be permitted to start to cross the pass unless there is every possibility of its being able to cross the dangerous zone before nightfall.

5. In the event of frostbite, or suspicious cases, on no account should the person affected be allowed to go near a fire, but the affected part, which will feel numb, should be freely rubbed with snow.

At 9½ m. the road passes upper Ziarat on the left bank of the Ashret stream, which is unconnected by bridge with the right bank. At 10¾ m. Ziarat, a levy-post with officer's quarters, which would accommodate a platoon.

*Camping ground.*—For 2 bns., 1 on each side of the stream. Difficult to defend.

*Water.*—Unlimited from stream below camp.

*Fuel.*—Unlimited from the forest round the camp.

*Fodder.*—  
*Supplies.*— } None.

2 NAGAR .. 10½ m. Camel road to Ashret,  
motorable beyond.

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21½ m.

Road surface good throughout, width 6' to 10'. Road fit for all classes of pack. Descent first 7 m. steep in places, particularly for ¼ m. (with zigzag) at mile 3 and a second zigzag at m. 4¾.

ROUTE No. I—*contd.*

The road crosses to the right bank of the Ashret by a small bridge, and at  $2\frac{1}{2}$  m. after passing a small stream reaches Baradam, which consists of a few Gujar huts. About 200 yards from the confluence of the Baradam stream and the Ashret, on the right bank of the latter, is a stony spur with a few terraced fields (3,000-4,000 square yards) which is used as a camping ground. Wood and *water* abundant. At about 4 m. cross an irrigation channel. At  $6\frac{1}{2}$  m. cross a small stream by a good bridge and reach Ashret where there are 3 or 4 small camping grounds. At 8 m. 5 fur. reach Mirkhani, where the Ashret stream enters the Chitral river and the road is joined by the Jalalabad route coming from Arnawai (or Arundu) (*see* Route No. 1). Mirkhani is a strong native-built fort, garrisoned by Chitral levies, which would accommodate 2 platoons and has a camping ground between the hamlet (3 houses) and the Dir-Chitral road, on an open barren tongue of land at the confluence of the Ashret stream and the Chitral river. The latter is dangerous, and drinking and bathing places should be in the Ashret, W. of the camp, to which a mule-track has been made.

There is a camping ground at Mirkhani for 2 battalions near Levy Post. Water unlimited, Fuel and Fodder for one battalion at 12 hours' notice. The road turns N. and descends by a short, easy gradient to the left bank of the Chitral river, then runs along the cliffs as far as Badurgol at  $1\frac{1}{2}$  m. Here is a short very steep descent to the river-bed, where there is room to camp.

Area sufficient for 2 battalions on level ground, bounded on E. by hillside and on W. by stones of the river bank. Water from river for men and animals.

*Camping ground.*—For 2 bns.

*Water.*—Unlimited.

*Fuel.*—For 1 bn. at 12 hours' notice.

*Fodder.*—For transport of one battalion at 12 hours' notice.

*Supplies.*—None

ROUTE No. I—*contd.*

3 DROSH (4,250') 8 m. Fit for 30 cwt. lorries.  
Width 10' or over.

29 m. 2 f.

Varying ascents and descents on the roads provide no difficulties. Transport camp on river bank, 1,200 yards north of Drosh Old Fort. Passing Badurgol there is a short, steep ascent, opposite to which, on the right bank, is Nagar reached by a suspension bridge 105' span, fit for mule pack transport. From Nagar a route runs *viâ* Utsun into Kafiristan (*see* Route No. 4.) The road at 4½ m. passes Galatak (or Kalkatak), descending steeply to the river bed. At 4½ m. cross Beorai Gol by a good timber bridge of two spans (each 60') at junction with Route No. 2, after which the road is easy. At 7 m. there is a good winter ford across the Chitral river, and Drosh reached at 7 m. The old fort, 40 by 60 yards, stands on the edge of the cliffs overlooking the river and commands a stiffened suspension bridge of 250' span, 5' 6" wide, suitable for camels and Infantry in file.

Drosh consists of a ring of new brick barracks, built round the Fort in Upper Drosh, to hold the Infantry Battalion and Section, Mountain Battery, R. A. Also of barracks in Lower Drosh to accommodate the R. I. A. S. C. supply and transport section and the Sapper and Miner Section. Between Upper and Lower Drosh is richly cultivated land. Drosh is connected with Chitral, Mirkhani and Ziarat by telephone and with Chitral, Mastuj and Gilgit by telegraph line.

*Landing Ground.*—A landing ground 954 yds.,  $\times$  120 yds. has been made on the right bank of the river opposite Drosh and is inspected every 3 months by a flight of the R. A. F. There is ample room for extra troops, up to one Infantry Brigade and its transport, on the left bank of the Chitral River.

*Water.*—Unlimited.

*Fuel.*—Unlimited.

*Fodder.*—12 months supply for normal garrison.

ROUTE No. I—*contd.*

*Supplies.*—12 months for normal garrison, from October. Stocking commences about June each year and is normally completed by September 1st.

4 GAHIRAT .. 10 m. 4 f. Light car road.  
 — (4,600').  
 39 m. 6 f.

This is now the best route to Chitral *via* the left bank.

The distance by this route is 25 m. from Drosh to Government Fort, Chitral.

Beyond the limits of Drosh cantonment, 450 yards N. of the fort, cultivation begins and is continuous as far as the Shishi Koh, with the exception of a strip about  $\frac{1}{2}$  m. wide which is stony and liable to mud-floods. There is much cultivation on the plateaux as well as in the main valley. The road passes through lower Drosh (for the description of the road on the right bank of the Chitral river *see* Route No. 9), past the commissariat and transport lines, etc., to the Drosh Gol or Karandokh stream, which is crossed by a wooden bridge and is easily fordable. Except in winter the stream gives a plentiful supply of clear water, but flows past two villages and some cultivation from which it receives drainage; in winter and in July and August owing to irrigation, it is dry in the vicinity of lower Drosh. At about  $1\frac{3}{4}$  m.\* the road turns N. and, after reaching the junction of the Shishi stream and the Chitral river, follows for a short distance the left bank of the Shishi which it then crosses at  $2\frac{3}{4}$  m. by a stiffened suspension bridge 168' long, 7' wide capable of carrying light lorries. From 15th October to 15th May,  $\frac{1}{4}$  m. can be saved by fording the Shishi stream, which, in the latter

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\*An alternative route diverges at this point which leads E. for a short distance, then N. up the Shisha Nagar plateau  $2\frac{1}{4}$  m. crosses the plateau, turns E. and follows at a few hundred yards distance the left bank of the Shishi stream past the hamlet of Azurdam. At  $3\frac{1}{2}$  m. cross the Shishi by a strong wooden bridge built in 1928 and turn W. for  $\frac{3}{4}$  m. through the cultivated lands of Shishi. By a mill on the right bank of the Shishi the road to Madaglasht and the Shishi valley diverges N. E. (Route No. 10).

Another path branches N. to Lawi, and then rejoins the main route. This route is about  $2\frac{1}{2}$  m. longer and practicable for fully laden mules.

ROUTE No. I—*contd.*

month, is 2' 6" deep and very swift. The road, which from this point is level for  $\frac{1}{2}$  m., follows the left bank of the Chitral River at a height of 300' above it, and is here known as the Lawi pari,\* being cut out of a rocky ridge 500 yards wide which rises abruptly from the river. There is also a footpath, hardly practicable for animals, near the water's edge. About 700' above the *pari* is a defensive position (*darband*) which consists of a number of *sangars* and block-houses (in ruins) on a cliff overhanging the road whence rocks, etc., could be rolled down upon troops passing below. By the water's edge on the right bank is the village of Khairabad (40 houses). Nearly opposite the village, or sometimes lower down stream, about 100 yards above the confluence of the Shishi stream and the Chitral river, there is often a ford. Leaving the Lawi *pari* the road is fairly level for the next  $\frac{3}{4}$  m. when it passes over another shorter *pari* known as the Kesu *darband*,† a long ridge of rock about 200' wide which runs down from the main spur to the Chitral river. The present road is cut through the rocks about 200' above the river. Above road the slopes are precipitous, but practicable for men to a height of about 400'. There is no path across the ridge fit for animals, but one could be made without much labour 250' above the present road. From this point the cliffs recede from the river until opposite Kesu, where they are from  $\frac{1}{2}$  to  $\frac{3}{4}$  m. distant. The road, after the Kesu *pari*, is level, for  $1\frac{1}{4}$  m. and at 5 m. reaches cultivation  $\frac{3}{4}$  m. S. of Kesu and is enclosed by rough stone walls. There is ample space for a camp on the level-cultivated ground.

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\*The Lawi *pari* and *darband* can be turned by a road which turns up at the small cantilever bridge over the Shishi stream, ascends steeply about 1,000' to the village of Lawi, and then turns W. by a path known as the Khanderi-o-pon. Between Lawi and the *darband* the path is, in places very rugged and hardly fit for laden animals, but could be made so. Thence it leads N. to the ridge above the Kesu *darband*. From the Lawi *darband* a steep but practicable path winds down the hill-side and joins the main route at the N. end of the Lawi *pari*. With a little improvement it could be made a fair mule track.

†There is an alternative path, very steep and fit only for men on foot, which turns both these *darbands*. It starts N. from Lawi village, ascends the hillside to about 4,000', crosses a ridge on which are a number of *sangars*, and then runs down the Kesu *sala* to Kesu.

ROUTE No. I—*contd.*

Beyond Kesu, Ghulam Dastgir, consisting of 60 houses built of stone and mud with flat roofs, a narrow strip of cultivation, 2 m. long and nowhere more than  $\frac{1}{2}$  m. wide, consisting of about 120 acres of wheat, barley, maize or rice according to the season, is reached. The water of the Kesu *gol* is apt to be contaminated by drainage from the cultivation. Near a dismantled fort, the former residence of Ghulam Dastgir, is a precarious foot-bridge across the Chitral river.

The road follows the contour of the hill and crosses the easily fordable Kesu by a Gol a new pakka 22 span timber bridge, with pakka abutments, then descends a few hundred feet from the fields and runs along bare hill slopes. In winter the river is often fordable about 2 m. above Kesu. 1,000 yards before Gahirat the road passes over a *pari* known as the Gahirat *darband*,\* rises sharply to 150' above the river and finally descends to Gahirat where it becomes level and easy. A road, rough but fit for mules, is available in the event of this *pari* being broken down. A great deal of blasting has been done just before Gahirat, and the steepest gradient is not more than 1 in. 6. At the foot of the Gahirat *pari*, near the bed of the river, is a good spring which constitutes the chief water-supply of Gahirat post, a strong, fortified structure, built of stone on the site of an old fort called Bibi Kala. The post was in process of demolition in 1937 owing to prevalence of relapsing fever. It commands a stiffened suspension bridge 308' long, 7' wide and 150' above the river which is for mule pack transport or small cars, crossing one at a time. This bridge, and a good pack road along the right bank of

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\*The strength of the Gahirat *darband* lies to a great extent in the cliffs on the right bank of the Chitral river. If the *pari* be obstructed an alternative route runs as follows:—

At 9 m. a path, commanded by the block houses S.E. of Gahirat fort, and, for 100 yards from the S.E. by a *sangar*, leaves the main road and leads NE. over the hill; wide enough for troops in single file and laden animals.

This position strongly held, the *pari* destroyed and the telegraph wire cut, communication between Gahirat and Drosh would be completely severed, as the road on the right bank is also commanded for some distance by this position.

After crossing the hill the path run NW. and joins the main road at Gahirat.

ROUTE No. I—*contd.*

the river provide a parallel communication between Gahirat and Drosh (see Route No. 9). In winter the river is often fordable about  $\frac{1}{2}$  m. below the bridge. To the E. of the post are a hamlet and a few acres of cultivation, wheat, barley, rice and maize ; but there is but little live stock. There is also a difficult route from Drosh to Gahirat over the hills on the right bank of the Chitral river (see Route No. 8). There is a R. H. at Gahirat containing 5 bed rooms.

There are four possible camping grounds :—

- (i) A small one close to the river bridge used frequently by parties marching between Drosh and Chitral fort.
- (ii) On the left bank of the river, on high ground. Approaches difficult and would require preparation.
- (iii) On a long stretch of sand on the right bank of the river. Approaches are poor and would need improvement before use. This site is the most suitable available and would take the mobile column and its transport, *i.e.*,  $\frac{1}{2}$  battalion, 1 section Mountain Artillery, detachment Sappers and Miners and about 100 mules. Its disadvantages are that it is very low lying and would become flooded in the event of a rise in the river, also it entails crossing to the right bank of the river.
- (iv) In an orchard near H. H. the Mehtar's private bungalow. It is not available to troops in peace time. There is sufficient space for the Mobile Column, plenty of shade, good approaches.

*Water.*—For camp (ii) water is ordinarily obtained from Gahirat Gol usually plentiful but the stream sometimes dries up. For camp (iii) good drinking water can be obtained from the Aspar Gol, either from the stream itself or from the "joy" and is about 400 yards distant. The

ROUTE No. I—*contd.*

water should be lightly chlorinated. For camp (iv) water is obtained from a water channel which runs through the site.

*Fuel.*—For 1 bn., at 12 hours' notice.

*Fodder.*—For transport of 1 bn., at 12 hours' notice.

*Supplies.*—Large quantities procurable at due notice from the large village of Ayun and Broz, distant  $\frac{5}{8}$  m. None on the spot.

5 CHITRAL .. 15 m. 4 f. of Motor road.

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55 m. 2 f. (4,959').

On leaving Gahirat the road passes along a low spur above some rice-fields, through a patch of pomegranates and vines, and after rounding the end of the spur crosses the Gahirat Gol by a timber bridge of 55' span, which is fit for light lorries; then through more crops until it joins the bank of the river, which it follows more or less closely to Broz. Hence to the fort and hamlet of Ispagh Lahst, 3 m., where there is a good camping ground, water abundant, no fuel, the road is excellent. Soon after leaving Ispagh Lasht there is a bit of winding road for a few hundred yards over black shale above the river, liable to landslip, especially after snow or rain. At 4 m. the road passes the hamlet of Sheri with a little cultivation, where there is a ford by which, in the winter months, the Chitral river can be crossed to Ayun. Leaving Sheri there is an ascent of a few hundred feet to Broz, a large cluster of hamlets with 250 to 300 scattered houses. Small sites here and there on terraced fields and orchards are available for camping, water good, fuel none on the spot. On the plateau E. of Broz. and a few hundred feet above the road are extensive tracts of cultivated land where a very large force could encamp. Leaving Broz, the road crosses a broad plain of arable land, passing at 11 m. round a rocky spur above the river, and at 12 m. through the fields of Chomorkhon\* (70 houses). Rounding another spur with a plateau 300', cross the Jughur water-course at 15 m. by a timber girder suspension bridge, of 55' span, which is fit for light lorries, pass the village of



ROUTE No. I—*contd.*

Jughur (60 houses), cross the Chitral river opposite Chitral Military Post by a stiffened suspension bridge which was opened by H. H. on February 8th, 1926. It has a span from pier to pier of 374' and has since been strengthened to take light lorries.

Nearly opposite Jughur the river is fordable in winter.

Chitral is connected with India by telegraph *via* Gilgit and Kashmir.

*Camping ground.*—Unlimited between old and new fort.

*Water.*—Unlimited.

*Fuel.*—3 months' supply for 1 bn.

*Fodder.*—6 months' supply for 200 animals.

*Supplies.*—6 months' supply for 1 bn.

NOTE.—In 1929 there were 71 miles of road in Chitral negotiable by light lorry :—

Chitral to 2 m. south of Shoghat	..	14 m.
Chitral to Birmoghlasht	..	8 m.
Chitral to Drosh to Mirkhani to Ashret (left bank)	..	36 m.
Chitral to Ayun (right bank)	..	11 m.

Site for a landing ground at Ballach near Chitral.

*Locality.*—About 2 m. up valley above Chitral town (Ref. 38-M.-D. 1. 20, 60).

*Dimensions.*—800 × 500 × 500 × 600 paces.

*Terrain.*—Partly cultivated, partly waste ground and partly river bed (no flood for 30 yrs). Much cut about Ht. above sea level 5,000 ft. (about).

*Approaches.*—Up and down valley fairly clear for some miles. Just possible for good pilot across valley.

*Surrounding country.*—Hills and mountains.

*Personnel*—Chitral Fort.

*Medical.* I.M.S. Officer.

*Water Supply.*—River.

*Communications.*—Useless for heavy aircraft stores.

*Roads.*—Mule track.

ROUTE No. I—*contd.*

*Prevailing Wind.*—Up valley in summer and down in winter. Three days' blow at a time as a rule. Considerable force. Clouds frequent in winter and spring. The site requires a lot of work to convert it into a landing ground, but it is much favoured by H. H. the Mehtar of Chitral. The site was again inspected by the R.A.F. in 1932, but the cost of construction renders its development most unlikely.

*Note.*—There is a motor road from H. H.'s palace in Chitral to Birmogh Lasht which was constructed by His Highness in about 1929. Length 7 miles. Vertical rise 3,650 ft. Map No. 38 M-13, 1" to 1 mile, shows the road. Birmogh Lasht is His Highness the Mehtar's summer residence situated at a height of 8,519 feet above sea level on a hill North-West of Chitral. From Chitral Palace the road goes Northwards gradually climbing above the right bank of the Kunar River. At a  $\frac{1}{4}$  mile beyond Chew bridge it starts to zigzag up the slopes leading to Birmogh Lasht. The zigzags, at first short, gradually lengthen as the hill is climbed. The maximum gradient of the road is 1|10 and average gradient 1|12, and its width varies from 10 to 12 ft. There are about 25 hair pin bends on the way up to Birmogh Lasht. His Highness's lorries are taken up this road and take 2 to 2½ hours to do the journey owing to frequent stops to fill up the radiators with water. A car takes from an hour to 1½ hours to do the journey and normally has to stop 3 times to fill up its radiator with water. There are no villages or special features on the road. The surface of the road is soil and is kept in good condition.

. 6	SHOGHOT	.. 16 m. 4 f.	Light lorries to
71 m. 6 f.	(6,100').		within 2 m. of Shoghot, thence mule track.

Follow Route No. III to the cantilever bridge at 1½ m., and, leaving this on the right, proceed up the Chitral valley, through barren ground on the right bank of the river, passing Balach at 3½ m. and Tsingur at 4½ m. At 5½ m. reach the junction of the Mastuj and Lutkuh rivers, and keep to the right bank of the latter river, which is

ROUTE No. I—*contd.*

fordable except between June and September, along a road lying in a narrow defile bounded by precipitous mountains. A defensive position facing north and east could be made at the junction of these two rivers. At about  $6\frac{1}{2}$  m. pass the hamlets of Sin, situated on both banks, and cross a small *pari*. At  $7\frac{1}{2}$  m. pass the hamlets of Shali on right bank, with plenty of cultivation. At  $9\frac{1}{2}$  m. the Attirat Gol comes in on the left bank. At  $10\frac{1}{2}$  m. pass the village of Bilphuk and at 11m. on the left bank of the river is the village of Bortuli where the Mehtar has a small residence. From Bortuli, where the Partsan Gol joins the Lutkuh river, a foot-path turns off and leads to Partsan, 7 m. distant. It is only passable by coolies with difficulty. At M.  $10\frac{1}{2}$  pass a ricketty and railless cantilever bridge (84 ft. span) over the Lutkuh R. This bridge carries to the left bank a track leading to Bortuli at M. 11. From Bortuli, where the Partsan Gol joins the Lutkuh R., a footpath leads to Partsan 7 miles distant. It is only passable to coolies with difficulty. The track northwards from Bortuli along the left bank is only passable on foot beyond a point opposite Krinj. (There was no bridge at M.  $11\frac{1}{2}$  on 3 June 38). The road continues from Bhillpok along the right bank past Pachilli and Krinj. Between Krinj and Shoghot the river flows for about 2 m. between very steep and lofty cliffs. The average width of the gorge is only 50 yards and a few snipers could make the gorge impassable by day. At  $15\frac{1}{2}$  m. cross to the left bank by a very ricketty cantilever bridge of 55' span, just above the junction of the Ojhor and Lutkuh streams. There are in all three cantilever bridges in the Shoghot Gorge about  $\frac{1}{2}$  m. from Shogot Fort, and one at Shoghot between the fort and the rest house. All these bridges are alike, local pack ponies can cross them but they are, by normal standards, unsafe for single laden mules, let alone any large number of mules. Mules could be unloaded and led across singly, the loads manhandled over and the mules loaded again the other side, even so the bridges might collapse due to shaking after animals had been passing over for about an hour or more. Excessive movements of the

ROUTE No. I—*contd.*

bridge under load might well cause animals to slip or panic, and fall into the river. The bridges are very unstable laterally and, should a mule deviate much from the centre line, it would probably fall into the river. In the early morning and in the evening here is a very strong cross wind. The excessive deflection and ground movement of the bridge during the passage of 250 animals (representing probably two months normal traffic) might loosen the fastenings of the bridge, causing it to collapse. These bridges are likely to deteriorate each year. At Shoghot, on the right bank is a fort about 40' square, forming an excellent position for checking an advance from the Dorah, Agram or Nuksan passes. It is overlooked and vulnerable from the hills to the south.

*Camping ground.*—Ample on left bank. In war time the polo ground could also be used. To proceed up river the Shoghot cantilever bridge must be crossed. Mosquitoes are bad in August and September.

*Water.*—Drinking water for men and animals from the Gol stream just to the South of the Fort on the right bank of the river. The purity of the water is considered satisfactory as it drains an uninhabited valley, but it should be lightly chlorinated. The disadvantage is that watering entails crossing the Shoghot cantilever bridge. At certain times of the year animals could be watered from the main river.

*Fuel.*—Abundant.

The prevailing trees are fruit, walnut and chenar.

No long straight grown timber suitable for bridging purposes is near at hand.

*Fodder.*—A large quantity of dry lucerne is available.

Bhoosa in small quantities.

*Supplies.*—18 seers of milk are obtainable daily in the village. Other supplies in small quantities.

7	DRUSHP	.. 12 m. 6 f.	Mule track, suitable
—————	(7,350').		for unlinked ani-
84 m. 4 f.			mals.

The road goes along the left bank for 400 yards and then mounts the cliff, called Paieni Risht, for several hundred

ROUTE No. I—*contd.*

feet by a very steep and difficult path. The track is in places very narrow and steep and care must be taken that near side loads of mules do not catch against jutting boulders and stones. The descent is worse, being down the face of a smooth cliff along a narrow shelf, 40' long, blasted out of the face of a smooth wall and only 18" wide. This portion of the route was improved in 1913, but is still dangerous. From about September 1st to May 15th this *pari*, called Dherbini Risht, over which hundreds of Badakshani ponies are taken every year, with very few casualties considering the difficulty, can be avoided by fording. The stream, which is icy cold, has a firm bottom being mostly stones. The maximum depth may vary each month, and each year. In November 1936 the maximum depth was 2 feet. Pass along an easy shale slope and at 1½ m. reach the Arkari river (sometimes called Agram, and in parts Behejas), and follow its left bank. At 1¾ m. reach Andahrti, the headquarters of the Arkari district, and at 2 m. cross the Arkari stream by a cantilever bridge, 60' span, just practicable for laden animals. This bridge is weaker, both in construction and material than the Shoghot bridges, and owing to the deterioration of the timbers is unsafe. Any quantity of straight well grown poplar trees are available for strengthening this bridge 1½ m. further on. No timber is available down-stream of the bridge. The Arkari is fordable except from May to August, when, however, ponies can swim across. Near the bridge on the right bank is a small space called Mochian-o-Kishman.

*Camping ground.*—For 1 bn.

Turn down the right bank till opposite Andahrti, and then up the left bank of the river Lutkuh, crossing to the right bank of the latter about 400 yards beyond by a bridge with a 50' span. A much easier mule track from Drushp has now been constructed on the right bank of the river Lutkuh. It crosses two long stretches of shale slope which would make it dangerous in wet weather. At 2½ m. there is an easy ascent, but a stiff descent for 100 feet on the far side. At 4 m. pass Rujhi on the left bank, at 4½ m. cross the Koshgar Gol, passing trees and a grassy plot of cultivation. A good defensive position is a ridge on the right

ROUTE No. I—*contd.*

bank of the river, running away from it in a N.-W. direction between M. 3 and M. 4. An isolated small hill in the valley in the foreground might also be occupied. Across the river the precipitous nature of the hills prevents any movement except by the mule track.

*Camping ground.*—For 1 bn.

There is another camping ground, known as Izh or Nizhi, at 5½ m. for 1 bn. Keeping to the right bank, at 7 m. pass Mogh, situated on the left bank on high sloping ground. Opposite Mogh on the right is a space for a camp. Between M. 7 and M. 11 the valley narrows and gives the opportunity for an advance from the west being delayed by small parties of well concealed snipers.

*Camping ground.*—For 1 Bn., but liable to flood.

*Water.*—Good, from hills to the S.

At 11 m. on the right bank is another place for a camp.

*Camping ground.*—For 1 bn.

Here a stream known as the Uch flows down from the hills. Continue easily over a small *pari*, and at 13 m. cross by a cantilever bridge, with a 36' span, to Drushp. This bridge appeared safe in 1937. In any case the stream here is fordable in the winter.

At Drushp a new fort has been constructed of timber, stones and mud on the left bank of the river, 65 feet square with a square tower at each corner. Walls of fort estimated as 20 feet high and 2 ft. 9 in. thick. Corner towers rise to 30 feet.

Walls and towers loopholed. Two small entrances on north and south sides respectively.

A stream for the water supply of the fort runs at 50 yards distance on the east flank. The fort is well sited as a Police barrack or Octroi Post, but it is not suitably sited for military purposes. It would form an excellent "keep" for the storage of supplies and material. It is vulnerable to close range sniping from the hills to the N. W.

These hills are easily climbed and a suitable site for a picquet is available.

ROUTE No. I—*contd.*

*Camping Ground.*—Ample under the fort walls.

*Water.*—Good. Animals could not be watered direct from either the main river or Murdan river, owing to rapid flow and steep banks.

Irrigation channels are very small and not suitable for watering.

*Fuel.*—Abundant.

*Fodder.*—Dry lucerne and bhoosa available in large quantities.

*Supplies.*—The village can supply 200 men and 100 animals with fodder, milk, firewood, eggs, and goats meat for a month at least.

8 UGHUTI .. 8 m. Mule track.

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92 m. 4 f.

Keeping along the left bank at about  $\frac{3}{4}$  m. pass Chinive, a few huts and cultivation. At  $1\frac{1}{2}$  m., a few hundred yards to the right of the road, are some hot springs, just beyond which are the hamlets of Izh on both sides of the river, that on the right bank being on the Boghosht Gol, a stream a few yards wide crossed by a bridge, up which lies Route No. 18.

*Camping ground.*—At hot springs. Except for the polo ground, which would be available in war, there is only one suitable bit of ground. This is a stubble field about 300 yds. by 80 yds.

*Water.*—From main river—Chlorination essential. Pass the bridge to Izh, which is situated on the right bank of the Lutkuh, at 2 m., and at  $2\frac{1}{2}$  m. pass through Burbunu, a very small hamlet, and Jhitar, a large straggling hamlet with an open cultivated space. The road continues along the left bank; at  $4\frac{1}{2}$  m. it is cut out of the cliff and in one place is rather steep. Across the river is the village of Waft.

Very shortly it becomes easy and rises towards Rui 5 m. Rui lies near the top of a wide spen jutting out from the north. Leaving the village on the right the track continues

ROUTE No. I—*contd.*

to rise, well above the river, with one short steep ascent. It is commanded by the spen to the north and high hills to the south. At 6 m. the side of the spen is crossed and an excellent view is obtained of the Parabek plain, some 3 miles long and high mountains beyond. The Rui spen forms an excellent position and can be continued up the hills to the north and cross the river on the hills to the south. Its one drawback is that an enemy can concentrate and deploy in the plain which averages  $\frac{1}{2}$  mile in width and has plenty of cover. An easy descent of 100 feet leads to the plain which is well cultivated with wheat, barley and beans. At  $6\frac{1}{2}$  m. pass Gestini, where is a cantilever bridge to the right bank. At  $6\frac{3}{4}$  m. pass Gulugh, at 7 m. Gufti and at 8 m. reach Ughuti.

*Camping ground.*—Ample, shaded by a few trees.

*Water.*—Good.

*Fuel.*—Plentiful.

*Fodder.*— } Obtainable. A good deal of wild  
*Supplies.*— } rhubarb grows on the hillsides.

NOTE.—An alternative is to camp at Birzin on the opposite bank of the river, rejoining the route  $1\frac{1}{2}$  m. up-stream.

*Camping ground.*—Ample after the crops are cut.

*Fuel.*—Obtainable.

9 SHAHI SIDIM 12 m. Mule track,  
———— (10,800').

104 m. 4 f.

Skirting the fields of Ughuti, at  $\frac{1}{4}$  m. pass the bridge to Birzin, and, continuing along the left bank, cross at  $1\frac{1}{2}$  m. by a bridge unfit for animals. At 2 m. ford the Mashona Gol and proceed along the old river bed, which is fringed with scrub jungle the river above Drushp can be easily forded at many points, but the water is icy cold. At  $3\frac{1}{2}$  m. pass Darband, a worthless line of fortifications. At 4 m. cross the Sipisht Gol, a good sized stream, up which there is said to be no road. Beyond this there are some bad *paris*. Then on the S. pass the Ralao Gol, up which is a road for hillmen to Kafiristan, over the Zidig pass (Route 19). At 5 m. cross to the left bank by a good bridge and, continuing on the left bank, pass through the cultivation and



ROUTE No. I—*contd.*

hamlet of Imirdin, below which the valley is very stony and destitute of trees. From Imirdin upwards the valley is known as Gobor. At about  $6\frac{1}{2}$  m. reach a grassy space fit for a camp.

*Camping ground.*—For 1 bde. on grassy, but some what marshy, ground.

At the W. end of the camping ground is the ruined fort of Gobor. Above Gobor for  $1\frac{1}{2}$  m. the road is fairly level and passes through or alongside a jungle of willows and birch trees. At  $8\frac{1}{2}$  m. ford the Afrik Gol, known as Deh Gol or Sirwigh Gol, a considerable stream in several channels, but easy to ford even in summer. There is a footbridge impassable for animals. Here there is also a camping ground, and a path takes off to the Mach pass.

*Camping ground.*—For nearly 1 div.

*Water.*— } Obtainable.  
*Fuel.*— }

At  $8\frac{1}{2}$  m., on the right bank of the Afrik, elevation 9,700', is a small hamlet Gobor-o-Bakh, with terraced fields of barley and wheat. Here is an open space. This is  $16\frac{1}{2}$  m. from Drushp and makes a suitable stage.

*Camping Ground.*—The river has to be crossed to reach the best camping ground.

A small camping ground suitable for the column is available without crossing the river.

*Water.*—Good. Animals can easily be watered from the main stream.

*Fuel.*—Scarce and poor in quality.

*Fodder.*—Dry lucerne available for the column for three days.

*Supplies.*—Negligible except for goats.

Fording a shallow arm of the Lutkuh river cross to the right bank at 9 m. by a foot-bridge, or by a ford which is

ROUTE No. 1—*concl'd.*

always open, and continuing up right bank through fields, at 9½ m. pass the small village of Daghiri. At 11½ m. cross to the left bank by a foot-bridge, or by a ford which is always open, and pass Shahi Sidim rock, known as Izghar, just W. of which are some hot sulphur and iron springs (temperature 180°).

*Camping ground.*—For 2 bdes., on sloping grassy ground, but rather damp.

*Water.*—Plentiful.

*Fuel.*—For 1 bn.

*Fodder.*—Grazing plentiful.

*Supplies.*—Nil.

<p>10 DORAH PASS          (14,800'.)          111 m. 4 f.</p>	<p>7 m. Mule track, only          passable in summer          when free from          snow.</p>
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Immediately after leaving camp cross the Uni stream by foot-bridge or ford, up which lies a difficult foot-path turning the Dorah pass (Route No. 21). The actual ascent from Shahi Sidim, where there is a cantilever foot-bridge, 15' span, suitable for mules, to the crest of the Dorah pass is fairly easy and lies for the most part over grassy slopes; the road, though steep and stony, is feasible for laden animals as far as the crest. At 1 m. pass the village of Karonez, beyond which firewood is very scarce. At 1½ m. and 3½ m. respectively, pass the entrance to the Artzu and Nstuch valleys on the opposite side of the river, up which are foot-paths to Ahmed Diwana in Kafiristan (Route 20). At about 14,000' at 6 m. there is a space known as Shoshak, sheltered from wind and suitable for a large camp. At 7 m. reach the crest, the last 2 m. being very stony.

In summer the pass is free from snow.

NOTE.—For continuation to Sanglich see Routes in Afghanistan NE.

## ROUTE No. II.

## SHOGHOT TO THE AGRAM PASS.

*Maps*:— 37 P|NE and 37 P|SE 1" to 2 m.

36½ m.

4 stages.

*Authorities* :—Kemball 1899. Bradley 1902. White and Edleman 1940.

*Epitome.*

A very difficult route open to men on foot for about 6 months in the summer. It is practicable for laden animals for the first 3 stages, and unladen ponies can be taken over the pass with difficulty, in July, August and September, after which month crevasses are said to form on the Afghan side, at the foot of the ridge. The Agram Pass is higher and more difficult than the Nuksan (*see* Route No. 28), but is used, as it is 6 m. shorter to Zebak.

*Camping grounds*.—For 1 bde.

*Water*.—Good and plentiful.

*Fuel*.—Scarce, except stage 3 where it is plentiful.

*Fodder*.—Scarce; *bhusa* is procurable at stage 2, and grazing at stage 3 in the summer.

*Supplies*.—Some live-stock procurable at stage 3 in the summer.

1	SHALI	...	11½ m.	Road	practicable,
————— (7,800').					but difficult for
11½ m.					laden animals.

Follow Route No. I, stage 7, for 1½ m. to the Arkari (also called Agram, and in parts Behejao) river, which is always muddy in summer and unfordable for many miles, and follow its left bank. At 2¼ m. reach the village of Momi, where there is a spring of good water and sufficient space in orchards to camp 1 bn. Cross the Arkari here by a bridge fit for laden animals. Shortly before reaching the bridge, the road to Shoghot fortifications, known as Memun-San Noghor, branches off to the E. up the ravine of Memun San. A rough track fit for men on foot leads up

ROUTE No. II—*contd.*

this ravine and connects with the Ojhor Gol *via* Sunitz. At  $3\frac{3}{4}$  m. reach Harini.

*Camping ground.*—An open level space (sometimes cultivated) for 1 bn.

At  $4\frac{1}{2}$  m. cross to the left bank by a cantilever bridge, fit for laden animals, and continue up the left bank over a stony fan by a rough path, descending again to the stream level. At  $5\frac{1}{4}$  m. pass round the corner of a rocky spur by a stone ramp built in the bed of the river, passing Imro Gol where there is some cultivation and a good stream.

At  $6\frac{1}{4}$  m. pass Isto Gol, which comes in on the opposite bank. At 7 m. the road, impassable in flood time, passes round the foot of a rocky spur, though a rough path over the spur might easily be made passable for animals. At  $7\frac{1}{4}$  m. reach the hamlet and hot springs of Wules, and at  $8\frac{1}{4}$  m. cross to the right bank by a cantilever bridge fit for animals.

Continue up the right bank to Mujhigram, a hamlet on the left bank of Mujhigram Gol, up which stream is cultivation and some summer grazing grounds. Continue up the right bank and reach camp about 100' below the village of Shali.

*Camping ground.*—For 1 bde., on arable land on the left bank.

*Water.*—Good drinking water available from springs and the Mujhigram Gol. The water from the Arkari river is too dirty in the summer for drinking.

*Fuel.*—For 1 bn. after 2 days' notice.

*Fodder.*—  
*Supplies.*— } No details.

NOTE.—From Shali a foot-path leads up the Besti Gol to Gabor in Lutkuh.

2    ROBAT    ..     $7\frac{1}{2}$  m.    Mule road.

19 m.

Continue up the right bank to Kachurení. At  $\frac{1}{4}$  m. a difficult corner round the foot of a spur is passed, the road being on a stone ramp in the bed of the stream.

ROUTE No. II—*contd.*

*Camping ground.*—For 1 bn.

At  $1\frac{1}{4}$  m. cross the Besti Gol by a foot bridge, animals have to ford. At about  $4\frac{3}{4}$  m. reach the first of the Arkari group of villages called Sha Arkari, opposite which, on the left bank is Purpuni. Cross to the left bank by a bridge fit for animals, then cross the Dir Gol by a narrow bridge (animals have to ford) and reach Ishperu Arkari.

*Camping ground.*—For 1 bde.

*Water.*—Good and plentiful.

*Fuel.*—Scarce.

*Fodder.*—*Bhusa* plentiful.

*Supplies.*—Milk plentiful, and cereals procurable for a small force.

At  $7\frac{1}{2}$  m. reach Robat, and Upper Robat  $\frac{1}{2}$  m. further on.

*Camping ground.*—For 1 bde. on fields when not under cultivation.

*Water.*—Good from Robat Gol.

*Fuel.*—Scarce.

*Fodder.*—

*Supplies.*— } No details.

3 AGRAM-O-GAZ  $12\frac{1}{4}$  m. Mule road.

(10,600').

$31\frac{1}{4}$  m.

At 1 m. pass through Darband, a line of ruined *sangars* on either bank, but easily turned by a path up Shabichan Gol (1 m. higher up on right bank of valley). The valley here is narrow, while the hills are shale in their lower, and precipitous cliffs in their upper slopes. Continue on the left bank till past the ruined fort of Owir at  $5\frac{1}{2}$  m. in the angle formed by the Arkari and Agram rivers. Cross to the right bank of the Arkari river by a bridge fit for animals and strike across the Owir Deh cultivation fan to the Agram river. From this point a route passes over the Khatinza and Nuksan Passes (*see* Route No. 28) and by the Sar Ishtragh Pass to Wakhan (*see* Route 29).

*Camping ground.*—Ample.

ROUTE No. II—*contd.*

Proceed along the left bank : the road is rough and stony and runs for about 5 m. through a narrow defile between steep hills, subject to frequent avalanches. At about 1 m. from Owir the Agram flows for several hundred yards under debris of snow and rocks ; here cross by a snow bridge or ordinary country bridge, and at 2½ m. from Owir re-cross to left bank by a ricketty bridge. At 4½ m. from Owir the road passes Agram Abadi, a little barley cultivation (5,896') and a few temporary huts : here on the right bank a clear stream called Sharagh Gol flows into the Agram. At 6½ m. enter Agram-o-Gaz, a magnificent expanse of turf, the summer grazing ground of the people of Owir.

*Camping ground.*—For one bde. probably.

*Water.*—Plentiful, from Agram stream.

*Fuel.*—Plentiful (green).

*Fodder.*—Grazing in summer.

*Supplies.*—Livestock in summer only. No cereals.

4 AGRAM PASS . . . 5 m. Foot-path.  
 (16,630').

36 m. 2 f.

Cross a sloping, shaley plain, about 1,200 yards long and several hundred yards broad, subject to inundation, at the end of which is the junction of the small and the greater Agram and the Nawa Sin streams. The ascent of the Agram Pass begins at about 10,500', after which there are no more trees ; the road runs along a spur on left bank of the Agram stream, which issues from the hill-side in considerable volume at a height of 12,300', and from this point onwards the only water to be seen is a small stream at about 13,300'. In August snow is first found at 14,000', but horses can be ridden up to 15,000' : the ascent to the summit is over a very steep slope about 800 yards long. Though the route lies mostly over avalanche debris and shale, it is safe and easy and could be made passable for laden mules without blasting. The ascent to the pass is easier and shorter than that to the Dorah pass. The ascent took a party of Chitral Scouts 3½ hours in July 1940, as against 6½ hours for the

ROUTE No. II—*concl'd.*

Dorah. The descent took  $1\frac{3}{4}$  hours. The chief difficulty is the extremely cold wind; there is serious danger of frost-bite unless personnel are effectively clothed. Nothing is known of the road beyond the Agram Pass to the point where it joins the Nuksan route at 9 m. just before the village of Seh Gol (*see* Route 28); thence it runs to Zebak ( $18\frac{1}{2}$  m. from the summit of the Agram Pass) where join routes in Afghanistan NE.

## ROUTE No. III.

CHITRAL TO THE BAROGHIL PASS *via* MASTUJ  
AND THE YARKHUN RIVER.

*Maps* :—38 M., 37P., 42D., 42H., 1" to 4 miles.

148 m.

13 stages.

*Authorities* :—Goadby, Hill, G.E. Drosh and A.C.R.E.  
Peshawar District, 1934.

*Epitome.*

This is the best route at all seasons from Chitral to the Wakhan, and continues through the Pamirs into Soviet Turkistan.

Between Chitral and Mastuj the road is being continually improved and is easy for laden animals except for short distances in Stages 2 and 6. It keeps to the left bank of the Mastuj R. throughout, although alternate routes exist along the right bank from the middle of Stage 3. These alternate routes are more difficult than the left bank route except through Stage 6. As, however, no ordinary bridge over the Mastuj R. opposite Mastuj can stand up to the summer floods, this alternative can only be used during winter months. Animals need especially careful handling along shale slopes in Stage 2 in wet weather and along Tau cliffs above Nisar gorge in Stage 6. Mastuj is approached by a suspension bridge across the Laspur R., erected by S. & M. in 1926.

ROUTE No. III—*contd.*

From Mastuj to the Baroghil Pass the route, passable by mule transport throughout, keeps up the valley of the Yarkhun R., which is in flood from May to September. During this period it is unfordable anywhere ; it also contains many quicksands, so that fording at all seasons needs careful reconnaissance. During the flood season, the hillside track from Kankhun to Vidinkot is difficult for animals, and in places requires constant repair ; at other times these places can usually be avoided by keeping along the river bed.

There are three bridges across the Yarkhun R.—at Lasht, Vidinkot, and Ishkerwarz. All are liable to destruction by flood, but 30' Himalayan poplar is available for repair at Lasht, Chakar Kach, and Roman, also juniper and willow up to 20' from jungles at, and one mile south of, Vidinkot. Several tributary streams have to be bridged, *vide* text below.

The Baroghil Pass (12,480') is the easiest and lowest pass across the eastern Hindu Kush, but even it is sometimes closed to animal transport for short periods in March and April, owing to soft snow.

Route V *via* Turicho R. and Shahjanali Pass can be regarded as a far inferior and much more difficult alternative approach to the Baroghil Pass than Route III.

The Yarkhun R. after its junction with Laspur R. at Mastuj is called the 'Mastuj R.' and the latter becomes the 'Chitral R.' after its junction with the Lutkuh R., 5 miles above Chitral.

*Camping Ground.*—Ample for one brigade throughout, but some dispersion would be necessary at Vidinkot.

*Water.*—Plentiful from springs and small streams throughout.

*Fodder.*—Small quantities of bhoosa and lucerne procurable in summer months up to Wasam, thereafter some grazing available.

*Supplies.*—Except at Buni and Mastuj, little is likely to be available without previous notice, but small quantities can be procured up to inclusive Wasam ; meat on hoof is available beyond this in summer.



ROUTE No. III—*contd.*

*Fuel.*—Up to Mastuj, only procurable by cutting fruit trees or by giving several days notice, so that it can be brought in from mountains beyond Mastuj, scrub jungle is available at all stages except Miragram ; it consists of poplar, willow, shallow thorn, tamarisk and birch.

1 KOGHOZI .. 15 m. Camel road.  
 ————— (5,300').  
 15 m.

Proceed through cultivated fields, past polo grounds and Assistant Political Agent's bungalow at 1 m. to cross Chitral Gol by good suspension bridge ( $145' \times 5\frac{1}{2}'$ ) fit for laden animals, but not for M. T. which crosses by a good wooden bridge 200 yds. downstream. Pass through bazaar and round a cliff (10' road) to cross to left bank of Chitral R. at  $2\frac{1}{4}$  m. by Chew cantilever bridge ( $132' \times 5\frac{1}{2}'$ ) ; this is unsafe (1934) but still used by laden animals and about to be repaired. If this bridge is unserviceable, alternative route is to cross Chitral River at beginning of March by suspension bridge opposite Chitral Fort and continue up left bank by mule track opposite Chew bridge. Cross level country to  $3\frac{1}{2}$  m., then ascend and descend shale slopes until reaching Biteri gorge at  $5\frac{1}{4}$  m. where Lutkuh and Mastuj Rivers join to form Chitral R. Road crosses Nardit Gol at  $5\frac{1}{4}$  m. by good country bridge ; portions are blasted out of solid rock or built up on stone walls, and there are two 'paris' about 30 yds. each, with a steep shale slope at  $6\frac{1}{2}$  m., which needs clearing after wet weather. Average width of track, 8'. Track leaves gorge at 7 m., where country cantilever bridge crosses Mastuj R. in winter only, fit for foot passengers and leading to rough hill track to Sin. Cross Kari Gol at  $8\frac{1}{4}$  m. by causeway and culvert good approaches and passing Kari village ascend 100' by winding round steep cliffs at an easy grade, track good, 12' wide. Mastuj R. is said to be fordable in all seasons at about  $10\frac{1}{2}$  m. Well graded descent to 11 m. passing through 300 yds. steep shale to reach Ragh village. C. G. on fields and in orchards ; plentiful water from spring at 12 m. with good facilities for animals.

ROUTE No. III—*contd.*

From Ragh ascend round cliff and pass gentle shale slopes for 2 miles ; at 12 m. pass Mullen Kuzhu village on right bank whence track leads to Sin, approached by unstable, country, cantilever bridge over Mastuj R. at 13 m. (Built about 1910, 180' span, just passable on foot). At 13½ m. reach spring by the side of the road—good drinking water but owing to small aperture, pakhals cannot be filled direct. For ¼ m. traverse rubble cliff, track 8' wide, surface loose. At 14½ m. cross Koghozi Gol by temporary country bridge, easily replaceable by local timber (24' × 3' 4'') suitable for laden animals but not up to much traffic ; stream generally fordable 2' 8'', rapid stony bottom, easy approaches. Reach scattered village of Koghozi at 15 m.

*Camping Ground.*—Ample on fields, orchards, and polo ground at 15½ m. on right bank of Koghozi Gol.

Mehtari R. H. and telephone.

*Water.*—Plentiful from Koghozi Gol and irrigation channels, for men and animals.

*Supplies.*—Wheat, fruit and potatoes procurable in small quantities.

*Fuel.*—Abundant.

*Fodder.*—Barley, lucerne, clover and bhoosa available in small quantities.

2 BARENIS .. 14 m. Camel road.  
 ——— (6,000').

29 m.

Traverse fields to cross Golen Gol (Route 26) at 1½ m. by good wooden cantilever bridge (56' × 5') ; ascend by easy-graded new 10' road round a cliff, and at 2¼ m. ford Istan Gol. Track then crosses steep shale and rubble slopes, entering flat, open, barren ground at 2¾ m. with ample room for camp at 4 m. At 4½ m. pass fair wooden country cantilever bridge (90' × 3') across Mastuj R., fit for unladen animals, with fair approaches ; at 5 m. cross Chamuruk Gol by culvert—well graded approaches—and ascend to 6 m., where 10' track passes round rocky precipices. At 6¼ m. descend easily and pass through fields to Maroi. (C. G. in fields ; water from Mullen Gol.)

ROUTE No. III—*contd.*

After crossing Mullen Gol, a deep ravine with narrow but easy approaches by a wooden railed cantilever bridge, the track to Pret branches off at 7½ m. (Route IV). At 8 m. cross Turen Gol past Bieni village and after one mile of open country pass along rubble slopes and high cliffs, liable to slips in wet weather, to opposite Tret at 10 m. The road winds into Dalam Gol and from the right bank descends to open fan. Pass over broken ground and through fields, zigzagging through high gravel cliffs of Barenis Gol, cross the stream by a new (1940) wooden railed cantilever bridge.

*Note.*—At junction of Turen Gol and Mastuj River there is a fair country cantilever bridge (70' × 3') across the Mastuj River. This connects by a mule track along the right bank of the river with another country cantilever bridge (90' × 3') which crosses to the left bank just below junction of Barenis Gol and Mastuj River.

Both bridges are passable by laden animals. Although the Maroi bridge was washed away in 1934 by an exceptional flood it is almost certain to be built again as it is the best bridge site across the Mastuj River between Chitral and Sanoghar.

*Camping Ground.*—On fields and in orchards.

*Mehrtari.*—R. H. and telephone.

*Water.*—From Barenis Gol—ample.

*Supplies, Fodder and Fuel.*—In small quantities.

3     RESHUN     ..     7 m. Camel road.

———— (6,128').

36 m.

New road built 1933-34 ascends by easy gradient along shale slopes to 6,500', and passing above Lasht village enters Jumendi Gol ravine, descending by good gradient to cross by strong wooden bridge (24' × 10') returning above Jumshili village and continuing level along shale slopes some 600' above river level. Pass entrance to the Barum Gol on right bank at 4½ m. The stretch of road here is particularly liable to landslides. Then continue round cliffs to 5 m. where Mastuj R. is fordable · pass over Girim Lasht, good

ROUTE No. III—*contd.*

C. G. (winter footbridge over Mastuj R. at 6 m.), continue round cliff and ascend to cross fields to Reshun at 7 m., where Route 27 comes in from Shaik.

*Camping Ground.*—On fields and in orchards.

*Mehtari.*—R. H. and telephone.

*Water.*—Plentiful.

*Supplies, fodder and fuel.*—In small quantities.

4 BUNI .. 13 m. 4 f. Mule road.

———— (6,600').

49 m. 4 f.

Crossing Reshun Gol by good wooden bridge (24' × 6') pass through fields and over Daman Gol at ½ m. Ascend 200' round shale slopes, descending after passing Shogram village on right bank, to Fan and Ziat Gol at 2½ m. ascend gradually round cliffs to 300' above river and descend to Memuk Gol at 4½ m., then rise through boulder—strewn slopes, and fall to Kuragh defile at 5½ m., passing above caves where party of 14th Sikhs was ambushed in 1895. The old road between Ziat Gol and the Kuragh defile is on a higher level. The road through Kuragh is dangerous in wet weather owing to falling stones and shale slides. Rise through fields and crossing Gabaro Gol continue through Kurgh fields, past junction of Turicho and Mastuj rivers, which used to be fordable October-April but is now (1934) reported permanently unfordable. At 7 m. pass round rock and rubble cliff to Charun at 8 m. Here is a wooden country cantilever bridge in poor state of repair (1934) (71' × 3' plus 25' stone abutments) passable by laden animals of the country, which connects with tracks to Kosh and Drasan round foot of western spurs of Kagh Lasht plateau. The old road beyond Charun is below the level of the new stretch. At Charun the road is liable to landslides and washouts.

Road starts climbing at 7½ m. and after crossing Charun Gol ascends gradually to 600' above the river from whence it descends and reaches river level at 12½ m. Then traverse fields to ford. Buni Gol at 13 m., temporary footbridge, and reach scattered village of Buni at 13½ m.

ROUTE NO. III—*contd.*

*Camping Ground.*—For one division on fields and in orchards.

*Mehrtari.*—R. H. and telephone.

*Water.*—Ample.

*Supplies and fodder.*—For one brigade.

*Fuel.*—In small quantities only.

*Note.*—Alternative *winter* route from 8 m. :—cross to right bank by Charun bridge and follow over Jinali Kach to recross by temporary footbridge at 13 m.

In *summer*, difficult track ascends Kagh Lasht plateau and passing over open slopes, descends opposite Awi, and following on through Parwak villages rejoins main route by Miragram footbridge or by Sanoghar suspension bridge (see Stages 5 and 6). C. Gs. at Muli Jinali Kach 9 m. or in Parwak fields about 15 m.

5	SANOGHAR ..	10 m.	Mule road Inf. in
(7,750').			single File for most
59 m. 4 f.			of stage.

After passing fields for 2 m. cross low spur and continue along stone-walled lane through crops to Awi at 4½ m., fording Awi Gol at 5 m. Temporary footbridge for unladen animals sometimes in place; otherwise ford stream.

Camping Ground in fields and orchards—water plentiful. The whole Buni—Awi area appears to be most fertile and there is almost continuous cultivation.

Pass on through stone walls and boulders to ford Mem Gol at 6 m. cross at Miragram Gol at 6½ m. by strong wooden cantilever bridge 35' span, 6' wide. Then ascend by steep zigzag to Miragram village at 7 m. C. G. in fields and on pologround; water plentiful.

At Miragram a steep and rough track leads down to a poor country cantilever bridge across Mastuj R., passable for single men only.

Continue ascents above village and pass along hillside with some rubble slopes, descending gently at 9 m. to fields; cross Sanoghar Gol and reach Sanoghar at 10 m.

ROUTE No. III—*contd.*

A rough country cantilever bridge crosses Mastuj R. here, fit for single men only. See also Stage 6 (winter) for suspension bridge.

*Camping Ground.*—On fields, orchards and pologround.

*Mehtari.*—R. H. and telephone.

*Water.*—Plentiful.

*Supplies, Fodder, and Fuel.*—In small quantities.

6	<b>MASTUJ</b>	..	8 m.	Mule road, but inf. in single File for most of stage.
<hr style="width: 10%; margin-left: 0;"/>				
	7,680'			
67 m. 4 f.				

(a) *Summer Route via Left Bank (8 m.).*—Leave Sanoghar across pologround, and through walled lane across fields for  $\frac{1}{2}$  m., then ascend steadily for  $1\frac{1}{2}$  m. with steep but well graded zigzags across the rocky face of Tan cliffs opposite Nisr Gol. At  $1\frac{1}{2}$  m. track branches off to suspension bridge (see Winter Route below). After rising to about 700' above river level descend steeply with zigzag for  $\frac{1}{2}$  mile then gently for  $1\frac{1}{2}$  miles over boulder and shale avalanche slopes, where the road is liable to fall away. Reaching river level at Nisz village at  $3\frac{1}{2}$  m. Continue over open stony ground passing Sarghoz at 5 m., and turn south up left of bank Laspur R. for one mile ascending and descending steeply across a rocky hillside to reach suspension bridge ( $110' \times 6'$ ) built by S. & M. in 1926. Turn left down right bank of Laspur R. and after  $\frac{1}{4}$  mile, ascend to Mastuj fan, continuing through fields to Fort and C. G.

If proceeding to Gilgit (Route IX) turn right after crossing bridge to join route from Mastuj in about  $\frac{1}{2}$  mile.

(b) *Winter Route via Right Bank (7 m.).*—Leave Sanoghar as above and at  $1\frac{1}{2}$  m. branch left down steep graded track to suspension bridge ( $80' \times 6'$ ) built by S. & M. in 1923, and, after crossing to right bank of Mastuj R., ascend by steep well-graded zigzags, to east end of Parwak plain, cross this and descend at 3 m. to river bank, following through cultivation and along foot of steep shale slopes to cross Yarkhun R. just above junction with Laspur R., by country cantilever bridge erected in winter only, at which period Mastuj R. is also fordable: ascend to Mastuj fan.

ROUTE No. III—*contd.*

mastuj is residence of Governor of province of that name.

*Camping Ground.*—On fan or north of Fort.

*Mehtari.*—R. H. near Fort and Telephone, Post and Telegraph Office.

*Water.*—Plentiful from main river by irrigation channels but spring north of Fort brackish.

*Supplies and Fodder.*—For 1 bde.

*Fuel.*—Available in small quantities only.

7	BREP	4 m.	Mule road but inf.
81 m.	4 f	8,100	in single file m.
			7 to m. 8.

From Mastuj Fort pass through cultivation and post two polo-grounds, reaching scattered houses of Chinar at  $1\frac{1}{2}$  m.; at  $2\frac{1}{4}$  m. leave fields and ascend to crest of 100' alluvial cliffs. Cross Pasum Gol (12' wide) at  $2\frac{3}{4}$  m., and traversing stony fan, skirt Chunj at  $3\frac{1}{2}$  m. Pass through one mile cultivation and round foot of stony moraine to pass Hondur (8 houses) at  $5\frac{1}{4}$  m., and through fields to Chapalli (25 houses) at 6 m.

C. G. near Hondur, water plentiful.

At  $6\frac{1}{4}$  m. pass across stony fan at mouth of Chamarkhon Gol and ford stream (25' wide — 2' deep). Route 41 leads up this to Barsat. The Yarkhun valley here closes into some 300 yards width owing to the 750' Mukio Dok spur on the right bank. Pass through Kargin fields (10 houses) and at  $7\frac{1}{2}$  m. come to the edge of the river bank. During July and August when the glaciers further up are melting at their fastest the water in the river changes hourly. Very often for five or six days on end the main volume of water comes down the left bank and makes the next 2 m. extremely difficult. There are three alternatives :

- (a) from September to July when river is low-keep up the dry river bed ;
- (b) during July and August, when the fords are open—

keep up the left bank along the foot of

ROUTE No. III—*contd.*

shale slopes and rock very rough and narrow with four small 'paris' ascending and descending some 50' above the river level to a sheer bluff of rock descending into the river. Turn this bluff or rock by wading up the river. A local guide is necessary as the ford is unmarked and liable to change. Animals can accompany ;

- (c) during July and August, when the full force of the current is coming down the left bank, proceed as in (b) above to where the rock bluff descends to the river. Here a small goat track climbs up the side of the cliff for almost 1,000' and passes above the vertical cliff. The going is very rough and in places hands have to be used. The descent on the far side of the bluff is by almost vertical zig-zags. Animals cannot be taken across.

*N.B.*—An all weather road could easily be constructed at 5'—10' above high water level with 300' of rock cutting.

Having passed this obstruction continue along the stony margin of the river and along the foot of boulder-strewn fans to enter Jin Lasht fields (11 houses) at 11½ m. At 12½ m. cross the stony beds of Dahrkot and Chhikan Gols to reach Brep (70 houses) where there is a Mehtari Rest House.

*Camping Ground.*—North end of village.

*Water.*—Plentiful.

*Fuel.*—Tamarisk and scrub jungle in vicinity will provide fuel for one brigade for two days.

*Supplies and Fodder.*—In small quantities.

8 MIRAGRAM 11 m. Mule road.

8,500'

92 m. 4 f.

(a) *Summer Route, 1st June to 15th October.*—From Mahtari R. H. traverse fields for ½ m., then pass along hillside by track 3'—4' wide except at 1 m. where there is steep ascent and descent of 150' by narrow zigzags,



ROUTE No. III—*contd.*

and at  $1\frac{1}{2}$  m. similar rise and fall of 125' and loads may have to be manhandled. Between 2 m. and  $2\frac{3}{4}$  m. there are a few small "paris"; descent to traverse river margin, then ascent 50', passing at  $3\frac{1}{4}$  m. rope bridge across Yarkhun R., 110' span—left bank abutment on solid rock, right bank a stone pier at edge of stone moraine and liable to erosion—passable for laden coolies. The hillside track ends at  $3\frac{3}{4}$  m., when pass along stony river margin and ascend gently over moraine. At  $4\frac{1}{2}$  m., mule track ascends spur to 1,200' by steep but well graded zigzags, for  $1\frac{1}{2}$  miles, then descends gently for  $\frac{1}{2}$  mile and more steeply by zigzags for  $\frac{3}{4}$  mile to reach Yugum village at  $7\frac{1}{4}$  m. 3 houses. (This track is not shown on 1931  $\frac{1}{2}$ ' Map, that shown on map is fit for foot passengers only and keeps across the moraine to  $4\frac{1}{2}$  m., then traverses river bed for  $\frac{1}{4}$  mile crossing in all 300' of icy water up to 2' 6" deep, and dangerous owing to quicksands. It then follows hillside about 40' above river bed, and generally level, to reach Yugum at  $6\frac{1}{4}$  m.—one mile shorter than mule track.)

Cross Gurwar Gol at  $7\frac{1}{4}$  m. by fording water 2' 6" (4 July 1934)—stream reported by Governor of Mastuj to be dangerous at all seasons. There is a temporary country bridge fit for laden animals 400 yds. upstream—12' gap between rock abutments. Pass above Phashk fields (15 houses) and continue along edge of river, on bank, past Shieh village (4 houses) to ford Shieh Gol (little water) at 10 m. later passing through tamarisk jungle in river bed (alternate track along hillside) and stony moraines to cross Dahrkot Gol (little water) and reach Miragram (30 houses) at  $11\frac{1}{2}$  m. In winter a temporary country cantilever bridge, fit for animals is constructed across Yarkhun R. to Bang (35 houses).

(b) *Winter Route 16th October to 31st May.*—Cross Yarkhun R. by ford, to right bank  $\frac{1}{2}$  m. above Brep, and, passing Istach (12 houses), continue over wide stony fans, passing permanent rope bridge at 3 m., Dizg (24 houses) at  $4\frac{1}{2}$  m., whence there is a bad path over Khot An, 14,195', to Khot Gol and Shagram in Turicho

ROUTE No. III—*contd.*

valley, Khuruzg (20 houses) at  $5\frac{1}{2}$  m., recross to left bank by fording just above Gurawar Gol at  $7\frac{1}{4}$  m., then continue as above—alternatively continue along right bank to cross by temporary bridge from Bang village.

NOTE.—Route 44 from Turicho valley comes in *via* Bang Gol to Bang village on right bank opposite Miragram.

*Camping Ground.*—On fields.

*Mehtari.*—R. H.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Supplies and Fodder.*—In small quantities.

9 Wasam

9 m. Mule road.

———— 8,900'

101 m. 4 f.

Pass through fields to cross Miragram Gol at  $\frac{1}{2}$  m. by temporary country bridge fit for laden animals (15' span between stone piers)—stream reported by Governor of Mastuj to be dangerous to ford at all seasons. Pass through fields and at 1 m. continue along rubble hillside, climbing steadily 250' in  $\frac{1}{2}$  mile, then short steep drop of 75' by zigzags, and easy descent to Imit fields (6 houses) at 2 m. Pass on over  $\frac{1}{2}$  mile stony fan then below Pardan fields (3 houses) to reach permanent rope bridge across Yarkhun R. at  $3\frac{1}{2}$  m. (110' span with stone piers; right bank pier on edge of stony moraine liable to erosion in flood season—passable by laden coolies). Track now rises over rocky moraine and descends through boulders to river margin at 4 m. where several small tributaries have to be forded, maximum depth 1'. Continue along river bed to  $5\frac{1}{4}$  m. where pass Paur (18 houses) on right bank at entrance to Paur Gol, up which there is a difficult foot-path to Murich in Turicho valley, then rise 300' gradually to traverse stony fan above Dirsir (11 houses); steep crossings over several stony watercourses about 7 m. At  $7\frac{1}{2}$  m. descend steeply down alluvial cliff below Muli Wasam (4 houses) to traverse  $\frac{1}{2}$  mile willow and scrub jungle, then continue over stony fan to reach Wasam (12 houses) at 9 m.

ROUTE No. III—*contd.*

Track is 4' throughout except at zigzags at  $1\frac{1}{2}$  m. and near rope bridge, from  $3\frac{1}{2}$  m. to 4 m.

NOTE.—Temporary footbridges are erected in winter opposite Paur and Wasam.

*Camping Ground.*—In jungle about  $7\frac{1}{4}$  m. or on fields.

*Water.*—Plentiful.

*Fuel.*—From jungle at  $7\frac{1}{4}$  m., ample for one brigade for two days.

*Supplies and Fodder.*—In small quantities.

10	DOBARGAR	8 m.	Mule road.
————— 9,700'			
109 m.,	4 f.		

From Wasam traverse stony moraine, crossing Wasam Gol at  $\frac{1}{4}$  m. by temporary country bridge (26' span incl. abutments—fit for laden animals—difficult stream to ford), and pass below Zhopu (9 houses) at 1 m. continue over stony fan to cross Gazin Gol at  $1\frac{1}{4}$  m. by temporary country bridge, 40' span incl. abutments—16' actual gap—fit for laden animals. The Governor of Mastuj reported this stream as dangerous to ford at all seasons. Route 49 to Yasin ascends Gazin Gol.

At 2 m. enter Ischpirin defile, and rise gradually through rocky debris bordering the Yarkhun R. At  $5\frac{1}{4}$  m. pass on old "darband" constructed about 1867 to check an invasion from Badakshan. Continue to rise easily through boulders to Yum Thurt grazing grounds at 4 m., then pass over more rough stony moraine, the north end being serrated by small shallow watercourses, normally dry; descend gently across Zhuli Lasht grazing ground and drop sharply to river margin which is followed to end of defile at  $6\frac{3}{4}$  m. At 6 m. a small gravel cliff has to be ascended and descended in winter to avoid slips caused by frost, and at  $6\frac{1}{2}$  m. the track is built out into river on boulders and brushwood, along foot of rock cliffs for 350 yds.—liable to interruption in heavy floods. Unawich (8 houses) on right bank is passed at 6 m. track then passes through thick willow, birch and scrub jungle for  $\frac{1}{2}$  mile, traverses rough and stony Dobargar fan and

ROUTE No. III—*contd.*

another  $\frac{1}{2}$  mile jungle to reach Dobargar (4 houses) at 8 m.

*Camping Ground.*—On fields and in jungle.

*Water and Fuel.*—Plentiful.

*Grazing.*—Plentiful in summer.

*Supplies.*—Nil.

11 LASHT 13 m. Mule road.

10,600

122 m. 4 f.

From Dobargarh at 1 m. traverse scrub jungle for  $\frac{1}{2}$  mile, then pass Sakirmut fields and for  $\frac{1}{2}$  mile along foot of alluvial cliffs to re-enter jungle at Mughalmiruru at  $2\frac{1}{4}$  m. At  $3\frac{1}{4}$  m. pass along river margin for 500 yds., alternate rough narrow track along boulder strewn hillside during heavy flood then wind through huge boulders, narrow track, for another 500 yds. to traverse small jungle. At  $3\frac{1}{2}$  m. temporary footbridge is constructed across Yarkhun R. in winter. At 4 m. ascend 200' by fair steep gradient to pass over alluvial cliffs below Nekhcherdim fields. Continue along hillside on good 2' 6'' path, undulating between 100' and 200' above river, with one short bad descent with 'paris' at 5 m. At  $4\frac{1}{2}$  m. pass mouth of Konhsun Gol on right bank, down which runs Route V from Shahjana'i Pass.

(a) *Summer Route (1st May to 30th September).*—Ascend gradually at first, then steeply by zigzags to 800' above river to pass on over cliffs, descending to 200' above river a 6 m. At  $5\frac{1}{4}$  m., there is a hot spring 30' above river bed (10 galls. per minute 7 July 1934—about 140°F., sulphur impregnated). A rough footpath, not passable by animals, takes off at 5 m., and passing round cliff face, rejoins mule track at 6 m. At  $6\frac{1}{4}$  m. descend steeply to cross Madit Gol by temporary country bridge fit for laden animals, 13' span plus two 9' stone pier abutments—fordable. Track then ascends steeply by zigzags to 400' above river and continues along hillside through Muli Kand fields to descend sharply to Risht Gol at  $8\frac{1}{4}$  m., which is crossed

ROUTE No. III—*contd.*

by temporary country bridge fit for laden animals, 10' span *plus* two abutments—stream fordable. A rough footpath, not passable by animals, avoids this climb by traversing 200 yds. steep rock and passing below alluvial cliffs, which have to be ascended by steep climb at mouth of Risht Gol, where stream flows for 100' round sheer rock.

Passing above Turi Kand fields, ascent to 400' above river and continue at high level above alluvial cliffs, crossing small stream and descending easily through Rukut fields to enter fan of Yushukht Gol at 10½ m. Rise steadily across stony fan to 12 m., when descend abruptly through boulders to reach permanent country cantilever bridge, 45'  $\times$  4', with rock abutment left bank, and 24' rough stone abutment right bank, 15' above water level, just below junction of Shushar Gol and Yarkhun R., at 12¼ m. Cross to right bank and ascend alluvial cliffs of Shushar Gol by steep zigzags, joining winter route at 12 m. cross Shushar Gol—good approaches—by country bridge fit for laden animals, 101 span, on boulders, and traverse ½ mile jungle to reach Mehtar R. H. at 13 m.

(b) *Winter Route (1st October to 30th April)*.—At 5 m. follow along path level to hot spring, ford Yarkhun R. or cross by temporary rope bridge, and pass over polo-ground and thin jungle to Shost at 6 m. 40 houses; C. G. ample on fields or on polo-ground water plentiful; fuel scarce; there is a small leper community in this village.

Continue above alluvial cliffs to Aliabad (1 house) at 7¼ m., then descent to traverse river bed with sparse jungle, and over stony fan of Khushrao Gol to 10 m., crossing Gol at 9½ m. by fording (18") or by temporary country bridge. Gradually ascend hillside for ½ mile, pass through Inkip fields and jungle, above alluvial cliffs, to join track from bridge at 11½ m., proceeding thence as for summer route.

*Camping ground*.—Ample on fields and grass.  
*Water and fuel*.—Plentiful.

ROUTE No. III—*contd.*

*Supplies.*—Available in small quantities only.

Some grazing in summer.

12 VIDINKOT .. 17 m. 2 f. Mule road but  
needs constant repair.

————— 11,200'

139 m. 6 f.

From Mehtari R. H. continue along level path through fields and over grass to cross small stream (6''—always fordable at 1 m., and pass through summer grazing grounds and sandy jungle known as Chukar, up to 2½ m. consisting of willow, Himalayan poplar up to 30', and sallow thorn—then Ghararu to 3½ m., Zirch to 4½ m., Kankhun to 5½ m.

(C. G. at Chukar Kach—fuel, water and grass plentiful.)

Pass over fan to Kankhun village, where Route 79 comes in from Kankhun Pass, and continue along hillside crossing Bazhdung Gol at 6 m., then climbing fairly steeply for 500' to 6½ m. Descend to river bank at Roman jungle (30' poplars) at 7¼ m. by fair grade, then climb 900' in one mile, with three slipping shale slopes. Descend ¾ mile along bad track and over a steep and dangerous loose gravel shoot opposite Ichipun on left bank (2 houses) at 9 m., continuing along foot of rough stone and shale slopes for 1,000 yds., to rise gradually over fan, through thin jungle of Ishkuruli Kach, to 11½ m. Pass over ¼ mile open ground above alluvial cliffs (fair C. G., water from spring below cliffs, fuel plentiful, some grazing) and then over ½ mile steep and stony slopes, including bad gravel shoots, where loads may have to be man-handled, opposite Kotal Kash glacier on left bank, to reach Kishmanja at 12 m.

(Good C. G. ; some fuel from willow jungle ; water from Kishmanja Gol ; some grazing in summer).

NOTE.—In *winter*, Yarkhun R. is fordable opposite Kankhun, Roman, North end of Ishkuruli Kach, and Kishmanja. Much of above difficult parts can be avoided by fording to left bank and back again at foot of Kotal Kash glacier.

Cross Kishmanja Gol—10' torrent—and follow loose stony track along foot of boulder and debris slopes at

ROUTE No. III—*contd.*

river margin (track in places above flood level) to 15 m. passing Koi fields on left bank, then mouth of Koyo glacier at 14 m. Loads may have to be man-handled for 100 yds. at 13 m. Pass along river margin through scrub jungle with occasional shale slopes to 16¼ m., mouth of Pechus glacier on left bank at 16 m. Then climb above alluvial cliffs opposite Pechus (8 houses) and hot springs on left bank, and continue over grassy fan, with some juniper trees, crossing two arms of Vidinkot Gol at 16½ m.—steep approaches, and first torrent requires bridging—6' gap between boulders—to reach Vindinkot (6 houses).

*Camp 1.*—Here—restricted by slopes—or continue climbing 150' over shoulder of hill to Camp II at 17¼ m., facing Chatiboi glacier—excellent site.

*Water and grazing.*—Plentiful.

*Fuel.*—From junipers at 16½ m. or from willow jungle near Camp II.

*Supplies.*—Nil.

13 BAROGHIL PASS 8 m. 2 f. Mule road.

————— 12,480'

148 m.

Owing to precipitous cliffs, further progress on right bank is impossible. From Camp II at Vidinkot keep along hillside for ¼ mile, then descend to cross temporary country cantilever bridge to left bank; its position and width vary according to moves of Ghatiboi glacier which forms left bank of river just below—general overhall span 60'. Pass over moraine and rock foundation of old glacier bed, and ascend 1,000'—fair gradient at first, then steeply by zigzags—to cross Raking Pass at 1 m. Descend gently over grassy uplands, and finally steeply, to Ishkerwarz at 3¼ m., where is a small Mehtari Customs Post.

NOTE.—Foot passengers avoid Raking Pass by crossing bridge to left bank, and ascending to 300' over a spur to traverse grassy uplands above the river gorge, with two steep outcrops of rock between 1¼ m. and 1½ m. about 30 yds. each, which have to be traversed, and which alone prevent animals from using this route. Pass above Gharkaon at 2¼ m., and reach Ishkerwarz at 3¼ m.

At 15|8 m. it is possible for lightly equipped men to descend some 200' down a steep cliff, and cross the river

ROUTE No. III—*contd.*

at the bottom of the gorge by means of a mid-stream boulder, ascending 70 steeply and proceeding by an easy path along the right bank to Ishkerwarz bridge. This is locally known as 'Stone Bridge', but was under water on 11th July 1934. The approaches would be difficult for animals.

From Ishkerwarz drop 100' steeply to recross to right bank by temporary country bridge fit for laden animals (21'  $\times$  3'—solid rock abutments—liable to destruction by snow—river drops under bridge some 40' into gorge). Ascend steeply for  $\frac{1}{4}$  mile, then proceed level above river to Chilmarabad (11,700') at 5 $\frac{1}{4}$  m.

Good C. G., water and grass plentiful, some willow jungle for fuel.

Ascend 600' in one mile to summer encampment Rekh-dur, keeping above left bank of stream which comes down from Baroghil, and then debouch on the Dasht-i-Baroghil a plain varying from 400 yds to 1,000 yds. wide much of it marshy, but excellent grazing. The Dasht-i-Baroghil does not afford a possible landing ground owing to the prevalence of marshy ground. There is one, however, on the Lashkargahgaz, some 8 m. to the East, see Route XV, Stage 10. Continue rising gently to reach the watershed (reputed frontier) at 8 $\frac{1}{4}$  m.

There is a direct route from Ishkerwarz to the Dasht-i-Baroghil, one mile of steep climb on to the plain, and so 1 $\frac{1}{2}$  miles shorter than *via* Chilmarabad, but not generally used for animals owing to the gradient.

Owing to lack of fuel, the actual pass is not a suitable C. G. Moreover, owing to the marshy parts, mosquitoes abound Camp at 5 $\frac{1}{4}$  m. at Chilmarabad, or on the Afghan side Zartighar at 11 m., or at Sarhad at 17 m. The gradient. (See Route XV, Stage 10; at Sarhad joint descent is down the open Warsing valley at an easy 'Routes in Afghanistan N. E.').



### ROUTE No. III—*concl'd.*

NOTE 1.—Should Vidinkot and Ishkerwarz bridges both be broken, the following alternatives may be passable, dependant on the year and season :—

(a) Camp at Vidinkot 1 (Stage 12, 16½ m.), cross to left bank by ford or by snow bridge (both impossible during summer) to Pechus, and follow up west edge of Chatiboi glacier moraine for 1½ miles. Then cross glacier—bad crevasses—descend east edge of moraine and cross stream from Darkot Pass. Ascend steeply over grass to top of Raking Pass, then descend fairly steeply to north to cross 'Stone Bridge' mentioned above. Fit for foot passengers only, owing to glacial crevasses.

Follow difficult route used by traders before 1900—from Vidinkot Camp II (Stage 12—17¼ m.) ascend 1000' steeply up shale slope to pass over spur above camp; then follow contours to debouch at south end of Dasht-i-Baroghil. This route is reported (1954) to be just passable for laden animals of the country; it appears fit for lightly equipped men on foot only.

NOTE 2.—From foot of Raking Pass zigzags, an easy track used by laden animals in all months except August and September, follows right bank of Yarkhun R. for 3½ miles, and then rises 666'. Traffic from Vidinkot is reported to reach Darkot village (Route 73, Stage 4) easily in one day's march.

NOTE 3.—From Chilmaraabad an easy track, fit for laden animals, follows right bank of Yarkhun R. for 3½ miles, and then rises 600' fairly easily to pass through low hills and descend to Shawitakh Ghari at 7 m. (Route XV, Stage 10 and notes).

### ROUTE No. IV.

FROM KOGHOZI TO KOTGAZ PASS *viâ* RIGHT BANK OF THE MASTUJ AND DRASAN.

*Maps* :—42 d|SW and 42 D|NW. 1" to 2 miles.

69 m. 4f.

8 stages.

*Authorities*.—Cockerill 1894 (last four stages), Goadby 1934 (by observation from opposite bank and local information), G. E. Drosh and A. C. R. E. Peshawar District 1934, White 1940 (whole route).

#### *Epitome.*

From Pret to Kosht this route, though only fit for coolie transport and very difficult for laden animals of the country, is somewhat better than Route No. 23, and provides the best, though a very inferior, alternative to stages 2 and 3 of Route III.

ROUTE No. IV—*contd.*

At  $1\frac{1}{2}$  m. N. of Parpish during 3rd stage, there are 2 routes to Kosht. (1) The upper *viâ* Lon up and down over the hills (*vide* Route No. 23, stage 5). (2) The lower route along the right bank of the Mastuj river. Both routes are difficult but the upper one is the better for laden animals although  $1\frac{1}{2}$  m. longer, and should be the one taken if any opposition is expected. From Drasan to Kotgaz the route is never used being far too difficult, and quite impracticable for any troops. The height of Kotgaz pass is about 17,939'. The name Sar Ishteragh is sometimes applied to this pass but to prevent confusion with the Sar Ishteragh pass in the Arkari valley, the proper Chitrali name for it has been used in describing it.

The nearest village on the Afghan side is Shikarf, Routes in Afghanistan in N.E.

*Camping ground.*—Ample space in stages 1 and 3; smaller stage 2.

*Water.*—Plentiful throughout; muddy in stage 2.

*Fuel.*—Plentiful in stage 1; scarce elsewhere.

*Fodder.*—Procurable in stages 1, 3. Grass at 6 and 7.

*Supplies.*—A small quantity procurable at stages 1 to 5.

1	PRET	..	9 m. 4 f.	Fit for laden
————— (6,050').			animals of the country.	
9 m. 4 f.				

From Koghozi follow Route III to the Maroi Muren Gol, which cross, and branching of N.N.W., drop by steep zigzags into the Turen Gol, and continues down the bed of the stream over rocks and boulders, very difficult for laden animals, to the junction with the Mastuj river at  $8\frac{1}{2}$  m. Cross the Mastuj, here running through a narrow gorge, by a ricketty cantilever bridge ( $60' \times 3'$ ) to the right bank. The bridge will bear mules in single file, if loads are removed, but the approaches on both banks are bad, that on the right bank being along a *pari* only 2' wide, though capable of improvement.

Thence the track leads over open easy ground to Pret, a large scattered village, 33 houses, amongst corn fields and orchards.

ROUTE No. IV—*contd.*

*Camping ground.*—Ample space on polo ground and fields.

Water.—	}	Plentiful.
Fuel.—		
Fodder.—		
Supplies.—		

2 PARPISH .. 7 m. 4 f. As for stage 1.

———— (6,150').

17 m.

Cross at 1 m. by a foot-bridge (12' × 2') the Pret Gol, a deep ravine with precipitous sides, difficult for laden animals which must ford. (A track up this ravine leads to Pasti, *see* Route No. 23, and after crossing the Lesor road, used in wet weather, branches off N. W. across barren hills to Reji in the Owir *nala*, and thence to Parpish.) The track is over easy ground for 2½ m. when, becoming bad and narrow, often less than 2' wide, it drops down the side of Sar Char hillside, drop 600', where loads must be man-handled, opposite Barennes village on left bank of the Mastuj. Then first gradually rising along shale slopes, the track ascends steeply with a few small 'paris' round Krui Zom ('Red Hill') (Pt. 10374) at 6 m. Cross Barum Gol at 7 m., deep ravine with steep approaches and sometimes unfordable in summer, by wooden country cantilever bridge, 30' long and 3' wide, to reach Parpish at 7½ m.

3 KOSHT .. 11 m. (1) Upper route.

———— (6,500').

As for stage 1.

28 m.

9½ m. (2) Lower route.

For coolies only.

(1) At 1 m. ascend hillside steeply (2,600' in 3¼ miles) to pass through Lou to Gohkir at 5 m., whence follow Route 23 stage 5 to Kosht. At Lou there is sufficient camping ground for a large force (2) and plentiful fuel, but good water is scarce.

(2) Proceed along the right bank of the Mastuj by a track easy for a bad *pari* at ¾ m. to 1 m. where the upper route branches off W. across the hills. Continue ascending and descending steeply to 2½ m., when pass over the

ROUTE No. IV—*contd.*

summit of a hill (7,000'), opposite the village of Reshun on the left bank. Then descend easily to the village of Shugram (22 houses) at 3½ m., when strike the river again, and crossing the Pindagni *nala* at 4 m., enter at 4½ m. the Kalak defile. The road is now one continuous defile, over shale and clay slopes, fit only in dry weather for animals, which have always to be unladen, to at 7 m. the caves where a party of the 14th Sikhs were ambuscaded in 1895, when leaving the defile ascend steeply across bad shale slopes and a *pari*. At 7¾ m. cross a *nala*, at 7¾ m. Gashi Lasht, and at 8 m. Kuragh (10 houses) on opposite bank. Ascend steeply at 8½ m. over loose rocks and continue along a *pari* on the level, passing an ancient monument on the top of a hill immediately above the junction of the Mulrikho and Mastuj rivers. Descending easily over open ground reach the scattered hamlets of Kosht, where Route No. 23 is joined, which see for camping ground, etc.

4 DRASAN .. 8 m. Mule road.

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36 m.

Cross the Kosht Gol, a deep ravine, fording the stream at the bottom, and gradually descending over undulating ground to the Mardar Gol at ¾ m. Enter the bed of the Mulikho river at 1½ m., passing Mardar village, where in winter there is a foot-bridge across the river, and continuing up the right bank to 2 m., where there is an easy *pari*, enter the fields of Muzhgol, 4 m. from Kosht gorge. From here on the track is easy over the fields to Warjun, where there is a foot-bridge over the river in winter, and over several *nalas* passing Naogram, Khutakhan and Jani villages, to Drasan fort at 8 m. In winter there is a ford across the river here.

*Camping ground.*—Good.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*

} Procureable.

ROUTE No. IV—*contd.*

5      ZUNDRANGAM      9 m. 4 f.      Impracticable for  
 \_\_\_\_\_ (9,100').      transport, fit for  
 45 m. 4 f.      lightly laden  
 animals of the country, though gradients are very steep.

On leaving Drasan ascend the watershed between Mulrikho and Terich, passing through Sarth and other villages. At about 6 m. reach the crest of the Sarth pass (13,100'). Turning N. descend steeply through Gazu and other small hamlets to Chandur, a hamlet of Zundrangam, where Route No. 37 is crossed.

*Camping ground.*—

*Water.*—Procurable:

*Fuel.*— }  
*Fodder.*— } Nil.

*Supplies.*—Procurable.

NOTE.—Coolies took 9 hours over this stage in autumn, but would take 11 hours in summer.

6      DURU      ..      9 m. 4 f.      Impracticable for  
 \_\_\_\_\_ (11,350').      animals.  
 55 m.      Proceed up Terich

river by a stony path for 1 m. to a wooden foot-bridge, which, as poplars are plentiful, might easily be improved. Ponies must swim, a matter of difficulty in summer, as the stream is then a roaring torrent and full of boulders. Across the bridge turn N. and ascend to the village of Lasht, at the mouth of the Rosh Gol, at 1½ m. when turn N. W. up the Rosh Gol. Thence by a mere cattle track reach at 3½ m., Darband, a strong natural position, apparently unturnable, and at 6½ m. Ghari (*ailak* and a few huts) (10,700').

*Camping ground.*—Room to encamp on cultivation on both banks.

*Fuel.*—Plentiful.

*Fodder.*—Obtainable.

The path becomes again more and more difficult to 7½ m., when it crosses to left bank and is easy for 2 m. At 9½ m. ford the Warsing Gol, a rapid but shallow stream, and camp ¼ m. beyond in a grove of birch and willow.

ROUTE No. IV—*contd.*

*Camping ground.*—

*Water.*—Plentiful from spring.

*Fuel.*—Procurable.

*Fodder.*—Grass procurable.

*Supplies.*—None.

7 KOTGAZ .. 5 m. 4 f. Impracticable for  
troops or animals.

60 m. 4 f. Up left bank, over  
detritus slopes for  $1\frac{1}{2}$  m. to the foot of the Kotgaz glacier  
when for the next 3 m. the path follows the left lateral  
moraine of the glacier, stony, but not otherwise difficult,  
and fit for cattle, to at  $4\frac{1}{2}$  m. reach a small mountain tarn.  
For nearly 1 m. the path is now perfectly easy, following  
the turfy bank of a small stream which flows between the  
moraine and the hillside, which strip of grass is called  
Kotgaz.

*Camping ground.*—At the extreme end.

*Water.*—Procurable.

*Fuel.*—Should be brought up from below.

*Fodder.*—Some grass procurable.

*Supplies.*—None.

8 TOTIRAZ NOKU 9 m. Impracticable for  
animals or troops.  
----- (13,728').

69 m. 4 f.

Proceed by a difficult track up the glacier still following  
the moraine. At about 2 m. (Height 15,000'), just before  
a big glacier comes in on the left bank, strike diagonally  
left handed across the Rosh Gol glacier, towards the left  
bank of the glacier which comes down from the pass in  
a small ice-fall. The main Rosh Gol glacier, though only  
2 m. broad, is so cut up with crevasses and moraine that  
it takes two hours to cross. The glacier coming down  
from the pass, though gentle, is heavily crevasses and  
parties should move roped. The final 800' ascent only to  
be attempted with mountaineering equipment. The ascent  
is up a vertical wall of rock, which is very rotten. Small  
snow-filled gullies should be avoided, owing to the danger

ROUTE No. IV—*concl'd.*

of a slip, unless steps are cut in them. The crest of the pass is a knife-edged ridge of very rotten rock. On the Wakhan Side the slope drops away at an angle of about 60° for over 3,000'. In August 1940 this was ice. People from Wakhan are said to have crossed this pass as late as 1923, but it is now (1940) considered impassable as a new glacier seems to be forming on the Wakhan side.

## ROUTE No. V.

FROM DRASAN TO SHOST *viâ* THE SHAH JANALI  
(OR RICH) PASS (13,975').

67½ *miles.*      Map 42-D. 1' to 4 m.      6 *stages.*

*Authority* :—Hill 1912. Goadby 1934.

*Epitome.*

This route is connected to the Chitral-Mastuj Route, Route III, at Drasan by Route IV *via* Khost and the Charun bridge, and by Route 39 to Sanoghar—alternatively at Warkup by Route 38 : at Shost it joins Route III to the Baroghil Pass, to which it is a poor alternative.

It is passable for mule transport, but involves manhandling of loads at some of the bridges and for short distances in Stages 5 and 6. The Shah Janali (or Rich) Pass is open to men on foot from May to November, and for animals from mid-June to October.

*Camping Grounds.*—Ample for one Brigade at Stages 2, 5 and 6 ; cramped elsewhere other than for small parties.

*Water.*—Plentiful at all Stages.

*Fuel.*—Plentiful in stages 5 and 6 ; small quantities only elsewhere.

*Fodder.*—Grazing at Stage 5 ; small quantities elsewhere.

*Supplies.*—Nil at Stage 5 ; small quantities procurable at other stages.

ROUTE No. V—*contd.*

1	WARKUP	..	11 m. 6 f.	Mule Road, but
	7,750'.			man-handle loads
11 m. 6 f.				at bridge at
				11½ m.

From Drasan fort keep up right bank of Turicho R., round alluvial cliffs and over fan, much subject to erosion, to cross small stream by country semi-cantilever bridge, 18' long, fit for laden animals, and pass above Sir village. Ascend easily along bad shale slopes for ½ mile to pass round sheer rock by narrow 'pari', just passable for laden animals, with 50' sharp ascent and descent, at 1½ m. Ascend, crossing dry Kushum Gol and by steep zigzags up eroding alluvial fan, later more easily to pass through Dastun village (15 houses), a hamlet of Kushum (253 houses) at 2½ m. (Foot bridge across Turicho R. when not in flood). Track now rise steadily by fair gradient (80' in 3½ m.) steep for short distances only, passing Past Khora (12 houses, last hamlet of Kushum) at 4 m., with short descents at 5 m. and 6 m., to reach Zizdi fields (40 houses) and spur 7¼ m. Istar, on left bank of river, is passed at 6¾ m., whence a steep track, fit for laden animals of country, leads to Miragram on Mastuj R.

Continue at high level with easy ascents and descents, above Tungam fields (15 houses) to descend shortly but fairly steeply to (dry) Janjagh Gol at 9 m., and cross an eroding alluvial fan to Doksher (8 houses), an outlying hamlet of Madak (140 houses). Cross (dry) Madak Gol—steep approaches—at 9½ m. and pass through Shot village (15 houses) at 10 m. to descend by fair gradient (900' in 1¼ miles)—steeper astride Pharogh Gol—to some 809 yds. above Warkup bridge, zigzagging back to cross bridge at 11½ m. (country cantilever—54' span—animals must be unladen and loads manhandled—condition fair in 1934); then ascend steeply to Warkup village (40 houses) at 11¾ m. Residence of Hakim of Turicho.

*Camping Ground.*—On fields and in orchards.

*Water.*—Plentiful; fuel, fodder and supplies procurable in small quantities.



ROUTE No. V—*contd.*

NOTE i.—Route 38 comes in here from Sanoghar and Charur.

NOTE ii.—An alternate but steep route, in good condition climbs up from Drasan through Sarth and Turigram to about 10,400', descending to join main route at 9 m.

2 SHAGRAM .. 8 m. 2 f. Mule Road.  
 \_\_\_\_\_ (7,920').

20 m.

From Warkup keep up left bank of Turisho R., and descending easily to pass through lower fields of Zindrauli (7 houses) at 1 m., traverse foot of sheer rock for  $\frac{1}{4}$  mile on good stone 'pari' above flood level, with short ascent and descent of 60', fit for laden animals; scattered hamlet of Nishku (50 houses) opposite on right bank. Reach first fields of Rain (60 houses) at 2 m., ascending easily over fan, past polo ground, and crossing Mehlp Gol by ford or footbridge at  $3\frac{1}{2}$  m. approach by fairly steep zigzags. Descend gently to end of Rain fields at  $4\frac{1}{2}$  m. opposite junction of Turicho R. and Terich Gol; there is a large rock on the roadside known as 'Kalendar-o-Botini' (fastening of the Saint) with an apparently Buddhist inscription.

Continue for  $\frac{1}{4}$  mile at foot of boulder slopes, then pass easily along alluvial and rubble slopes, in places steep and liable to erosion, to  $6\frac{1}{4}$  m., when ascend easily over Shirjuli fan, to cross Urmu Gol (little water) and reach Shagram (140 houses) at  $8\frac{1}{4}$  m. This is the residence of the Governor of Turicho.

*Camping Ground.*—Ample on fields and polo ground.

*Water.*—Plentiful.

*Fuel, fodder and supplies.*—Procurable in small quantities. Mehtari Telephone.

3 MORICH .. 13 m. 2 f. Mule Road.  
 \_\_\_\_\_ (8,800')

33 m. 2 f.

Descend to river bank at  $\frac{3}{4}$  m., and passing along margin, or foot of hillside, rise shortly at 1 m. to traverse rock precipice by good track built up on stone walls, to Buzund, whence there is a rope bridge to right bank of Turicho R., to Wasich hamlets, consisting of Razdan, Turigram, and Muligram. Cross Khot Gol by ford or by country bridge

ROUTE No. V—*contd.*

(19' span—fit for laden animals) at  $1\frac{1}{2}$  m. with steep exits, from top of which a track, fit for laden animals of country, connects with Route 43 to Brep *via* Khot Pass.

Keep on along shale slopes, steep and soft in places and liable to erosion with a few easy ascents and descents, to reach Zang Lasht plateau (100 houses) at  $3\frac{1}{2}$  m. At 4 m. pass along shale slopes as before, with gentle gradient, to cross dry ravine and reach Zaragh at  $6\frac{1}{2}$  m. Then ascent 300' by fairly easy and well-graded track to reach Uzhnu at 7 m., a scattered hamlet of 60 houses, where Route 43 comes in from Brep.

(C. G. small, in orchards ; water ample—some fuel and fodder procurable).

Descend 600' very steeply to Hunkut at  $7\frac{1}{2}$  m. (2 houses C. G. small, in orchard, water from spring below), opposite junction of Uzhnu Gol and Rich Gol to form Turicho R.

NOTE.—From Zaragh a footpath, passable by laden animals when river is not in flood, avoids climb through Uzhnu and descends to pass over low cliffs and along river bed joining route at Hunkut.

Cross Lawanz Gol and pass along foot of steep shale and boulder slopes or along margin of river bed, to cross to right bank of Rich Gol at  $8\frac{1}{2}$  m. by country cantilever bridge ( $48' \times 3'$ , in fair repair 1934, fit for laden animals). Ascend 150' by steep but graded zigzags to rise gently along shale and rubble slopes which are steep only, for short distances at 9 m.,  $10\frac{1}{2}$  m., and 11 m., passing Ghrosk (8,719'—first hamlet of Rich—1 house) at 10 m. and reaching top of ascent at  $10\frac{3}{4}$  m. Continue easily along old moraine and rubble slopes, passing above Nisur (20 houses) at  $11\frac{1}{4}$  m., whence there is a footbridge across Rich Gol to Parich. Descend very gently to cross to left bank of Rich Gol at  $12\frac{3}{4}$  m. (good country cantilever bridge— $30' \times 3'$ —fit for laden animals) and ascend by fairly steep gradient to reach Morich (60 houses) at  $13\frac{1}{4}$  m.

C. G. on edge of Yoghuch Gol near Hakim of Rish's house ; water plentiful ; fuel, fodder and supplies procurable in small quantities.

ROUTE No. V—*contd.*

NOTE 1.—An old route now just fit for laden animals keeps high up above left bank of Rich Gol from Uzhnu village, passing Amunet (8 houses) at 9 m., Rorogh (6 houses) at 11½ m., and Farich (40 houses) at 12½ m. This track continually rises and falls over alluvial and shale, liable to slips, with very steep ascents from Ambrogh Gol (300') at 9½ m. and from Ashnich Gol (100') at 11½ m. The present route was built in 1929 to avoid these.

NOTE 2.—Realignment of first 1½ miles north of Uzhnu is under consideration, descending to cross river near Amunet and ascending thence to Ghrosk.

4	HAZGO GOL ..	10 m. 6 f.	Mule road ; loads
44 m.	(9,750')		must be man- handled over bridge at 9 m.

Cross Yoghuch Gol by ford or 10' footbridge, good approaches and continue along stone-walled lane through fields to cross Yong Gol by good bridge (12' × 3') at 1 m., ascending sharply, and then cross Chaon Gol (3' stone bridge, or ford) at 1½ m. where Route 44 leads to Brep via Bang Gol Pass. Pass through Sikuch, the last hamlet of Merich—(on right bank of river is Nia Lasht, 5 houses, reached by two temporary footbridges with precipitous approaches)—and continue round rock and rubble slopes, with a few 'paris' and short steep gradients, later ascending easily to Sor Rich (60 houses) at 2¼ m.

Cross Chakosh Gol by ford or 13' footbridge, and descend gently round alluvial cliffs to reach river bank at 3¼ m. ; pass below Dokan and Bulasht villages (8 houses) to cross to right bank of Rich Gol at 4 m. (country cantilever bridge, 42' span fit for laden animals). Ascend steeply at first then easily, over boulder strewn fans with sparse grazing, passing Lasht (3 houses—last hamlet of Rich) at 4½ m., cross Sherbaz Gol to pass Khambakhi (4 houses—hamlet of Phurgram) and, descending easily, cross Phurgram Gol by 15' footbridge or by ford 2' deep to reach Phurgram at 5¼ m. (6 houses).

Continue easily over rock-strewn fans, past Rua on left bank at 6¾ m. (5 houses—the highest cultivation in the valley—footbridge to left bank 45' overall, fit for unladen animals) to cross Shonchak Gol (9,500') and through sparse jungle and coarse grass to Phurgaz fan at 9 m.

ROUTE No. V—*contd.*

Cross to left bank by country cantilever bridge (50' span—fit for unladen animals—loads must be man-handled), just above Thion Gol, and continue along foot of stony fans or at margin of river bed to ford Hazgo Gol (15' wide—1' deep) at 10½ m.

Small Camping Ground, water plentiful, some fuel from birch jungle, fodder and supplies *nil*.

NOTE.—In winter, another route keeps up right bank from Phurgaz through scanty jungle, along river edge to ford Nonoghikuh Gol and camp in Rong jungle at 11½ m. where there is ample space; fuel and water plentiful.

Then pass along edge of jungle for one mile to ford Rohozon (or Kaoh) Gol, which is reported to be difficult at all times, and is impassable from 15th June to 15th August—30' gap and continue across shingle for ½ mile to Moghlong jungle, where enter Shah Janali Gol gorge and pass along slipping shale slopes to join Stage 5 at natural bridge at 1¾ m.

The left bank route is one mile shorter and should be used at all seasons except when large camping space is required.

See Route 47 for alternative to stage 5.

5	SHAH GARHI	11 m. 4 f.	Mule road but
55 m 4 f.	(12,000')		loads must be
			man-handled from
			1¾ m. to 2¼ m. and
			at bridge at 4¼ m.

From Hazgo Gol Camp keep along river bed for one mile where enter gorge of Shah Janali Gol, reaching small patch of jungle called Purang at 1¾ m. From here loads must be man-handled to 2¼ m. Pass along crumbling rubble slopes, crossing to right bank at 1½ m. by natural bridge of fallen boulders or by snow bridge. Continue along dangerous soft rubble slopes and over old snow to 2¼ m., then ascend steeply across face of slope passing and old but inferior defensive position 'Darband-i-Singlek' to cross Mukhshehnar Gol (two small streams, steep approaches) at 2¾ m., where valley opens. Continue ascending more easily to pass high over Monaserai fan

ROUTE No. V—*contd.*

(10,600') at  $3\frac{1}{2}$  m., then keep level over Mushendruz fan to  $4\frac{1}{2}$  m., where cross to left bank by temporary country bridge (36' span, fit for unladen animals—loads must be man-handled) or by ford to reach Apine jungle—Cross Apine Gol to reach Lasht Janali (11,300') at 5 m.—a grassy jungle—covered fan, bisected by the small Janalisor Gol, and called Shah Janali on 1931 edition  $\frac{1}{2}$ " Map.

C. G. ample, water, fuel and grass plentiful.

NOTE.—Should the temporary bridge at  $4\frac{1}{2}$  m. be destroyed (as in 1932 and 1934) keep along right bank on rough track along rubble slopes, horses fording to left bank opposite mouth of Janalisor Gol. Loads must be manhandled from the ford; coolies and unladen donkeys continue up right bank over shale slope to cross opposite Dher Schal at  $6\frac{1}{2}$  m. by temporary bridge (40' span). An old ford opposite Kuchuch Gol is no longer passable (1934).

Continue along fan and through patches of willow and birch jungle called 'Schal', crossing Kuchuch Gol to pass through Kuch Schal and reach Khorwakhtan Gol at  $6\frac{1}{2}$  m., which is difficult to ford in summer—loads must be man-handled—horses, ford stream and other animals pass over unladen by temporary bridge. Ascend sharply to pass Dher Schal at  $6\frac{1}{2}$  m., descend to river bank and rise through Pheru Schal at  $7\frac{1}{2}$  m., ascending steeply for  $\frac{1}{4}$  mile under Chakar Schal, then on level above Bakhto Schal at  $8\frac{1}{2}$  m., to descend to Marmun Schal at 9 m. and reach Bisorwasium at  $9\frac{1}{2}$  m., where jungle ends. Continue on grass above alluvial cliffs, descending to cross Radrakh Gol, at 10 m., then Badrakh Gol E., whence there is a very sharp ascent to  $10\frac{1}{2}$  m.

NOTE.—Throughout 1934 this ascent was closed by old snow and a rough track follows the river bed to  $10\frac{1}{2}$  m., then climbing steeply up spur and over grass slopes to join proper track at Chilgolor Gol ford.

Ford Chilgolor Gol at  $10\frac{1}{2}$  m. and Angolor Gol at  $11\frac{1}{2}$  m. to reach Shah Chari 'ailak', where Routes 47 and 48 come in from Ochili glacier and pass.

*Camping Ground.*—Ample on grazing ground.

*Water.*—Plentiful.

*Fuel.*—Scarce from willow scrub, but plenty from 2 mile downstream.

*Fodder.*—Grazing plentiful in summer.

ROUTE No. V—*contd.*

6 SHOST .. 12 m. Mule road, dangerous in places.  
 (9,800').  
 67 m. 4 f.

Ascend steeply up spur for  $1\frac{1}{2}$  m., climbing 1,000' and pass along short shale slopes: then ascend very easily over boulder-strewn grass above right bank of stream to reach crest of Shah Janali (or Rich) Pass (13,975') at  $3\frac{1}{2}$  m. The pass is an open plateau about one mile long, closed on the north by steep slopes, more open on the south. Pass small tarn on left and descend fairly easily along right bank of Ishperudok Gol, with short sharp descent to cross to left bank by ford or snow bridge at 5 m., and reach Ishperudok at  $5\frac{1}{2}$  m.

*Camping Ground.*—Small on grazing ground.

*Water.*—Plentiful.

*Fuel.*—Brushwood from  $1\frac{1}{2}$  miles downstream.

*Fodder.*—Grazing plentiful in summer.

*Supplies.*—Nil.

Continue down left bank along steep grassy slopes to 7 m. where ford stream (or cross by footbridge 15' gap) to right bank; the path now becomes stony and the valley narrows. Traverse birch jungle (up to 20') and recross to left bank by ford or temporary footbridge (15' gap) at  $7\frac{1}{2}$  m. (12,000'). Keep on descending through birch jungle along rough track on loose rubble slopes with some steep portions, especially descent to river bed at  $8\frac{1}{2}$  m. Here cross again to right bank by temporary country bridge (fit for laden animals, 18' gap); then short steep ascent and very steep descent with zigzags and 'paris' down loose rubble (loads must be manhandled) to cross Siru Gol at 9 m. (10,428') by temporary country bridge (fit for laden animals—19' span with a midstream boulder as central pier).

Ascend gently for  $\frac{1}{2}$  mile, passing small C. G. at Berdi Shakh and descend, easily at first then by steep zigzags, to cross to left bank of Koksun Gol at 10 m. by temporary country bridge (fit for laden animals—21' span over  
 L1053Army

ROUTE No. V—*concl'd.*

boulders). Ascend again fairly steeply—400' in  $\frac{1}{4}$  mile—to pass over spur and descend, through the ruins of an old 'darband', past Yashkist fields, and then steeply, to bed of Yarkhun R. at  $11\frac{3}{4}$  m. (9,800'). Here join Route III, Stage II (Winter), which see for C. G., etc.

NOTE.—When travelling south from Shost to Drasan by this route the best stages are :—

(1) Shost—Ishperudok . . . . .	6 $\frac{1}{2}$ m.
(2) Isherudok—Lasht Janali . . . . .	13 m.
(3) Lasht Janali—Hazgo Gol . . . . .	5 m.

## ROUTE No. VI.

DARORA TO KALAM *viâ* BADGUEM  
(BADGWAI) PASS (11,300').

64 $\frac{1}{2}$  miles.

7 stages.

*Authority* :—G. S. (Guides Infantry), 1904. Stewart and Barnes (1st five stages), 1922.

*Epitome.*

This route connects at Chutiatan with Routes N. of the Kabul river and is the main route from the upper Panjkora valley to the upper Swat valley *viâ* the Badguem Pass (11,300'). It is used by traders and travellers and consists of a tortuous track, which for the first 20 m. is cut out of the hillside and is very difficult. The track would require improving to be made practicable for Government mules and even then would probably only be wide enough for a single line. The river is unfordable during spring and summer. The country is heavily wooded, chiefly holly oak as far as Rorikot and thence with pine forests. There is a certain amount of cultivation round the villages. The numerous country bridges in stages 3, 5 and 7 would require attention before the passage of a large column.

*Camping Ground.*—For at least a Bde. at all stages.

*Fuel.*—Ample at all stages from surrounding country.

ROUTE No. VI—*contd.*

*Fodder.*—Khasil in small quantities procurable almost everywhere. Some grazing for mules from stage 3 onwards in summer after good rains.

*Supplies.*—Very little. In 1922 a party of 3,400 men obtained supplies only with the utmost difficulty and the country side was deprived by them of all eatables for man and beast. For a military force practically all rations and fodder would have to be carried.

1	SHARMAI	..	11 m.	Camel road for first
<hr style="width: 10%; margin: 0 auto;"/>				7½ m., thence
11 m.				track passable
				for country
				mules.

From Darora follow the Chakdara-Chitral road (route 5—N. of Kabul R.) to Chutiatan reached at 7½ m. Thence descend to the Dir R. and cross to left bank by a ford. From here track follows right bank of the Panjkora R. ½ m. distant from it.

At 9½ m. pass Saratai village (13 houses) after which the track approaches the river and runs along the edge of cliffs about 150' high to Sharmai, reached at 11 m. The river is deep and unfordable and both banks are precipitous. The country passed through consists of a succession of low ridges, easily piquetted. Piquets on the hills on the right bank of the river only should afford sufficient protection to a force advancing up the valley.

*Camping ground.*—For a bde. on Kaches round the village and 300' above the river. Camping ground is concealed from view from left bank of river but piquets would be required on the low hills to the west.

*Water.*—Unlimited. For men from a stream flowing through the village and for animals from the river.

*Fuel.*—From surrounding country.

<i>Fodder.</i> —	}	<i>Nil.</i>
<i>Supplies.</i> —		



ROUTE No. VI—*contd.*

2 SHIRINGAL .. 8 m. Track passable for  
country mules.

19 m.

The track which is very rough for the first 4 m. continues up the right bank of the river. The country here is more difficult and a succession of long broken ridges come down at right angles to the river. At 3 m. Dora village on opposite bank. After 4 m. the valley gradually widens and the track descends to the level of the river and runs close alongside it. At 8 m. Shiringal, a stone fort with towers at each corner and a straggling village (40 houses) outside it. The valley here is  $\frac{3}{4}$  m. broad bounded by hills about 400' high on each side.

*Camping ground.*—For 2 bdes. on extensive Kaches in vicinity of the village and close to the river.

*Water.*—Unlimited from river.

*Fuel.*—Ample from surrounding country.

*Fodder.*—

*Supplies.*—

} Only very small quantities.

NOTE.—Route 5 leads N. W. from Shiringal to Drosh.

3 BIAR ..  $8\frac{1}{2}$  m. Track fit for country  
(5,650'). mules.

27 $\frac{1}{2}$  m.

At Shiringal the track crosses to the left bank of the Panjkora by a strong cantilever bridge, 5' 6'' broad and 90' long made of pine logs. The foundations on both banks would need reinforcing if bridge was much used. For first mile the country is flat and easy. Thence for 2 m. the track zigzags up and down the left bank of a tangi 150 yds. wide with heavily wooded and precipitous cliffs, through which the river flows in a narrow swift torrent. Here the track is completely covered at short range from the opposite bank which would have to be held.

From the end of the tangi, 3 m., the track is good as far as Patrak village reached at  $4\frac{1}{2}$  m. This village is on the right bank of the Panjkora at its junction with the Gwaldai stream. The village is unfortified and the houses built of wood are in tiers one above the other. The population in 1922 was estimated at 2,000. The village is reached by a

ROUTE No. VI.—*contd.*

stout wooden cantilever bridge 100' long and 5' broad. From here a track runs up the Gwaldai valley to Hakim Banda and thence through country quite impracticable for troops to Madaglasht in the Shishi valley (*see* Route 11). Another track runs up the right bank of the Panjkora to Tal but is not so good nor as much used as that on the left bank. A camping ground for a Bde. on fields on the right bank of the Panjkora in the vicinity of Patrak village could be made.

The track continues up the left bank from Patrak and is easy for remainder of the stage.

Biar, unlike the other compact villages in Kohistan, is a scattered collection of wooden houses situated on the right bank of the river. It is reached by a strong cantilever bridge 75' long and 6' broad.

In 1923 its population was estimated at 400.

*Camping ground.*—For a bde. in two places in vicinity of village and 100 yds. from river.

*Water.*—Unlimited from river.

*Fuel.*—Abundant from neighbouring hills.

*Fodder.*—

*Supplies.*—

} Only very small quantities.

NOTE.—From Biar bridge a path leads south to Jabai in the Ushiri valley *via* the Jabai Pass.

4 KALKOT .. 7 m. Track fit for country  
 (6,150'). mules.

34½ m.

From Biar the track is good and continues up the right bank of the river. The valley gradually widens out and the lower hills are covered with dense undergrowth and bushes while at 500' above this is dense pine forest. Protection from here on up the valley would be difficult as the hills are too high to piquet and view from the underfeatures is entirely restricted by the undergrowth. At 2 m. the track crosses to the left bank of the river by a cantilever bridge, 60' long and 4½' broad which in 1922 was in bad condition. On the left bank here is Barikot village (50 houses) (5,650'). There is no suitable camping ground here. Thence the track, which is good but which needs widening

ROUTE No. VI—*contd.*

in places, continues up the left bank to Kalkot village reached at 7 m.

Kalkot is on the right bank and is reached by a good cantilever bridge 50' long and 5' broad. The village consists of rows of wooden houses built in tiers and has a population of about 1,500 (1922). The inhabitants are perpetually at feud with their neighbours and are described as being "most offensive and unpleasant people, like the Talwals".

*Camping ground.*—For a bde. on Kaehes S. of the village and 200' from river.

*Water.*—Unlimited from river.

*Fuel.*—Unlimited from the hillsides.

*Fodder.*—  
*Supplies.*— } Only very small quantities.

5 LAMUTAI .. 7 m. Track fit for mules.

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41½ m.

From Kalkot the track, which is rough but could be easily improved, continues along the left bank of the river. The valley now widens out to about  $\frac{3}{4}$  m. At 2 m. there is a steep ascent and descent but this could easily be avoided by the construction of a new road along the river bank. The pine forests now come down nearly to the river banks and protection would be difficult as flank parties would be lost to view in the jungle. At 4 m. the Zhandrai valley, which joins the Panjkora from the E., is crossed. Here is the "wood-cutting" centre and it is inhabited by shepherds and hired wood cutters from Swat Kohistan who live in temporary shelters. At 6¾ m. the Lamutai *nala* is crossed by a wooden bridge and at 7 m. Lamutai village on the left bank of the Panjkora is reached.

Lamutai is, with the exception of Tal, the most important village in Dir Kohistan. The inhabitants who numbered 2,000 in 1922 are more civilised than other Kohistanis and maintain friendly relations with the inhabitants of Swat Kohistan. They are however at enmity with the inhabitants of Tal and Kalkot who combine against them.

ROUTE No. VI—*contd.*

*Camping ground.*—Just sufficient for a bde. between the village and the river but is not good.

*Water.*—Unlimited from river.

*Fuel.*—Unlimited. Pine, deodar and fir.

*Fodder.*—  
*Supplies.*— } Only very small quantities.

NOTE.—From Lamutai a mule track runs up the right bank of the Panjkora to Tal, 2½ m., which is the most northerly village in Dir Kohistan and contains, with hamlets, some 1,500 inhabitants. Thence a difficult foot path continues up the valley and over the Tal pass into the Madoglasht glaciers (*see* Route 34).

6 UTROT .. 14 m. Muleroad with steep  
———— (7,300'). gradients.

55½ m. From Lamutai the road rises steeply up a spur for ½ m. then turns E. and rises easily up the right bank of the Lamutai stream to the Badguem pass, 11,300' at 7 m. In its present state it is bad but free from rock, and the soil is easily workable. The descent is gradual to 9½ m. when a lower pass is crossed (10,400'), then very steep through a dense fir forest. Cross the Sajaun valley at about 12 m. and descend easily though steeply to Utrot (300 houses) in a large plain at 14 m.

*Camping ground.*—For 1 div.

*Water.*—No details.

*Fuel.*—Plentiful.

*Fodder.*—Plentiful.

*Supplies.*—No details.

7 KALAM . . . 9 m. Mule road.

64½ m.

At ½ m. cross to left bank of Gabral stream, by a bridge and continue to 6 m. Here a mountain stream, rapid but fordable, is crossed by a bridge of the ordinary cantilever type with roadway 2' or 3' wide, made out of the hollowed trunk of a tree and fit for mules. Thence by a fairly level road to Kalam (2,000 houses), on the left bank of the upper Swat river about

ROUTE No. VI—*concl'd.*

1 m. above its junction with the Ushu stream. Here join routes N. of the Kabul river and Route No. 35.

*Camping ground.*—In a large plain.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*— } No details.  
*Supplies.*— }

## ROUTE No. VII.

KALAM TO GHIZAR *viâ* THE DADREL PASS  
(16,200').

60 m. (*approximate*).

4 stages.

*Authority.*—G. N. (Guides Infantry), 1904 : checked from native information by Turner, 1914.

*Epitome.*

A road from the head of the Swat valley to Ghizar in the Gilgit Agency, practicable but difficult for unladen animals, impracticable for laden animals except in stage 1, last part of stage 3, and stage 4. The Dadrel pass is difficult even for cattle, and the road varies each year according to the crevasses in the glacier.

There is a bridge in stage 1, and thick jungle in the last 2 stages.

*Camping grounds.*—Ample in stages 1 and 4, restricted in stages 2 and 3.

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful except in stage 2, where scarce.

*Fodder.*—Scarce in stages 2 and 3.

*Supplies.*—Procurable in stage 4 only.

ROUTE No. VII—*contd.*1 TUKA TAKI

21½ m. Fit for laden animals of the country.

21½ m.

At Kalam (*see* Route No. VI stage 5) turn N.E. up the Ushu river, which is unfordable for some months of the year below its junction with the Paloga river (*Palo nala*). At 4 m. reach Ushu or Uju (150 houses), and a short distance above the village cross to left bank by a country bridge fit for animals. At 7 m. reach the mouth of the *Palo nala*, where is some cultivation frequented by the Ushu villagers in summer months only. Continue up the main valley past several Gujar camping grounds but no villages. At 15½ m. pass Machiyangaz, a large summer grazing ground beside a lake. Thence to Ambesh, where a road impassable for animals leads up the *Kachi Kamia nala* to Laspur. At 21½ m. reach Tuka Taki, a wide maidan.

*Camping ground.*—For 1 bde.*Water.*—Plentiful.*Fuel.*—For 1 bde.*Fodder.*—Grazing plentiful.*Supplies.*—None.2 CHIKAR

16 m. Coolie road, practicable for unladen animals though difficult at the pass.

37½ m.

Ascend steeply over boulders and difficult ground to a small glacier, thence by a short steep ascent to crest of Dadrel pass (16,210'), a narrow gap in the hills at 10 m. Descend for 1 mile to 15,000' over a glacier known to be under snow in July, while the crest of the pass is clear. In the next ½ m. the road, which is stony and rendered dangerous by crevasses, descends 1,500' to the foot of the pass at 11½ m. The next ½ m. is a gradual stony descent to a basin surrounded by glaciers the streams from which meet and form a small lake. Thence continue by a bad path, covered by large fragments of rock, under which the stream

ROUTE No. VII—*contd.*

flows to re-appear in a series of small lakes and after descending 900' reach Chikar at 16 m.

*Camping ground.*—Stony, for 4 pls.

*Water.*—Plentiful.

*Fuel.*—Scarce (grass and bushes).

*Fodder.*—Very scarce.

*Supplies.*—None.

3 BOLO MARIU

9½ m. Fit though difficult  
for unladen ponies  
to Ambesh : thence

47 m.

fit for laden animals of country.

Proceed for 1½ m. along a bad path over boulders and then along a small narrow lake 1 m. long to Ambesh at 4 m. for the last mile the path is through scrub willow with a marked descent, and crosses a small hill stream. At Ambesh is a large open grassy space at the junction of 2 branches of the Shunji of Handara stream. Up the eastern branch which is called Bala, a difficult and little used foot-path leads to Kandia. Follow the western along a good open road to 5½ m. where the path becomes rougher and for the last 1 m. lies through thick jungle, and crosses several arms of the stream, but is passable for baggage animals. At 9½ m. reach Bolo Mariu, which lies in the bed of the stream on level ground covered with jungle and grass.

*Camping ground.*—For 1 bn., restricted owing to jungle.

*Water.*—Plentiful.

*Fuel.*—Plentiful.

*Fodder.*—Scarce, for a small party.

*Supplies.*—None.

4 GHIZAR

.. 13 m. Practicable for laden  
animals throughout.  
At 2 m. pass an open

60 m.

grassy space called Shut.

*Camping ground.*—Suitable.

A rough sandy path now leads sometimes over stones, sometimes through thick jungle, to a lake called Chat

ROUTE No. VII—*concl'd.*

("Chat" means "lake") at  $4\frac{1}{2}$  m. The lake is 600 yards square with open level ground, covered with grass and jungle, at both ends. From this to 9 m. the path is frequently in the broad bed of the stream, covered with jungle and in some places marshy. Thence by left bank to  $10\frac{1}{4}$  m., where the path leaves the stream and goes for  $\frac{3}{4}$  m. through low lying fields to Handarap (53 houses) at 11 m. Proceed for  $1\frac{1}{2}$  m. over level marshy ground, and cross the Ghizar river by a ford, which is nowhere more than 3' deep in July and negotiable all the year round but rendered dangerous by deep water below it. At 13 m. reach Ghizar, where join route No. IX.

For *camping ground, etc.*—See Route No. IX, stage 10.

## ROUTE No. VIII.

FROM KHWAJA KHELA (SWAT VALLEY) TO  
CHASHI, GHIZAR VALLEY (GILGIT  
AGENCY).

$143\frac{1}{2}$  miles.

11 stages.

*Authority.*—G. N. (Guides Infantry), 1904 ; G. S. (Guides Infantry), 1914 ; Turner (from Native information), 1915.

*Epitome.*

This route affords a means of communication between the Swat Valley and the Indus and Ghizar (Gilgit) Valley. As far as Karang it leads through totally unexplored country, the distances here being approximate and possibly underestimated. For the first 20 m. it is fit for laden ponies, and is regularly used by traders with their ponies. It could be made practicable for Government mules. Afterwards up to Gabriel it is a coolie road and from Gabriel to the Derki or Chota Pass it is again fit for laden ponies, when it changes to a coolie road, though laden animals could with difficulty negotiate the portion from Piosogol to Chashi. A



ROUTE No. VIII—*contd.*

big lake 5 m. from Piosogol blocks the whole valley in the summer when a long detour has to be made, crossing a *pari*.

*Camping ground.*—Nothing definite as far as Gabrial afterwards sufficient for a brigade except at Derki.

*Water.*—Plentiful.

<i>Fuel.</i> —	} No details as far as Gabrial—elsewhere	
<i>Fodder.</i> —		fuel and fodder plentiful and supplies
<i>Supplies.</i> —		at Gabrial.

1	LILONAI	..	12 m.	Road fit for laden
————— (200 houses).				ponies.
12 m.				

For route up Swat river to Khwaja Khela *see* Routes north of the Kabul river. From here a main trade route leads over the Karorai Pass, 6 m. from Khwaja Khela to Lilonai where also a footpath comes in from Mangalaor *viâ* Shaftalai Pass, Kokhai Kotal, Kokhai and the Ghorband *nala*.

*Camping ground.*—Good.

<i>Water.</i> —	} Nil.
<i>Fuel.</i> —	
<i>Fodder.</i> —	
<i>Supplies.</i> —	

2	GANSHAL	..	8 m.	Road fit for laden
————— (GAPSHIAL)				ponies to within 1
20 m.				m. of Ganshal.

Leaving Lilonai proceed to Shalkao Kandao at 2 m. (pass free from snow in September and fit for mules). Then passing Larai proceed down a small *nala* and turning E. cross a bridge to Bilkanai (200 houses), centre for trade with many shops and traders. Coolie path begins here leading up *nala* to Ganshal (120 houses) at top of Kana *nala*; a rich and thickly populated valley down which path leads to the Indus.

*Camping ground.*—

*Water.*—Plentiful.

ROUTE No. VIII—*contd.*

<i>Fuel.</i> —	}	Probably a small amount procurable.
<i>Fodder.</i> —		
<i>Supplies.</i> —		

3 DUBER .. 12 m. Coolie road.

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32 m.

Between Ganshal and

Duber there are at least 4 passes to be crossed, two difficult but none snow-covered in the summer. The highest is Loe Kupu which appears to be the main watershed between Duber and Kana valleys, and boundary between Kohistan and Pathan country. The path then turns due E. and entering the Duber *nala* reaches Duber (100 houses).

Here Route No. 33 to Kotgala takes off.

Opposite Duber on the left bank of the *nala*, here unfordable, but bridged, is Dhar whence a footpath leads to Patan in the Indus Valley.

*Camping ground.*—

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

<i>Fodder.</i> —	}	<i>Nil.</i>
<i>Supplies.</i> —		

4 BISAO .. 16 m. Coolie road.

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48 m.

Leaving Duber by an easy path, enter main *nala* and proceed to 4 m. where large *nala* comes in from W. and path crosses and recrosses *nala* by 2 bridges (fit for animals) to avoid bad ground. At 8 m. reach summer grazing ground—camping ground possible. At 11 m. a large *nala* comes in from W., and at about 12½ m. is a steep ascent. The track then follows right bank of Duber *nala* to its headwaters at S. of Bisao Pass. About 1 m. S. of Bisao Pass a track goes over the Tirkhane Pass and down the Tirkhane *nala* joining the main route at Tirkhane in the next stage. At 14 m. reach Bisao Pass which is said to be covered with snow all year round but not difficult for coolie carrying loads. At 16 m. reach

ROUTE No. VIII—*contd.*

Bisao. Bisao is a mere hamlet from which a track goes N.W. over the Surkhar Pass to Mankial in the Swat Valley.

Camping ground.—

Water.—	} Nil.
Fuel.—	
Fodder.—	
Supplies.—	

5 KARANG .. 13 m. Coolie road.

(KANDIA

61 m. VALLEY).

At 6 m. the Tirkhane *nala* comes in from the S. along which is a side track. Route then proceeds N.E. reaching Karang at 13 m.

Camping ground.—

Water.—Plentiful.

Fuel.—	} Nil.
Fodder.—	
Supplies.—	

6 GABRIAL .. 7 m.\* Very difficult for men

68 m.

on foot; coolies would have to carry light loads.

Leaving Karang and following the left bank of the Kandia, at about 1 m. pass the two villages of Kras (50 houses) and Dong (30 houses) between which the Kandia stream is bridged. At about 2 m. is Kaomi Village (100 houses) where the Kandia is bridged again. Just beyond this the path becomes very bad, footmen even having to use their hands. At 3 m. is the village of Richan (200 houses) and just beyond it the Sairi *nala* about 35' wide unfordable but bridged, up which footpaths lead to Kalam and Mankial.

Here the usual path crosses to the right bank of the Kandia.

At 4 m. is the village of Mirshahi (60 houses) and 4½ m. Mirshatu (30 houses) with a bridge over the Kandia. At

\*Another report makes this distance 11 miles.

ROUTE No. VIII—*contd.*

about 6 m. reach the *Aspedara nala* which requires bridging in the summer only, and up which the route leads. The best halting place is, however, at Gabrial (350 houses) 1 m. further on up the Kandia.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*—  
*Supplies.*— } Nil.

7 MAIDAN .. 15 m. Easy pony road.

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83 m. Leaving Gabrial village cross the stream by a good bridge practicable for animals, and continue to Bon *harai* at 3 m. where there is a little cultivation but no permanent houses. An easy ascent to Somi village at 12 m. (45 houses, some cultivation and a country bridge practicable for animals). At Somi a large stream comes in from the N.W. up which a route difficult even for coolies and little used, leads *viâ* Karango Pass to Handarah in Route VII. Leaving Somi continue through a forest and over easy grass to Maidan.

*Camping ground.*—Ample for large force.

*Water.*—  
*Fuel.*— } plentiful.

*Fodder.*—Grazing plentiful.

*Supplies.*—Nil.

8 DERKI ... 20 m. Easy pony road.

---

103 m. Cross a bridge across the stream and proceed to Deri, a Gujar *harai* at 11 m. Camping here for 1 brigade, fuel ample, grass ample, but no cultivation. Leaving Deri go through forest and ascend over easy grassy maidans to Tongchilli or Donchilli at 17 m. There is also a bridge here as the main *nala* coming from the Guper Pass is unfordable for some months. At Donchilli, camping ground for 1 brigade on cultivation, water ample, fuel from a pine forest and grass ample.

ROUTE No. VIII—*contd.*

Leaving ascend easily to Derki. Best camping ground for a large force is at Donchilli, Derki is only a small stony halting place.

9 PIOSOGOL .. 15 m. Coolie road, practicable one month for ponies.

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118 m.

Ascend to the Derki or Chota Pass at 2 m. The pass (15,000') is comparatively easy though stony and is open to horses and cattle about June, when snow is hard. Earlier snow prevents crossing and later a lake which is reached at 9½ m., closes the road for all animals. This lake fills up in the summer when the snow melts and since it is bounded on each side by *paris*, it blocks the whole valley even to coolies who have to make a long detour over the hillside. The road after leaving the lake proceeds down a *nala*, and reaches Piosogol, the last lap being easy. Piosogol is a *harai* on open ground, where the stream makes an 'S' bend.

*Camping ground.*—Ample for 1 bn.

*Water.*—Plentiful.

*Fuel.*—Plentiful (Juniper bushes).

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

10 TAMUSHKI .. 16 m. Difficult road but practicable for laden ponies.

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134 m.

Proceed down a wide valley and reach a *harai* at 5 m. Continue by a fairly good path though stony in places for 3 m. and at 10 m. cross stream down Gahali *nala*. Later cross some level cultivated ground above stream called Tharushti and descend to 11½ m., whence road gradually gets rough and stony. For 2½ m. road descends hillsides on left bank till it becomes level again at Tharushti *nala*, which *nala* is joined by another stream called Nichak coming from S.W. at 15¾ m. A track difficult even for men on foot leads up Ana Gol, E. branch of Nichak, into Kandia.

ROUTE No. VIII—*concl'd.*

*viâ* a pass. Route to Tamushki follows Tamushki stream for last  $\frac{1}{4}$  m.

Tamushki (3 houses) an open grassy space, about 600 yards by 150 to 200 yards with jungle on edge of stream.

*Camping ground.*—For 1 bde. with transport.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*— } Scarce.  
*Supplies.*— }

11 CHASHI .. 9 m. 4 f. Road difficult but practicable for laden ponies.

143 $\frac{1}{2}$  m.

At  $\frac{1}{4}$  m. cross stream to left bank by a bridge practicable for animals and, though liable to be swept away, is usually repaired after floods. Stream unfordable in summer. Path then proceeds close down to water level of stream which is broad bed covered with jungle. At 6 m. cross a short bit of stony hillside with fairly good track across. Then for some way level, when at 8 $\frac{1}{2}$  m. again over steep hillside and down left bank of Chashi Gol to Chashi where route IX is met. It is impossible to camp at Chashi owing to marshy nature of ground.

## ROUTE No. IX.

FROM CHITRAL TO GILGIT *via* MASTUJ, SOR LASPUR, THE SHANDUR PASS (12,205') AND GHIZAR.

226 m. Maps 37P, 38M, H. and L. 431. 1. in. to 4 m. 20 stages.

*Authority* :—Garrison Engineer, Drosh (stages 7 to 9), 1937. Major Goadby (last 11 stages), 1934.

*General Report.*

For an epitome of this route between Chitral and Mastuj, see Route III. From Mastuj the track follows

ROUTE No. IX—*contd.*

the Laspur valley to the Shandur Pass (12205') which is usually practicable for laden ponies and mules throughout the winter, except during bad weather ; the snowfall is only from 2' to 3' : it is difficult from 15th February to 15th April : this section was reconstructed in 1937 and is 8' wide throughout. From Shandur Pass to Gilgit the route follows the Ghizar and Gilgit Rivers and is a good mule road, bridged throughout. (Between Shandur and Gupis, considerable realignment to avoid steep gradients and widening is required. It would cost approximately Rs. 36,000 to make it into a well-graded 4' 6'' track, and would necessitate the renewal of 10 bridges, the repair of two bridges, 15 miles of earth work and 8.87 miles of rock cutting.

The Chitral telegraph line follows this route, with offices at Mastuj, Gupis and Gilgit, at which there are post offices. Telephone is superimposed between the offices. (A post office once existed at Teru but has been closed for some years, 1936) and there is no dak arrangement between Mastuj and Gupis, it runs thrice weekly between Gupis and Gilgit.

There are rest houses at Harchin, Shandur, Teru, Pingal, Gupis, Gakuch, Singal, and Gulapur.

Distances from Shandur agree with milestones on map and ground, but are not accurate : Stages are generally a little shorter than as written.

*Camping grounds.*—Ample for one bde. throughout ; generally on terraced fields with stone walls which will need some work for transport approaches.

*Water.*—Ample throughout from streams.

*Fuel.*—Generally scanty except from fruit trees in an emergency, or from a distance by previous notice.

*Fodder and Supplies.*—Scanty throughout, small quantities of lucerne and grain available stages 1--6 and 11--20. Some grazing and meat on hoof at stages 9, 10 and 11.

For a description of this route, between Chitral and Mastuj, see Route III, stages 1 to 6 inclusive.

ROUTE No. IX—*contd.**Detailed Report.*

7 HARCHIN .. 14 m. Mule Road.

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 (9223')

81½ m.

Cross the Mastuj fan and at 1 m. the deep *nala* of Dodorgaz. Pass through the fields of Gramusi and at 4½ m. the hamlet of Onshit on the opposite bank. The next mile is dangerous, after rain, owing to falling stones, and the likelihood of the road falling away. At 5 m. ascend the Chakalwat fan and descend to cross to the left bank of the Laspur River by the Gasht Bridge (130 ft. span, suspension, 1917) at 6½ m. The next 1½ m. over the Wao Shal Gol to Gasht at 8 m. is difficult in July and August when it is in flood from melting snow. This stretch to Gasht is also very stony and the track is difficult to distinguish in places. At Gasht reach :—

*Camping ground.*—Middle of Gasht, cramped in comparison with Harchin.

*Water.*—Plentiful.

*Fodder.*—Scarce.

*Supplies.*—Scarce.

Cross the Gasht Gol fan and at 12 m. pass the hamlet and fields of Muzigal. Between Gasht and Muzigal are two deep *nalas*; the crossing of the second is liable to be precarious owing to the sides of the *nala* falling away. Descend to the Harchin bridge (140' span, suspension, constructed 1931) at 12½ m. and crossing to the right bank reach Harchin at 14 m.

*Camping ground.*—In fields for one Bde.

*Water.*—Plentiful.

*Fodder.*—Scarce.

*Fuel.*—  
*Supplies.*— } Scarce.



ROUTE No. IX—*contd.*

8 SORLASPUR .. 7 m. Mule Road.  
 (9,826').

88½ m.

Pass through fields of Harchin and continue by a level road through Bruk. Rise by well graded zigzag to flat topped spur above Bruk. After descent cross a rocky hillside and *resht* to reach Sorlaspur at 7 m. From here Route 34 leads *via* the Roghi *nala* to Lamutai on the Chutiatan-Kalam road (Route No. VI).

*Camping ground.*—On fields, ample for one bde.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*— } Scarce.  
*Supplies.*— }

9 LANGAR .. 11 m. Mule road.  
 (11,200').

99½ m.

Pass through the village and fields of Sorlaspur for 1 m. and crossing to the left bank of a stream begin to climb. Follow easily graded (1 in 7) zigzag then a long easy grade to reach the Shandur plateau at 5 m. At approximately 4 m. the track is in places almost lost among bushes, marshy ground and outcrops of rock. There is no definite watershed. Between 5½ m. and 7½ m. pass the Shandur Lake, which is over two miles long and at 7 m. the Chitral-Gilgit boundary. Another lake is passed at 7½ m. and at 8 m. a rest house. From here commence the descent—easily at first to Mumilshah 9½ m. (a collection of Shepherd's huts) then more steeply into Langar 11 m. at the junction of the Shandur and Ghizh streams.

*Camping ground.*—One bde. on fields south of Langar.

*Water.*—Ample.

*Fuel.*—Scrub willow abundant.

*Fodder.*—Grazing plentiful in summer.

*Supplies.*—Nil except meat on hoof in summer.

ROUTE No. IX—*contd.*

10 TERU .. 10 m. 4 f. Mule Road.  
 ————— (10,600')

110 m.

From Langar keep down left bank of Ghizar River at very gentle gradient, skirting a series of swampy scrub covered meadows to reach Doboglasht fields at 5½ m. then traverse a low spur and descend to cross Chaman Khan Gol at 6½ m. (25 ft. country bridge, fair condition 1936, fordable except 15th June—31st August). Route 40 ascends this *nala* to Mastuj. Then ascend by fair graded track to cultivated Barsat plateau.

*Camping Ground.*—Unlimited on Doboglasht fields and Barsat plateau.

*Water.*—Ample.

*Fuel.*—Nil.

*Fodder.*—Grazing in summer.

*Supplies.*—Nil except meat on hoof in summer.

Cross Barsat plateau—gentle descent (track somewhat interrupted by irrigation cuts 1936) to 9½ m. then descend fair grade to cross Masholan Gol (generally fordable—30 ft. country bridge poor condition 1936) and ascend steeply (realignment by zigzags easy) to cross small plateau and reach Teru R. H. at 11 m.

NOTE.—It is doubtful whether more than lightly laden animals could cross the bridge over the Chaman Khan Gol and the Masholan Gol.

*Camping ground.*—One Bde. on fields.

*Water.*—Ample from irrigation channels or from Masholan *nala*.

*Fuel.*—Nil.

*Fodder and supplies.*—Scanty : some meat on hoof.

11 PANDAR CAMP .. 13 m. 2 f. Mule Road.  
 ————— (9,750')

123½ m.

Descend easily through Teru fields to 1½ m. where valley is closed by large rocky outcrop. Descend very steeply through boulders and down stone slopes for ½ m.

ROUTE No. IX—*contd.*

(realignment, with some rock cutting, possible) then more easily to  $3\frac{1}{2}$  m. when track is again steep below Gologh Turi village to 4m. Cross a stony fan and reach Ghizar villages.

*Camping ground.*—One bde. on fields.

*Water.*—Ample.

*Fuel.*—Scanty.

*Fodder and Supplies.*—Small quantities grain and lucerne only ; meat on hoof available.

From Ghizar Route VII crosses river by ford (or bridge at  $5\frac{1}{2}$  m.) and goes up Handarap *nala* to Kalam in Swat.

Descend easily through stone-walled fields to  $5\frac{1}{2}$  m., then skirt meadows, keeping to the edge of the foothills, to cross Ghizz river to right bank at  $6\frac{1}{2}$  m. (60ft. cantilever bridge with 15ft. and 30ft. stone buttresses—fair condition 1936). Keep on across meadows and traverse a stony moraine below Shaimal village to enter a gorge at  $7\frac{1}{2}$  m. Track keeps level at foot of debris slopes and emerges from gorge, where valley widens out, at  $9\frac{1}{2}$  m. (rope bridge across Ghizar river—Barkulti village high up on plateau). Cross Sarbalo Gol at  $9\frac{3}{4}$  m. (rough country bridge 25' poor condition 1936—not fordable mid June—August) then traverse a series of cultivated bays, usually boggy in early summer, comprising Serbal village. A country bridge across Ghizar river normally exists at  $10\frac{1}{4}$  m. (broken 1936). At 12m. rise by well graded track to a plateau on a big spur which blocks the valley, commands it for 4 miles up and down stream, and holds up a small lake. (Nahango Chhat.)

Between 11 m. and Pandar Camp plateau there is a fair amount of grazing ground on both banks of the Ghizar river capable of supporting large numbers of cattle and horses as was evident on 18th June 1938.

*Camping ground.*—One bde. at 12 m. on meadows or at  $13\frac{1}{2}$  m. on plateau.

*Water.*—From Ghizar river (1,000 yds. from plateau camp) avoid lake water, which is saline.

ROUTE No. IX—*contd.*

*Fuel.*—Scarce. Some peat from Chhashi (fruit trees, willow, or poplar in emergency) or wood from 5 miles up Bahushtaro Gol.

*Fodder and Supplies.*—Scanty : some procurable from Chhashi : meat on hoof and grazing in summer.

12 PINGAL .. 9 m. 6 f. Mule Road.

———— (8,400')

133m.

Descend from plateau fairly steeply for  $\frac{1}{2}$  m. (improved alignment by zigzag easy) then easily along a rocky spur above Chhashi fields to cross Chhashi Gol at  $2\frac{3}{4}$  m. (unfordable—50 ft. cantilever bridge, fair condition 1936). Above this is the Raja of Kuh Ghizar's guest house (built 1936).

(Route VIII leads up Chhashi Gol to Tangir, and a rough track leads up Bahushtaro Gol to join stage 3 Route 41 Mastuj—Yasin.)

Pass through Shamran fields and descend easily along open slopes to 6 m. (passing Shinglat on far bank at  $4\frac{1}{2}$  m.) to reach an old defensive wall called "Darband". Valley now narrows and track winds along steep shale slopes (1936—at times only 3 ft. wide and badly aligned over stone shoots) to  $7\frac{1}{2}$  m. opposite Kasundar village on far bank. Rise sharply on to a plateau and continue easy descent to  $9\frac{1}{4}$  m. when ascend and descend 200 ft. sharply above cliffs (realignment possible) to cross Yoza Gol by country bridge (30 ft.—fair condition 1936—fordable 40 yds. above bridge) and reach Pingal fields. R. H.  $\frac{1}{2}$  m. further on. For the last 4 miles before reaching Pingal the river flows through a very deep and narrow gorge.

*Camping ground.*—For one bde.

*Water.*—Ample from Yoza Gol.

*Fuel.*—Scarce except from fruit and poplar trees in emergency.

*Fodder and Supplies.*—Scanty.

ROUTE No. IX—*contd.*

13 JULIJAL .. 12 m. Mule Road.

————— (7,720')

145 m.

Ascend easily through village and then drop to river level at  $1\frac{1}{4}$  m. keeping near river to 6 m. except for traverses over cultivated fields of Sosat at  $2\frac{1}{2}$  m. and Tangai at 4 m. Cross Sosat Gol at  $2\frac{1}{2}$  m. (15ft. country bridge—poor condition 1936) and another small stream at  $3\frac{1}{2}$  m. From 6 m. rise easily to ford Saro Gol at 7 m. (15 ft. country bridge unsafe for animals 1936) then rise somewhat steeply through cultivation of Saralokhutu (3 houses) to cross an uncultivated plateau to 8 m. then descend easily for one m. to river level (200 yds. narrow buttresses—3 ft. wide—round cliffs at 9 m.). Follow river level for one m. (thick willow jungle) then ascend and descend sharply over crags to cross Balti Gol by suspension bridge (90 ft. good condition 1936 but narrow 3 ft. approach along rock face) at  $10\frac{1}{2}$  m. Ascend by well graded zigzag to cross bare plateau and descend easily to camp on Julijal fields at 12 m.

*Camping ground.*—Two bns. on fields but bde. camp on plateau at 11 m.

*Water.*—Ample from Ghizar river (for plateau camp from Balti Gol).

*Fuel.*—From 10 m. of stage or  $\frac{1}{2}$  m. beyond C. G.

*Fodder and Supplies.*—Small quantities available from Dahimal village on opposite bank, to which there is a rope bridge 200 yds. below Balti Gol.

14 GUPIS .. 13 m. Mule Road.

————— (7,200').

158 m.

(NOTE.—From  $1\frac{1}{2}$  m. to  $8\frac{1}{2}$  m. this is one of the worst aligned stages between Chitral and Bandipur: realignment at river level involves a maximum of one mile rock cutting to avoid 1,200ft. climb: present track up to  $5\frac{1}{2}$  m. is often 3ft. wide only 1936.)

From Julijal keep at river level for  $1\frac{1}{2}$  m. then ascend easily and pass round rock face by steep buttressed track for 400 yds. descending Ringali fan at 2 m. (good spring—much scrub willow). Then rise and fall steeply along

ROUTE No. IX—*contd.*

rubble cliff face and cross Gahugol at  $3\frac{1}{2}$  m. (12 ft. country bridge). Track now climbs steeply for one mile till about 1,200 ft. above river level, and after  $1\frac{1}{2}$  mile fairly level, descends at  $5\frac{1}{4}$  m. opposite Khalti village (on far bank—connected by rope bridge and rough tracks) at times fairly steeply, to cross Jandrot *nala* at 8 m. (fordable but usually crossed by a 15' country bridge). Between 4 m. and 8 m. the Ghizar river flows through a very deep and narrow gorge. Keep on down through Jandrot fields to river level at  $9\frac{1}{2}$  m. Track then continues across stony moraine, with steep crossings, at dry watercourses, to pass junction of Ghizar and Yasin river at  $10\frac{1}{2}$  m. which unite to form Gilgit river. Reach fields of Gupis at  $11\frac{1}{2}$  m. and camp on fields about  $12\frac{1}{2}$  m. short of Gupis Gah. At Gupis are a Rest House, P. T. O., and civil hospital, (all one mile beyond C. G.) and a fort garrisoned by 50 Gilgit Scouts, this is commanded by hills at close range, on which are built two permanent piquets. Gupis is also the headquarters of the Governor, the Rajah of Kuh Ghizr, a chief of the Gilgit Agency. From Gupis, Route 73 leads *via* Yasin to the Wakhan, and Route 65 to Yachot in Darel.

*Camping ground.*—For two bdes.

*Water.*—Ample from Gupis Gah or Gilgit river.

*Fuel.*—Ample from fruit trees in emergency : otherwise, from a distance.

*Fodder.*—Some lucerne procurable.

*Supplies.*—Small quantity of grain available, other supplies scanty.

15 YANGAL .. 9 m. 4f. Mule Road.

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$167\frac{1}{2}$  m.

From C. G. cross Gupis Gah (36 ft. country bridge—fair condition 1936) and ascend past fort, P.T.O., Dispensary, and rest house, then drop to river level at  $1\frac{1}{2}$  m., where track 400 yds. long branches back to suspension bridge carrying Route 73 to Yasin, etc. Keep at river level (small *nala*—fordable—at  $3\frac{1}{2}$  m. 15 ft. country

ROUTE No. IX—*contd.*

bridge to  $4\frac{1}{2}$  m. where another suspension bridge across Gilgit River connects with Route 73 (120 ft. good condition 1936), and at  $4\frac{1}{2}$  m. cross Roshan Gol by suspension bridge (120 ft. good condition 1936—*nala* fordable except inclusive June—August). (Route 72 to Darel follows this stream.)

Ascend and descend shortly through Roshan village and at  $5\frac{1}{4}$  m. ascend round shale cliffs to cross Saro Gol at  $5\frac{3}{4}$  m. (12' country bridge—fordable). Between Roshan and 6 m. the hills close in on to the river and the road undulates over spurs and *nalas*. Then descends easily through patchy cultivation to 7 m. where track runs level by river margin to 9 m. except for short sharp ascent and descent over rocky hillside above end of rope bridge to Sumal, on opposite bank, at 8 m. Ascend easily over boulder—strewn fan to cross Yangal *nala* at  $9\frac{1}{2}$  m. (12 ft. country bridge).

*Camping ground.*—One Bde. short of *nala* or  $\frac{1}{2}$  m. beyond.

*Water.*—From *nala* or Gilgit river.

*Fuel.*—Scanty.

*Fodder and supplies.*—Nil.

16 GAKUCH .. 14 m. 4 f. Mule Road.

(6,400')

182 m.

Descend Yangal fan and keeping fairly level along hillside, drop to cultivation at river level at  $1\frac{1}{2}$  m. and, after traversing two fans, touch river at  $2\frac{1}{2}$  m. and  $3\frac{1}{2}$  m., then round the steep boulder—strewn slopes of a large spur of Phunar Shaki (16,847'), with a short sharp descent at 4 m., to enter Punial District at Hupar at 5 m. Cross a small stream (10 ft. country bridge—little water as most is taken for irrigation) and rise shortly, then keep on easy descent along foot of boulder slopes (short sharp ascent and descent at  $6\frac{1}{4}$  m.) to reach Haim at  $7\frac{1}{2}$  m. Here there is a rope bridge to left bank of Gilgit river, where track leads to Hatun on right bank of Ishkuman, river. Rise above village to cross *nala* at 8 m. by 150' suspension

ROUTE No. IX—*contd.*

bridge (fair condition 1936—except inclusive June to August, *nala* is fordable), then descend fan to pass round foot of steep cliffs, level but on buttresses, from  $8\frac{3}{4}$  m. to  $10\frac{1}{2}$  m., opposite junction of Gilgit and Ishkuman rivers. (In the angle north of their confluence is a flat uncultivated area with clear approaches except from the north, reported suitable for constructing an L-shaped landing ground with legs 700 yds. by 200 yds. and 450 yds. by 150 yds.). At 10 m. there was, on 21st June 1938, a diversion on to the river bed which connected up with the main road at Damas.

The track then runs level below cultivation of Damas and Mushko to reach Gakuch R. H. at  $14\frac{1}{2}$  m., but is sandy and crosses several irrigation cuts (country bridges up to 10 ft.).

*Camping ground.*—One bde. on fields.

*Water.*—From Gakuch *nala* or Gilgit River.

*Fuel.*—Some dwarf tamarisk ; procurable locally.

*Fodder.*—Some lucerne procurable.

*Supplies.*—Scanty.

17 SIGNAL      . . .      10 m. 4 f. Mule Road.

(6,200')

192½ m.

A sandy stage throughout. Keep easily along hillside to  $3\frac{1}{4}$  m. where Gakuch suspension bridge leads across river to Ishkuman (Route 74). Then pass for  $\frac{1}{2}$  m. along track cut out of overhanging rock, with one 14ft. pari, and descend very easily along foot of sandy slopes (liable to slips after rain) to cross Gulmitt *nala* at  $6\frac{1}{2}$  m. by trestle bridge (65 ft.—good condition 1936), whence Route 66 leads to Chila Harai in Darel. Keep below Gulmitt village and fields, then fairly level along sandy track, passing sites of two former rope bridges to Bubur on left bank at  $7\frac{1}{2}$  m.

(There was a rope bridge at Bubar at  $7\frac{1}{2}$  m. in June, 1938). Cross Singal *nala* at  $9\frac{1}{2}$  m. by suspension bridge (275 ft.—good condition 1936) and reach R. H. and Civil Hospital at  $10\frac{1}{2}$  m. (From 1st October to 1st May  $\frac{1}{2}$  m. is saved by fording Singal *nala* well below bridge). There is



ROUTE No. IX—*contd.*

almost continuous cultivation from  $8\frac{1}{2}$  m. to one mile beyond Singal.

*Camping ground.*—For one bde.—site dependant on crops.

*Water.*—From *nala* or Gilgit river.

*Fuel.*—Procurable.

*Fodder and Supplies.*—Scanty—some lucerne in summer.

18 GULAPUR .. 12 m. 4f. Mule Road.  
 ————— (5,700')  
 205 m.

After one m. through cultivation and over fan rise easily on buttressed track along hill (short steep descent at  $1\frac{3}{4}$  m. for 200 yds.) to reach Gich fan at  $2\frac{1}{4}$  m. ; rise over this crossing Gich stream (always fordable but 12 ft. country bridge) and descend easily above village and over bare fan to  $3\frac{1}{2}$  m. Track is then buttressed along hillside, and rises at fair gradient to cross a big spur at  $4\frac{1}{2}$  m. Though this blocks the valley and commands the road on both sides, it can be turned from the South, L. A. and M. G. covering fire positions being found by manhandling up steep khud. Descend (200 yds. rough and fairly steep, then easily) to reach a small plain at  $5\frac{1}{4}$  m. opposite Hamuchal village. (Good C. G. one bde. water from river, fuel, fodder and supplies nil).

For next mile track is buttressed but fairly level (steep rough descent 200 yds. at  $5\frac{3}{4}$  m.) to  $6\frac{1}{2}$  m. and then rises easily round a spur to cross Dalnati *nala* at  $7\frac{1}{4}$  m. by suspension bridge (275 ft. good condition 1936) descending easily to pass above partly cultivated Dalnati fan. (From 1st October to 1st May, the stream is forded lower down, saving  $\frac{1}{2}$  m.—short cut takes off at  $6\frac{1}{2}$  m. and rejoins at  $7\frac{3}{4}$  m.). Track then descends easily to  $10\frac{1}{2}$  m., round sandy slopes liable to slips after rain, with steep short buttressed portions at  $9\frac{1}{2}$  m. and 10 m. ; at  $9\frac{3}{4}$  m. pass a strong rope bridge to Sher Kila on left bank, the residence of the Rajah of Punial, a chief of the Gilgit Agency. Then pass level at

ROUTE No. IX—*contd.*

edge of rubble cliffs, through cultivation, to Gulapur R. H. at 12½ m.

*Camping ground.*—For one bde. at 12 m. on terraced fields.

*Water.*—Ample from Gilgit river or from irrigation cuts from Gulapur *nala*.

*Fuel.*—Procurable.

*Fodder.*—Small quantity.

*Supplies.*—*Nil.*

19 PILCHAI . . . 8 m. 4 f. Mule Road.

(5,300')

213½ m.

The main track rises through stone walls to cross the Gulapur *nala* at 1 m. by a 90 ft. suspension bridge (fair condition 1936) then descends easily to a sandy plain and reaches Shikaiot village at 2½ m.

(Except during the rare occasions when Gulapur *nala* is unfordable, a rough short cut takes off at ½ m. and rejoins at 2½ m., saving a climb and one mile). Rise easily along stone walled lanes through cultivation to cross Shirut *nala* at 3 m. by 80 ft. suspension bridge (good condition 1936) and then follow river margin, with short rise across a sandy cliff, to 4 m. The track now climbs some 200 ft. sharply and follows boulder strewn slopes, with a sharp descent at 4¾ m., to 5¾ m. where it passes round a spur opposite the Bargu village (whence Route 96 leads to Noma!) and descends by sharp rough zigzags to thin tamarisk jungle at river margin. At 6½ m. ascend somewhat steeply for ½ mile along a rotten sandy cliff (liable to slip) then descend easily across a fan and round boulder strewn slopes to a flat sandy stretch near the river, about 1,000 yds. by 100 yds., known as Pilchai.

*Camping ground.*—One bde.

1053Army

ROUTE No. IX—*concl'd.*

*Water*—Plentiful from Gilgit River (sedimented in summer).

*Fuel*.—For two days for one bde. from tamarisk scrub.

*Feeder and Supplies*.—*Nil* (lucerne may be available from Henzal—stage 20, mile  $8\frac{1}{2}$ ).

NOTE 1.—As this is a short stage and stage 20 is fairly easy, it may be doubled with the latter, especially when the various short cuts are usable.

NOTE 2.—“Pilchai” is merely the local word for a sandy stretch near the river (*i.e.*, “Kach”) and is *not* a place name.

20 GILGIT ... 12 m. 4 f. Mule Road.  
 ————— (5,000')  
 226 m.

Ascend easily round a short spur on buttresses and at 1 m. climb by somewhat steep zigzags for  $\frac{1}{2}$  m. to pass over Yar Kash spur; descend from this fairly steeply at 2 m. and traverse steep rock and shale slopes, on buttresses, for one mile, to 4 m. Then traverse a stony moraine, passing cultivation and small villages of Henzal Omain and Henzal Kain at  $4\frac{1}{2}$  m. and  $5\frac{1}{2}$  m. respectively, dropping to river level at 6 m. At  $6\frac{1}{2}$  m. cross a spur, with steep short gradient in first mile, and reach river bank again at 8 m. (In June, 1938, the road was diverted along the river bed between  $6\frac{1}{2}$  m. and 8 m.). After  $\frac{1}{2}$  m. along the river pass easily through Basin Pain village to cross Kargah *nala* at  $9\frac{1}{2}$  m. by 100ft. suspension bridge (good condition 1936 *nala* unfordable 1st June—1st September) then descend easily through Basin Bala cultivation, pass under Naupur village at  $10\frac{1}{2}$  m., and reach river margin at  $11\frac{1}{2}$  m. Then enter cultivation of Gilgit for particulars see Route XIII, stage 11.

NOTE.—From 1st September to 1st June, a short cut takes off from  $6\frac{1}{2}$  m. and rejoins the track at 8 m., saving a climb over a spur and  $\frac{1}{2}$  mile: from approx. 1st October to 15th April, while Kargah *nala* is fordable, another short cut follows the Gilgit River from  $8\frac{1}{2}$  m. to  $11\frac{1}{2}$  m., saving one mile.

**ROUTE No. IX (Reversed).**

**FROM GILGIT TO CHITRAL via GHIZAR, THE SHANDUR PASS (12,205') SOR LASPUR AND MASTUJ.**

226 miles. Maps 37P, 38M, 42D, H and L 20 stages  
431. 1" to 4m.

*Authority* :— } Garrison Engineer Drosh (Stage 11  
to 14), 1937.  
} Major Goadby (first 11 stages) 1934.

*General Report.*

This is the best route between Gilgit and Chitral, and, in winter, between Gilgit and India. It follows the Gilgit and Ghizar rivers to the Shandur Pass (12,205') which is usually practicable for laden ponies and mules throughout the winter, except in bad weather: the snowfall is only from 2' to 3', it is difficult from 15th February to 15th April. From the Shandur Pass it descends the Laspur River to Mastuj, crosses it by a suspension bridge built by S. and M. in 1926, and then keeps down the left bank of the Mastuj River to Chitral. The section between the Shandur Pass and Mastuj was reconstructed in 1937 and is 8 ft. wide throughout. It is bridged throughout between Gupis and the Shandur it needs considerable realignment to avoid steep gradients (1936), and widening in places; beyond that, gradients are fairly steep in stages 15 and 19, while animals need careful handling in wet weather along TAU cliffs in stage 15, and along shale slopes in stage 19.

Distances to Shandur agree with milestones on map and ground, but are not accurate. stages are generally a little shorter than as written.

The Chitral telegraph line follows this route with offices at Gilgit, Gupis, and Mastuj, where there are also post offices. Telephone is superimposed between offices. There is also a private Mehtari telephone between Mastuj and Chitral, with instruments at guest houses.

ROUTE No. IX (REVERSED)—*contd.*

There is no dak arrangement between Gupis and Mastuj : it runs thrice weekly between Gilgit and Gupis, and between Mastuj and Chitral. (A post office formerly existed at Teru but has been closed for some years—1936.) There are rest houses at Gulapur, Singal, Gakuch, Gupis, Pingal, Teru, Shandur and Harchin. H. H. the Mehtar of Chitral owns private guest houses at stages from Mastuj onwards.

*Camping ground.*—Ample for one bde. throughout, generally on terraced fields with stone walls, which necessitate some work for transport approaches.

*Water.*—Ample from streams throughout.

*Fuel.*—Generally scanty except from fruit trees, etc., in an emergency, or from a distance by previous notice.

*Fodder and Supplies.*—Scanty throughout : small quantities lucerne and grain available stages 1—10 and 15—20 ; some grazing and meat hoof at stages 10, 11,

*Detailed Report.*

1 PILCHAI .. 12m. 4f. Mule Road.

(5,300')

12½m.

Leave through cultivation of Gilgit and keep along hill-side passing under Naupur village on a plateau at 2m., and ascending a fan through Basin Bala cultivation to cross Kargah *nala* at 3m. by 100 ft. suspension bridge (good condition 1936—*nala* unfordable 1st June—1st September). Then descend easily to pass through Basin Pain polo ground at 4m. and reach river margin. At 4½m. leave river to cross a spur, with steep short gradients between 5m. and 6m., where road rejoins river margin and traverses a stony moraine, passing cultivation and small villages of Henzal Kain and Henzal Omain at 7m. and 8m. respectively.

(NOTE.—When the Kargah *nala* is fordable approximately 1st October to 15th April, a short cut follows the river bed from 1m. to 4m., saving one mile : another short cut takes off from 4½m. and follows the Gilgit river bed to 6m., avoiding a climb and saving ½m. from 1st September to 1st June.)

ROUTE No. IX (REVERSED)—*contd.*

From 8½ to 9½m. the track is buttressed round steep rock and shale slopes, rising somewhat steeply at 10m. over Yarkash spur and descending by zigzags to the river at 11½m. ; it then is buttressed round a short spur and descends to a flat sandy stretch about 1,000 yds. by 100 yds. along the river margin, known as Pilchai.

*Camping ground.*—One bde.

*Water.*—Plentiful from Gilgit River : sedimented in summer.

*Fuel.*—For two days for one bde. from tamarisk scrub.

*Fodder.*—Nil (Lucerne may be available from Henzal).

*Supplies.*—Nil.

NOTE 1.—As stage 2 is short and fairly easy, this may be included in stage 1, especially when the various short cuts are usable.

NOTE 2.—“Pilchai” is merely the local word for a sandy stretch near the river bed, and not a place name.

2 GULAPUR  
 (5,700')

.. 8m. 4f. Mule Road.

21m.

Keep round boulder-strewn slopes and rise easily over a fan to 1½m., then drop somewhat steeply along a rotten sandy cliff face (liable to slips) to river bank at 2 m. Pass tamarisk scrub (Bargu Pain village on opposite bank) and at 2¼m. rise by somewhat steep and rough zigzags for ½ mile, then traverse slopes of spur to 4½m., with steep short ascent at 3½m. and rough steep descent at 4¼m. The Bargu villages are on a high fan on the opposite bank from which Route 96 leads to Nomal. Ascend Shirut far for short distance then descend easily along sandy cliff to follow river margin to 5½m. where rise shortly to cross Shirut *nala* by 80 ft. suspension bridge (good condition 1936) and pass along stone walled lane through cultivation of Shikaiot village to rejoin river margin at 6m. where a sandy plain would accommodate one Bde. (water and fuel abundant—Some fodder procurable).

At 6½m. rise at steady gradient up right bank of Gulapur *nala* to cross by 90 ft. suspension bridge (fair

ROUTE No. IX (REVERSED)—*contd.*

condition 1936) at  $7\frac{1}{2}$ m. and descend through stone walled lanes to Gulapur R. H. at  $8\frac{1}{2}$ m.

NOTE.—Except when the Gulapur *nala* is unfordable—a rare occurrence—a somewhat rough short cut takes off at 6m. and rejoins at 8m., saving one mile.

*Camping ground.*—One bde.,  $\frac{1}{2}$  mile, beyond R. H. on terraced fields.

*Water.*—Ample from Gilgit River or from irrigation cuts from Gulapur *nala*.

*Fuel.*—Procurable.

*Fodder.*—Small quantity.

*Supplies.*—Nil.

NOTE.—Map 42L—square 4A (1930 Edition).

The suspension bridge shown above the A in Shikaiot does not exist, should be shown across the Gulapur *nala* (the next stream to the west), and one mile from the Gilgit River bank.

3 SINGAL .. 12m. 4f. Mule road  
 — (6,200').  
 33 $\frac{1}{2}$ m.

Keep level below cultivation at edge of rubble cliffs for  $1\frac{1}{2}$ m. then, after  $\frac{1}{2}$ m. bare fan, rise round a spur along sandy slopes (liable to slips) to  $3\frac{1}{2}$  m. with sharp rises over buttresses at  $2\frac{1}{2}$ m. and 3m. At  $3\frac{1}{2}$ m. pass a strong rope bridge to Sher Kila on left bank, the residence of the Rajah of Punial, a chief of the Gilgit Agency. Rise easily across stony fan to pass above cultivation of Dalnati, and keep up right bank of *nala* to cross stream by suspension bridge at  $5\frac{1}{2}$ m. (275 ft.—good condition 1936). (From 1st October to 1st May the stream is forded lower down, saving  $\frac{1}{2}$  mile). Keep level along a spur to 6m. (where short cut rejoins by sharp zigzags) then pass along buttressed track (short stiff ascent 200 yds. at  $6\frac{3}{4}$ m.) to reach a small plain at  $7\frac{1}{4}$ m., opposite Hamnchal village. (Good C. G. one Bde., water from river, fuel fodder and supplies nil.)

Climb steadily to 8m. (last 200 yds. somewhat steep and rough) to cross a spur which blocks the valley and

ROUTE No. IX (REVERSED)—*contd.*

commands the road on both sides. This can be turned by steep climb up hills to south, M. Gs. and L. As. could sweep it if manhandled some 300 ft. up steep khud side. Then keep on buttressed track for one mile descending at fair gradient to pass over bare fan and above Gich village and fields at 10m. Gich *nala* is always fordable but has short country bridge (12 ft. span). Then descend on buttressed track to 11m.—easy gradient except for 200 yds. steep ascent at 10¾m.—and reach Singal fields at 12m., then R. H. and dispensary at 12½m. From here Route 69 leads to Kali (Darel).

*Camping ground.*—One bde. at 12m.

*Water.*—Ample from Gilgit River or Singal *nala*.

*Fuel.*—Procurable.

*Fodder and Supplies.*—Scanty—some lucerne in season.

4 GAKUCH .. 10m. 4f. Mule Road.  
 ——— (6,400').  
 44m.

This stage is sandy. Pass below Singal fields and ascend right bank of *nala* to cross at 1m. by 275 ft. suspension bridge (good condition 1936) (1st October to 1st May, ford lower down and save ½ mile) and run level along sandy track to enter Gulmitt fan at 3m., where are two former rope bridges sites to Bubur on opposite bank (no R. B. 1936). Keep below field and cross *nala* at 4m. by trestle bridge (65 ft.—good condition 1936), whence Route 66 leads to Chila Harai in Darel. Track then runs level at foot of sandy slopes for 1½m. (liable to slip after rain) and rises easily to pass round end of spur at 6¾m. (A rough track to Gakuch village keeps up hillside at 6¼m.) The next ½ mile is cut out of overhanging rock with one 14 ft. pari, and reaches Gakuch suspension bridge leading to Ishkuman at 7¼m. (see Route 74 : bridge suspension too tight so that bridge swings a good deal as it does not rest on end piers 1936). Track then keeps fairly level along hillside with one short rise and fall at 9m., to reach Gakuch fan at 10m., and R. H. at 10½m. (Old fort and



ROUTE No. IX (REVERSED)—*contd.*

village are on plateau high up behind R. H. and so not visible.)

*Camping ground.*—For one bde. on fields.

*Water.*—From Gakuch *nala* or Gilgit River.

*Fuel.*—Some dwarf tamarisk : procurable locally.

*Fodder.*—Some lucerne procurable.

*Supplies.*—Scanty.

5 YANGAL ... 14m. 4f. Mule Road.  
 (6,800').

58½m.

Keep level below cultivation of Mushko and Damas to 4m., crossing several irrigation cuts (country bridges up to 10 ft.), opposite junction of Ishkuman and Gilgit rivers. In the angle north of their confluence there is a flat uncultivated area with clear approaches except from the north, reported suitable for constructing an L-shaped landing ground with legs 700 yds. by 200 yds. and 450 yds. by 150 yds.

Track then keeps level at foot of cliffs, on buttresses to 5½m., and rising sharply at 6m. to pass above Haim cultivation, crosses *nala* at 6½m. by 150 ft. suspension bridge (fair condition 1936 except inclusive June to August, *nala* is fordable). (At Haim there is a rope bridge to the left bank of Gilgit River whence a track leads to Hatun up the Ishkuman River) then climb easily at foot of boulder slopes (sharp ascent and descent at 8¼m.) descending more steeply to Hopar fields at 9m. Cross a small stream (10 ft. country bridge) with little water, as most is taken for irrigation. Enter Kuh district and continue to ascend easily at foot of boulder slopes, with short sharp climb at 10½m., and descend to small tamarisk Kach at river edge at 11m. Track then rises over bare fan, drops to river at 12m., and again rises over partly cultivated fan, dropping to river at 13m. A sharp short ascent and gradual descent to reach Yangal cultivation at 14m., and ascend the fan, somewhat steeply, to cross *nala* at 14½m. (12 ft. bridge).

*Camping ground.*—One bde. at 14m. or across *nala*.

ROUTE No. IX (REVERSED)—*contd.*

*Water.*—From *nala* or Gilgit River.

*Fuel.*—Scanty.

*Fodder and Supplies.*—Nil.

6 GUPIS .. 9m. 4f. Mule Road.

———— (7,200')

68m.

Descend easily over boulder strewn fan for  $\frac{1}{2}$ m. and keep level near river margin at foot of stony slopes, with short sharp ascent and descent at  $1\frac{1}{2}$ m., above end of rope bridge to Sumal on opposite bank. Keep round hillside to  $2\frac{1}{2}$ m., then rise easily through patches of cultivation to cross Saro Gol at  $3\frac{3}{4}$ m. (12 ft. country bridge—fordable) and traverse shale cliffs to enter Roshan village at  $4\frac{1}{2}$ m., Ascend and descend shortly through village to cross Roshan Gol at 5m. (120 ft. suspension bridge—good condition 1936—*nala* fordable except inclusive June—August) (Route 72 to Darel follows up this stream).

At  $5\frac{1}{2}$ m. pass suspension bridge (120 ft.—good condition 1936) across Gilgit River which connects with Route 73 *via* Yasin to the Baroghil pass. Keep level along river margin (small *nala* at 6m.—15 ft. country bridge fordable) to  $8\frac{1}{2}$ m., where branch road leads to another suspension bridge (Route 73), and reach Gupis R. H., Dispensary and P. O. at  $8\frac{3}{4}$ m. Continue past fort and cross Gupis Gah (36 ft. country bridge—fair 1936) to camp anywhere on fields about  $9\frac{1}{2}$ m.

At Gupis are R. H., P. T. O., Civil Hospital, and fort garrisoned by 50 Gilgit Scouts. This is commanded by hills at close range, on which are built two permanent piquets. Gupis is also the headquarters of the Rajah of Kuh Ghizr, a chief of the Gilgit Agency.

From Gupis, Route 73 leads *via* Yasin to the Wakhan, and Route 65 to Yachot in Darel.

*Camping ground.*—West of Gupis Gah for two brigades.

*Water.*—Ample from Gupis Gah or Gilgit River.

*Fuel.*—Ample from fruit, etc., trees in emergency : otherwise from a distance.

ROUTE No. IX (REVERSED)—*contd.*

*Fodder.*—Procurable.

*Supplies.*—A small quantity of grain procurable ; other supplies scanty.

7 JULIJAL .. 13m. Mule Road  
 ——— (7,720').  
 81m.

(NOTE.—From 4m. onwards this is one of the worst aligned stages between Bandipur and Chitral : realignment involves a maximum of 3,000 yds. rock cutting to keep the track almost at river level, instead of a 1,200 ft. climb ; the track from 7m. onwards is often 3 ft. wide only 1936.)

From C. G. pass through cultivation to 1m. and then over stony moraine with steep crossing, across dry water-courses, passing junction of Ghizar and Yasin Rivers at 2m., which combine to form the Gilgit River. At 3½m. enter Jandrot fields and rise by graded path, somewhat steep in parts, to some 1,200 ft. above the river at 7¼m. Jandrot *nala* is fordable but usually bridged (15 ft. country bridge—nonexistent 1936). Track then rises fairly level along hillside to 8½m. ; Khalti village is far below on opposite bank and connected by a rope bridge and rough paths. Then descend somewhat steeply—rough track often only 3 ft. wide—to cross Gahogol at 9½m. (12 ft. country bridge post condition 1936) and after short sharp rise and fall along rubble cliff face, reach Ringali fan at 10m. Rise over this (good spring—much scrub willow) and pass along steep buttressed track round rock face at 11m. Descend easily to keep at river level to Julijal fields at 12½m.

*Camping ground.*—Two bdes.

NOTE.—Bde. could camp at 13½m. on plateau and take water from Balti Gol at 14m.

*Water.*—Ample from Ghizar River.

*Fuel.*—Ample scrub during last two miles of stage.

*Fodder and Supplies.*—Small quantities procurable from Dahimal village on opposite bank to which there is a rope bridge 200 yds. below Balti Gol in next stage.

ROUTE No. IX (REVERSED)—*contd.*

8 PINGAL .. 12m. Mule Road.  
 ——— (8,400').

93m.

Keep level for  $\frac{1}{2}$ m. then ascend to cross flat plateau and drop at 1m. by fairly graded zigzags to cross Balti Gol by suspension bridge (90 ft. good condition 1936—exit narrow along rock face), then ascend and descend fairly steeply above crag to river level at 2m. Follow this for one mile and thick willow jungle at river edge—and at 3m., after 200 yds. narrow traverse round cliff, ascend fairly easily to 4m. : cross an uncultivated plateau and drop sharply to pass through Saralokhutu cultivation (3 houses) and ford Saro Gol (15 ft. country bridge unsafe for animals 1936). Descend easily to river level at  $6\frac{1}{2}$ m., which is followed for rest of stage, except for traverse of cultivated fan of Tangai at  $7\frac{1}{2}$ m. and that of Sosat at  $9\frac{1}{2}$ m. Cross small stream at  $8\frac{1}{2}$ m. and Sosat Gul at  $9\frac{1}{2}$ m. (15 ft. country bridge—poor condition 1936), Rise at  $10\frac{1}{2}$ m. to Pingal fan and pass through village to R. H. at  $11\frac{1}{2}$ m., camp on fields at river level at 12m.

*Camping ground.*—For one bde.

*Water.*—Ample from Yoza Gol.

*Fuel.*—Scarce except from fruit and poplar trees in emergency.

*Fodder and Supplies.*—Scanty.

9 PANDAR Camp. .. 9m. 6f. Mule Road.  
 ——— (9,750').

102 $\frac{1}{2}$ m.

Cross Yoza Gol by country bridge (30 ft. fair condition 1936—stream fordable 40 yds. above bridge) and, after steep ascent and descent of 200 ft. to pass above cliffs (realignment possible), rise easily along a fan to  $2\frac{1}{2}$ m. opposite Kasundar village (3 houses) on far bank. Drop sharply off plateau and then wind along steep shale slopes, generally ascending, through narrow valley (1936—path at times 3 ft. wide only and badly aligned over stone shoots) till and old defensive wall (“Darband”) is reached at  $3\frac{1}{2}$ m. Valley now opens up and slopes are easier, track

ROUTE No. IX (REVERSED)—*contd.*

ascends at easy gradient—crossing small stream with willows scrub at 4½m. and passing Shinglat village on far bank at 5m. (At the right side of the track is a small burji on a large rock erected as a memorial to the late King Edward VII) then entering Shamran fields at 6m. At 7m. descend to cross Chhashi Gol (unfordable—50 ft. cantilever bridge fair condition 1936, exit narrow along rock face) then ascend under Raja of Kuh Ghizr's guest house (built 1936) to Chhashi fields at 8m. (Lambardar) continue climb above fields across a large spur which blocks the valley (steep gradient last ½ mile—could be avoided by realigning track as zigzag) to crest at 9½m. and camp on plateau above Pandar lake (Nahun, Chhat) at 9¾m. On a spur running north from the plateau is a small watch tower built as a memorial to the late Queen Victoria.

*Camping ground.*—For one Bde. at Shamran, on lower Chhashi fields, on plateau above lake, or one mile further on at river level. Upper Chhashi is full of springs and marshy.

*Water.*—For Shamran or lower Chhashi camps, Chhashi Gol. For plateau camp (1,000 yds. carry) or far camp from Ghizar River. Avoid water from lake, which though fed by springs is saline (full of trout also).

*Fuel.*—Scarce. Peat from Chhashi (fruit trees, willow, or poplar in emergency) or wood from 5m. up Bahushtar Gol.

*Fodder and Supplies.*—Scanty, from Chhashi or Shamran; grazing one mile beyond camp in summer and meat on hoof.

NOTE 1.—A rough track leads from Chhashi (crossing Ghizar River by country cantilever bridge fit for ponies) up the Bahushtar Gol to join stage 3 of Route 41 from Mastuj to Yasin.

NOTE 2.—Route VIII leads up Chhashi Gol to Tangir.

10 TERU .. 13m. 2f. Mule Road.  
 (10,600').

116m.

Descend by well graded fair slope from plateau to old lake level at 1¼m. then cross a series of cultivated bays

ROUTE No. IX (REVERSED)—*contd.*

(boggy while snow melting) of Serbal village and passing country bridge across Ghizar at 3m. (broken 1936), cross Sarbalo Gol at 3½m. (rough country bridge 25 ft. poor condition 1936—not fordable till June—August). Up to 4m. track is frequently cut by irrigation channels which need culverts. At 4m. pass rope bridge across Ghizar River and, leaving Barkulti village high up on plateau, traverse gorge for 1½ miles—good level track at foot of debris slopes. Emerge from gorge at 5½m. and crossing stony moraine below Shaimal village enter more open country, track then skirts meadows to cross Ghizar River at 7m. (60 ft. cantilever bridge with 15 ft. and 30 ft. stone buttresses—fair condition 1936) when it leaves river and winds round the edge of swampy meadows to reach Ghizar villages (Iambardar at 8m., to pass through stone walled fields.

*Camping ground.*—One bde. on fields.

*Water.*—Ample.

*Fuel.*—Scanty.

*Fodder and Supplies.*—Small quantities lucerne and grain only available, also meat on hoof in summer. From Ghizar Route VII continues from bridge at 7½m. or by ford, up Handarap *nala* to Kalam in Swat.

At 9m. cross a stony fan and then ascent (rough track) somewhat steeply under Gologh Turi village and then over rocky outcrops which completely block the valley, to 11½m. The last ½ mile is very steep through huge boulders, finally ascending a fairly stable stony slope by zigzags. (This portion, with some rock cutting, can be realigned at a fairly easy, gradient, higher up the stone shoot). At 11½m. the crest of the outcrop is reached and the outskirts of Teru cultivation; ascend at gentle gradient to reach Teru R. H. at 13¼m.

*Camping ground.*—One bde. in fields.

*Water.*—Ample from irrigation channels, or from Masholan *nala* one mile on.

*Fuel.*—Nil.

ROUTE No. IX (REVERSED)—*contd.*

*Fodder and Supplies.*—Scanty : some meat on hoof available.

11 LANGAR .. 10 m. 4 f. Mule Road.

———— (11,200').

126½ m.

Cross small plateau and descend steeply to cross Masholan Gol at 1 m. (generally fordable—30 ft. country bridge poor condition 1936). (This steep descent can be avoided by realigning road with zigzags). Ascend soft slope by fair gradient to Barsat plateau, at 1½ m. where valley opens out, and pass through cultivated fields, gentle ascent—(track cut by irrigation channels 1936) to 4 m. when descend by fair gradient to cross Chumarkhan Gol (25 ft. country bridge fair condition 1936—fordable except 15th June—31st August). Route 40 ascends the *nala* to Mastuj.

*Camping ground.*—Unlimited on Barsat plateau or beyond Chumarkhan Gol.

*Water.*—From Chumarkhan Gol of Ghizar River.

*Fuel.*—Nil.

*Fodder.*—Some grass available—grazing in summer two miles further on.

*Supplies.*—Nil. (Some meat on hoof in summer).

From *nala* ascend easily round foot of Doborglasht fields and then skirt a series of bays containing swampy scrub and meadows, to reach Langar (6 huts) at the junction of the Khokush and Shandur streams, which here unite to form the Ghizar River.

*Camping ground.*—One bde. on fields, south of Langar.

*Water.*—Ample.

*Fuel.*—Scrub willow in large quantities.

*Fodder.*—Grazing plentiful in summer.

*Supplies.*—Nil except meat on hoof in summer.

ROUTE No. IX (REVERSED)—*contd.*

12 SORLASPUR      11 m. Mule Road.  
 (9,826').

137½ m.

From Langar turn west, leaving all trees and scrub, and ascend steeply along the Shandur stream for 1 m. (realignment by zigzags at fair grade possible to south). Pass Mumilshah (a collection of shepherd's huts) ascend easily to pass a R. H. at 3 m. On the Shandur Plateau (there is no definite watershed) pass a small lake at 3½ m. and the large Shandur lake between 3½ m. and 5½ m. The Gilgit-Chitral boundary is crossed at 4 m. At 6 m. descend by a long easy gradient to zigzag (1 in 7) and crossing to right bank of stream reach Sorlaspur at 11 m.

*Camping ground.*—In fields, ample for one Bde.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder and Supplies.*—Scarce.

From Sorlaspur Route No. 34 leads *via* the Roghi *nala* to Lamuti on the Chutiatan-Kalam road (Route No. VI).

13 HARCHIN      ..      7 m. Mule Road.  
 (9,223').

144½ m.

Pass through fields of Sorlaspur and crossing a "resht" and rocky hillside ascend to a flat topped spur above Bruk. Decend by well graded zigzag to pass through fields of Bruk and along level road to Harchin.

*Camping ground.*—In fields for one bde.

*Water.*—Plentiful.

*Fodder.*—Scarce.

*Fuel and Supplies.*—Scarce.

14 MASTUJ T. O.      ..      14 m. Mule Road.  
 (7,800').

158½ m.

Pass through fields of Harchin and at 1½ m. cross to left bank of Laspur river by Harchin bridge (140 ft. span, suspension, 1931) ascend to pass the hamlet of Muzigai at 2 m. and cross the Gasht Gol fan to reach Gasht at 6 m.



ROUTE No. IX (REVERSED)—*concl'd.*

*Camping ground.*—Middle of Gasht.

*Water.*—Plentiful.

*Fodder.*—Scarce.

*Supplies.*—Scarce.

From Gasht traverse the Wao Shal Gol fan. This is difficult in July and August as the melting snow in Wao Shal Gol forms deep, flooded *nalas*. Descend and cross to right bank by Gasht bridge (130 ft. span, suspension, 1917) at 7½ m. ascend easy zigzags and pass over Chakalwat fan. The descent over the next mile is dangerous, after rain, owing to falling stones. At 9½ m. pass the hamlet of Onshit on opposite bank. Thence through the fields of Gramuri and crossing the deep *nala* of Dodorgaz pass over the Mastuj fan to reach Mastuj at 14 m.

*Camping ground.*—In fields of Mastuj.

*Water.*—Plentiful.

*Fuel.*—Scarce, but procurable on notice.

*Fodder and Supplies.*—Scarce.

From Mastuj Route No. III leads to Kankhun and Baroghil Pass.

## ROUTE No. X.

DARBAND TO CHILAS *viâ* INDUS (LEFT BANK).

199 miles.

14 stages.

*Authority.*—Hazara field reports, 1891; Turner, 1914, for last 3 stages only.

*Epitome.*

This is the main route on left bank of Indus but the route on right bank, which branches off at Tawara (*see* routes N. of Kabul river) is the main trade route. From Darband to Darbanai alternative routes are (1) Route No.

ROUTE No. X—*contd.*

31 to Seri and last stage of Route No. 32 and (2) Route No. 30 to Oghi and Route No. 32.\*

During the Hazara expedition of 1891 the road was made practicable for mules from Darband to Kotkai 11 m. and thence to Darbanai, and this length could probably be opened up again without difficulty. From Darbanai the route is practicable for animals of the country but not mules to Palas, where it becomes fit for coolies only.

“Owing to dangerous rapids, which might however be made passable by blasting, it would probably be impossible to take boats up the river (which is 30' deep in April with a slow current) for bridging purposes. At 1 m. above Judba the river, which nowhere exceeds 200 yards in breadth, narrows to 40 yards. In the hot weather it rises 15' to 20' but rafts of inflated skins which are found wherever there are houses can always be used as a means of crossing.”

There are several bridges and the river is crossed in stages 4, 5, 8, 9, 12, 14.

*Camping ground.*—For 1 div. stages 1 and 14 and for 1 bn., stage 11.

*Water.*—Plentiful at all stages.

*Fuel.*—Procurable with notice.

*Fodder.*—Grazing almost everywhere.

*Supplies.*—Some live stock and *ghi* procurable in the districts traversed.

NOTE.—There is an alternative route followed usually by travellers in the Indus valley. Follow left bank to Thakot, and cross to right bank at Sandak, here leave river bank and cross the spur dividing Sandak and Shang, rejoining river 5 m. below the latter. Thence along the right bank to Patan, where leave river bank and cross hill by a path, which is considerably longer than the river route but fit for laden animals, and regain river bank opposite Jalkot. By this

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\*The best communications between these upper and lower roads are :—

- (a) The provincial metalled cart road from Oghi to Darband—*via* Shergarh. See Route No. 32.
- (b) The track from Oghi to Kanar on the Indus *via* Pabal Gali and Kanari.
- (c) The track from Seri to Bakrai at the mouth of the Shali *na* *via* Kanga Ril and Makranai.

ROUTE No. X—*contd.*

detour the difficult bit between Palas and Jalkot is avoided (the track on the right bank is even worse from Patan). At Jalkot the river can be crossed and the left bank followed, or continue up the right bank to Seo and cross there, both crossings are equally easy. From opposite Seo follow left bank to Chilas, or from Banda-i-Sazin keep S. of the river and follow the paths leading from valley to valley—Sazin, Shatia Harban, etc.—to Thor, whence follow left bank to Chalas by this detour the very bad bit along the river bank would be avoided.

1	TOHARA	..	12 m.	Remains of a mule road 5 hours' journey for infantry, 6 for laden animals..
<hr style="width: 10%; margin-left: 0;"/>				
12 m.				

From Darband go through cultivated fields past the village of Maira, and beneath the hills towards a rocky gorge at 4 m. From here to Bela 6 m. the road has been made over the rock above high water level and is about 6' 8" in width.

*Camping ground.*—Extensive.

*Water.*—Good and plentiful from Indus.

*Wood.*—Scarce.

NOTE.—At Bela an alternative route *via* Phuldar comes in from SE. See note at end of stage 1 of Route No. 31.

The road then skirts the base of the hills past Tambia, and descends into the Shingri *nala*, reaching Tohara at 12 m.

*Camping ground, etc.*—No details.

2	JUDBAI	..	12 m.	Mule road to Darbanai, thence unfit for laden animals.
<hr style="width: 10%; margin-left: 0;"/>				
24 m.				

Cross and to the foot of the cliff and pass through cultivated fields to the village of Kotkai on a hill overlooking the river at 1 m. Descend into the *nala*, cross by 2 small bridges and proceed along a wide road in the shingly bed, passing by the right of a graveyard beyond which a track to the left leads to the boat-bridge across the Indus. Cross 1½ m. further on, and after a steep ascent follow the ledge of a cliff and descend through cultivation and rock to the

ROUTE No. X—*contd.*

fields below Kanhar\* at 3 m. Here a path branches off *viâ* Kunarai to Tilli. (See note at end of stage 2 of Route 31).

There is a ferry here to Palosi distant  $1\frac{1}{2}$  m. and 1 m. further on is Chaikot, then the road, here less than 6' broad, ascends a cliff and passes at a high level to a point opposite the bend of the Indus, where is another ferry to Palosi on the right bank. Descend by an 8' road into the Khappa *nala*, cross by a causeway, and turn back up a slight ascent, then descend twice round rocky corners and zigzags to the level of the stream. Emerging from the valley, cross a landslip, and pass round by a rocky cliff to Dadam in the Shal *nala*. This *nala* joins the Indus at Bakrai, and is 20 yards wide: the road crosses it just beyond Dadam, and proceeds N. up the valley, following the right bank for  $\frac{1}{4}$  m. under the cliff and then ascending to the small circular stone-built village of Lashora.

*Water.*—Good and plentiful.

From Lashora a cattle track runs from left of Shal *nala* up a spur to Sabi (35 houses). Pass through field and reach Ledh at  $7\frac{1}{2}$  m.

*Camping ground.*—For 1 bn., but a bad site if snipers are about.

*NOTE.*—From Ledh a road practicable for mules goes SW. to Diliari.

Zigzag up the ridge above Ledh, and by an easy pass called Gali Dartranai enter the Darbana *nala*, and follow a fairly level track round the head of the valley to Darbani at 8 m. on left bank. Here Route No. 32 comes in, and the mules road ends. Proceeding up left bank of Indus reach Surmai at 9 m. then climb a hill where there is no visible track, and at  $10\frac{1}{2}$  m. pass Kotlai where is a bad rapid. At  $11\frac{1}{2}$  m. reach Gumbat which stands on a mound, and debouching into the Judbai plain at  $11\frac{3}{4}$  m. reach Judbai at 12 m.

Footmen cover this stage in  $6\frac{1}{2}$  hours, laden animals in 10.

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\*From Kanhar a steep track improved sufficiently to allow half laden animals to ascend with difficulty leads NE. to Makhrarai, distance 3 m.

ROUTE No. X—*contd.**Camping ground.*—*Water.*—Plentiful.*Fuel.*—*Fodder.*—*Supplies.*—} *Nil.*

NOTE.—In 1891 there was a track 1 m. N. of Ghazikot opposite bend in Indus, leading E. to Makrani at 2 m. now probably disappeared.

3 THAKOT

16 m. Road fit for laden animals of the country.

40 m.

Follow left bank of Indus ; road is good for 2 m. then for  $1\frac{1}{2}$  m. bad and in some places almost impassable for men. The *Stai nala* from Bhorband falls into Indus at 1 m. and at 2 m. Kabalgram is passed on opposite bank. The road goes along a cliff above the river and at  $4\frac{3}{4}$  m. reaches Shagai at the junction of the Shagai stream, which is 40 yards wide, with the Indus (here there is a much frequented ferry to Indus right bank). In the plain beyond Shagai pass the villages of Shahdag, Kotkai and Darakoi, and at  $7\frac{3}{4}$  m. reach Arer, near which is a well-known whirlpool (*gholai*) in the river. Continue by a good road to Yarzgai at  $8\frac{3}{4}$  m. where however it becomes bad though capable of improvement. At 9 m. river bends to E. at 10 m. cross a *nala* with sides 100' high, and at  $11\frac{1}{2}$  m. reach Maira.

*Camping ground.*—Good.

Near Maira are the villages of Daur, Bundar, and Manno. At 12 m. reach Sado Khan, and at 13 m. cross the *Taralai nala*, and the *Jal nala* at 14 m. The road, here called Gariar, runs along a rocky but practicable cliff, and at  $15\frac{1}{2}$  m. reaches the *Ghoraske nala*, where are 20 Swati huts, and at 16 m. Thakot, where Route No. 30 comes in.

*Camping ground.*—*Water.*—Plentiful.*Fuel.*—*Fodder.*—*Supplies.*—

ROUTE No. X—*contd.*

4	SHANG	15 m.	Road <b>practicable</b> for laden ani- mals of the country.
<hr style="width: 10%; margin-left: 0;"/>			
55 m.			

The road follows the left bank for 2 m. at which point the Indus is crossed by a permanent ferry to Sandak (20 houses) on the right bank, and at 2 $\frac{3}{4}$  m. reaches Takhta (40 houses) where there is much cultivation and pasture. There is a road along the river bank, but the ordinary route goes over a wooded spur and is 2 m. shorter. After 3 $\frac{1}{2}$  m. Pas Batkot (20 houses) is reached on the crest of the spur 2 $\frac{1}{2}$  m. from the river, surrounded by cultivation and forest. Descend for 2 m. and pass Kuz Batkot (a tower and 18 houses) 1 m. to the N. and proceeding 1 $\frac{1}{2}$  m. join the road by the river. At 11 $\frac{1}{2}$  m. cross a stream, and at 13 $\frac{1}{2}$  m. another stream, then continue to Shang (100 houses and considerable cultivation).

*Camping grounds.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

5	GARJE	18 m.	Road fit but diffi- cult for laden animals of the country.
<hr style="width: 10%; margin-left: 0;"/>			
73 m.			

Continue up right bank, and pass Batial (15 houses) in Kana valley.

*Camping ground.*—Good.

At 2 $\frac{3}{4}$  m. pass Seni (20 houses), and at 3 $\frac{1}{4}$  m. cross the Kana *nala*: this is usually fordable, but if not raft can generally be procured from Batial. Up the Kana valley a road runs to Chanbagh in Swat and is said to be fit for mules in summer and practicable for footmen in winter. At 3 $\frac{3}{4}$  m. pass Bashan (6 houses) and at 4 $\frac{1}{2}$  m. Manji or Kana (15 houses). A mile further on cross a stream, 2 m.

ROUTE No. X—*contd.*

up which lies Lahon, and at  $7\frac{1}{2}$  m. pass Batena on opposite bank, and enter Kohistan territory.

At  $8\frac{1}{2}$  m. reach Chakai (15 houses) ; at 10 m. cross a stream 15 yards broad 2' deep from SW. and at 11 m. another stream from W. 2 m. up which is Bankad. Proceeding  $\frac{1}{2}$  m. cross the Indus by rafts to left bank. At  $11\frac{1}{2}$  m. the Duben stream from NW. enters the Indus : it is not fordable near the junction, but is crossed by a foot-bridge. Garge (10 houses), the first village of Kohistan is reached at 18 m. Opposite it on the right bank is Jijai (150 houses).

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

6 PALAS

..  $8\frac{1}{2}$  m. Road fit for laden animals of the country.

81 $\frac{1}{2}$  m.

Continue along left bank of Indus : crossing a stream at  $\frac{1}{4}$  m. pass Banda (5 houses), and at 5 m. cross Kolai stream (60' broad, 3' deep; current rapid) to Kolai (1,000 houses) in the middle of cultivated fields and pasture. At 5 m. pass 3 villages of Kuwai (100 houses), and at 8 m. reach Palas (1,000 houses),  $\frac{1}{2}$  m. beyond which on right bank of Indus is Patan (1,200 houses), the two villages being connected by a ferry which works all the year round.

*Camping ground.*—On cultivated lands round Palas.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—Grazing procurable.

*Supplies.*—

NOTE.—From Palas a road fit for local mules goes to Shaniel 6 m.

ROUTE No. X—*contd.*

7 JALKOT .. 21½ m. Road difficult for men on foot.

103 m.

Continuing up left bank cross a stream to Jabot (12 houses) at 1½ m. and another stream at 3 m. At 5½ m. reach the mouth of the Palas or Nadi *nala*, a large stream which can only be crossed even in winter by a rough bridge 2 m. up. The paths up the *nala* to the bridge and down to the Indus on the opposite bank are bad. Just above the bridge the Nadi *nala* is joined by the Shaniel stream, up which a path, practicable for animals of the country, leads S. to Pokal, where join routes No. 52 and 54. At 10 m. cross the lower Kunsher stream, which comes in from SE. Here road becomes difficult with many *paris*. At 12½ cross the Gabu stream (44' broad and fordable in places) and at 18 m. reach Shagu Banda (4 houses), where the very bad bit of road ends.

*Camping ground.*—For 2 bns.

At 18½ m. pass Madnaza village (20 houses) and stream on right bank, and at 19½ m. reach a spring. At 20 m. cross the Jalkot stream by a rough narrow bridge, only practicable for men in single file. This stream is known as the Loi Khwar, and is said to be always unfordable. Reach Jalkot (200 houses) at 21½ m. by a bad road.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

8 SEO .. .. 6 m. Coolie road.

Cross the Jurranda

109 m.

Khwar (there are several water mills where this joins the Indus); then cross to the right bank of the Indus on skin rafts. The river is here 500 yards broad. At 2 m. reach Dhonga (12 houses) and at 3 m. Chochu (18 houses). At 6 m. reach Seo (250 houses, 10 water mills). Here there is a ferry, and on the opposite bank is Banda Chochun



ROUTE No. X—*contd.*

(10 houses). An alternative path leads up the left bank from Jalkot to Seo.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

9 CAMP (OPPOSITE 12 m. Coolie road.

————— KANDIA Nala).

121 m.

After 1½ m. recross to left bank by ferry. At 2¾ m. cross the Lohen stream which is difficult to ford, and 3 m. further the Dnashan nala. At 6½ m. pass the Daga nala and village (20 houses) on opposite bank. From Kotgala a route leads to Dube and thence to the Swat valley, see Route Nos. 33 and 35.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

10 BANDA-I-SAZIN .. 9½ m. Coolie road.

130½ m.

At 5 m. cross the Lahtaz nala, the boundary between Kohistan and Shanaka; there are 6 houses and a water mill at its junction with the Indus. Cross Gabarchur nala at 7 m. and at 9½ m. reach Banda-i-Sazin (15 houses) opposite which on right bank is the valley of Utaz.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

ROUTE No. X—*contd.*

11 SAZIN

.. 18½ m. Road difficult for men on foot.

149 m. Follow a difficult road up a contracting valley on the left bank of the Indus : at 3¾ m. cross a stream (32' broad and 2' deep), which drains Shuni valley, and at 7 m. the pine fringed Sumar stream, opposite which on the right bank of the Indus is the Shegugah stream. Here the most difficult part of the road begins, the worst bit of all being the so-called Chambai Kara between Shumi and Sumar, where the path is along a steep scarp above the Indus. At 18½ m. reach Sazin (700 houses).

*Camping ground.*—For 1 bn. on numerous small fields.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—No grass, a little *bhusa* only.

*Supplies.*—Procurable but very scarce.

NOTE.—Sazin proper is on the Indus, but there are numerous villages, scattered about, all called Sazin : hence discrepancies in the number of houses.

12 DUDISHAL

.. 15 m. Coolie road, part fit for pony transport.

164 m.

Descend from Sazin and cross Indus by skin raft ferry to right bank ; horses must swim in winter or be taken singly on a large raft ; in summer they cannot cross at all. Here at 1 m. strike Route Nos. 56 and 60 both of which start up the Tangir valley close to the ferry. Proceed up right bank of Indus by a good pony road, made by the Raja of Tangir and Darel to connect the mouths of the Tangir and Darel *nalas*. At 3 m. pass Shatial, a fortified village of 80 houses on left bank, and at 6 m. cross the Darel stream by a good bridge, practicable for animals, where Route No. 61 comes in. At 6½ m. pass a good ferry suitable for animals opposite mouth of Harban *nala*, where Route No. 56 crosses to left bank. At this point the road becomes impassable for ponies. At 14½ m. pass Basha *nala* on opposite bank, where a ferry connects with Route 56, and at 15 m. reach Dudishal, a fortified village of 60 houses.

ROUTE No. X—*concl'd.*

*Water.*—Unlimited.

*Fuel.*—For 1 bde.

*Fodder.*—Scarce, a little *bhūsa* only.

*Supplies.*—Procurable from a distance for a small party.

13 HODAR .. 23 m. Coolie road.

187 m.

At 2½ m. cross Khambari *nala* (80' wide 3' deep), a rapid stream with no bridge. At 9½ m. pass mouth of Thor *nala* on left bank, down which Route No. 55 descends. Then traverse a succession of sandy plains to Hoda *nala*, the road having a few short easy *paris* and being fit for animals. Hodar village lies at the mouth of the valley, where the Hodar river breaks up into several fordable branches, and is separated from the Indus by a plain ¾ m. wide.

*Camping ground.*—Ample for a large force.

*Water.*—Plentiful.

*Fuel.*—Scarce, for a small party.

*Fodder.*—

*Supplies.*— } Scarce, but procurable with notice.

14 CHILAS .. 12 m. Mule road.

199 m.

Opposite Hodar there is a ferry leading to camping ground of Route No. 55, stage 5, whence is the quickest route to Chilas for men on foot. The route on right bank climbs from Hodar village for ¼ m. in zigzags over a low spur : then continues climbing gradually on a *pari* to 1 m. ; then descends to 2 m. across a small *nala* to a plain over which the road runs to 5 m. Opposite is the mouth of the Giche *nala*, see Route No. 55. The road now runs through rocks at the foot of the hills to a plain broken by 2 or 3 *nalas*, and at 8 m. is opposite the mouth of the Batogah stream. The ferry boat is sometimes here, but usually cross 1¼ m. up stream. (*See* Route 89 stage 1, for details of crossing). Reach Chilas at 12 m.

For *camping ground*, etc., see Route No. XI, stage 3.

NOTE.—The Hodar ferry route by left bank is 3 m. shorter.

**ROUTE No. XI.**

GITTIDAS TO PARRI (FOR GILGIT) *viâ* THE BABUSAR PASS (13,580'), left bank of INDUS TO RAKHIOT bridge then right bank.

100 m. 7 f.

7 stages.

*Authorities.*—Turner, 1915, Intelligence reports, 1938.

*Epitome.*

This route connects at Gittidas with Routes in Rawalpindi District No. 39. It is the main route from Abbottabad to Chilas and thence to Gilgit *viâ* left bank of Indus to Rakhiot bridge and right bank from there to Partabpul, where it joins route No. XIII. All but local Kashmir supplies and requirements for Kashmir troops, are brought to Gilgit by this route. The general condition of the route (September 1937) was bad and in parts dangerous. Between Babusar and Chilas the crossings of some unbridged streams are difficult for pack animals, and most of the Chilas-Gilgit section requires extensive alterations owing to the dangers of falling rocks near Rakhiot bridge. Along the whole route sandflies are a serious nuisance to both men and animals but especially so ten miles beyond Babusar and in the Bunar-Jallipur area.

The Babusar pass is often open till December 15th, as the first heavy snowfall is usually much later here than on the Burzil or other Kashmir passes. June to October, however, are the only months when it is sure to be open, and from the middle of December to the end of March it is certain to be closed. Coolies can often cross in April and May and in October and November, but the possibility of taking animal transport over the pass during these months depends on whether the snowfall is early or late. From the pass to Chilas the road is 10' broad and well bridged, but the bridges are dismantled each winter. From Chilas to Gilgit this is the most direct route, and except for a few short lengths, which were being realigned in 1915, there is a good 10' camel road throughout. The old road between

ROUTE No. XI—*contd.*

Lechir and Bunji has been abandoned, and it has been found impossible to keep a road open on the Lechir and Ramghat slopes. Opposite the mouth of the Rakhiot *nala* the road crosses to the right bank of the Indus by a suspension bridge, and continues up the right bank till it joins the main Srinagar-Bandipura-Gilgit road above Partabpul : see route No. XIII.

*Report of a survey carried out by an R. E. officer on the Babusar-Gilgit route between 22nd and 28th June 1938.*

The route over the Babusar Pass had been recently opened to traffic and at the time of crossing there was very little snow. It is obvious that the road from Babusar Pass to within about 8 miles of Chilas has had little maintenance at all during the past few years. It was originally cut to full width but has since been allowed to lapse into a bad condition. The Chilas-Gilgit section is in good condition and with the more rigid supervision of the road gangs now being exercised there has been much improvement.

1. *Babusar Pass to Utlā Babusar* about 8 miles.

The track drops 3,780 ft. in a distance of 3½ miles measured in a straight line. It is a series of zig-zags down steep slopes connected by short lengths of straights. This sector is only open from 15th June to 15th October. The initial descent from the Babusar Pass is exceptionally steep, practically precipitous, and there appears to be no defined track. The route zig-zags backwards and forwards over loose stones on a steep slope and is not safe for pack transport. Afterwards the grade becomes easier and although the slopes are still fairly severe and the track twists and turns considerably the lower portions are safe but in a bad state of repair, the width is adequate but slopes outwards at an awkward angle and the formation is in a bad state large boulders lying half buried and the surface uneven and covered with loose stones. Nearer Utlā Babusar the track is at times ill-defined and the crossings over small *nalas* could be improved.

ROUTE No. XI—*contd.*

It is suggested that instead of dropping immediately from the pass into the bottom of the valley, the road should be carried round the west flank for about  $\frac{1}{2}$  mile then taken down into the valley by a series of zig-zags. There are several likely positions for zig-zags and this side appears less likely to be damaged by snow and avalanches than the east side. The total length of new road would come to about 1 mile.

2. *Ulla Babusar to Jal* about 11 miles.

The track continues to descend but the zig-zags are fewer and with less legs. The first 4 miles are in a bad state of maintenance and the formation requires clearing up and remaking. Miles  $5\frac{1}{2}$  to 7 passes through a gorge where the track is very stony, difficult and could be improved considerably. The remaining portions are in a good state of repair.

3. *Jal to Chilas*, about 11 miles.

From Jal the road climbs by a tortuous and steep path on to a spur about 800 ft. high and runs down the far side by a similar path. Originally the track crossed the *nala* here, ran on the opposite bank and recrossed the *nala*, but as both bridges were washed away and there are no suitable permanent foundations for bridges, a diversion was made over the spur mentioned above. This diversion is narrow varying between 3 ft. to 5 ft. wide and in places is very steep. The formation is bad and though not dangerous it cannot be regarded as satisfactory. A track round the base of the spur involving some blasting and rock work appears feasible and the length would be about  $1\frac{1}{2}$  miles.

The remainder of the route to Chilas is in excellent condition width about 10 ft. formation level and clean.

4. *Chilas to Gilgit*.

This route can be described as safe as can be made for pack transport. In places the surface could be further improved by the maintenance gangs. The only dangerous portions are where the road crosses *parris*, of which there are three major ones between Chilas and Gilgit. *Parris* are escarpments of shale, soft rocks or *bajri* which are

ROUTE No. XI—*contd.*

more or less constantly slipping down into the river. Owing to the mountainous character of the country it is impossible to go round or go over these *parris* and the road must be taken across their face. During rains stones, etc., are constantly rolling down and if the rains are heavy the road may be closed for several days whilst a new track is being cut out.

5. *Bridges.*

(a) Babusar-Chilas. There are few bridges in this sector and as the spans are small they are mostly simple country bridges which can be quickly and cheaply replaced if necessary.

(b) Chilas-Gilgit. The bridges here are generally of bigger spans and more permanent. They are all made of wood and mostly date from before the Great War. The maintenance does not appear to have been carried out in an efficient or organised manner. In many cases the wood work is in poor condition.

NOTE.—The only communication with Bunji is by boat ferry at the mouth of the Sai *nala* or *viâ* Partabpul, but the need of more direct communication between Chilas and Bunji is obviated by the new (1915) Bandipura-Chilas road with a branch *viâ* Shouter pass to Rattu (Routes XII and 86) which enable the moveable column which is always at Rattu in summer, to move to Chilas without using the Indus valley route.

A telephone line was erected from Babusar to Chilas in 1937. There is a possible site for a landing ground at the source of the Kanar river below the Babusar pass.

*Camping grounds.*—For 1 bn. in first 2 stages, and 1 division in stage 3 ; ample for 1 brigade in last 4 stages.

*Water.*—Plentiful in all stages.

*Fuel.*—Plentiful in stages 1 and 2 ; for a small force in stage 3 ; scarce in last 4 stages.

*Fodder.*—Grazing plentiful in stages 1 and 3 ; scarce in stage 2 ; scarce also in last 4 stages, but can be procured from S. and T.

*Supplies.*—Scarce, but can be obtained in first 3 stages if 15 days' notice is given ; in summer there are supplies at resthouses in first 3 stages for 3 or 4 travellers, and in

ROUTE No. XI—*contd.*

the last 4 stages a small quantity can be procured from I. A. S. C. godowns.

1 BABUSAR .. 11½ m. Camel road.

11½ m. Road on the left bank of the stream to ¼ m. Here the stream is 10 yds. broad and 2' deep in September. The Bridge is broken. Cross the stream here to the right bank, and keep along it and up a spur that runs S. from the Babusar-Gittidas watershed; the road makes an easy ascent up to 3 miles. From 3 miles to top of the Babusar Pass the ascent is steep. Gradient 1|5. At ¾ m. the Kabul Bashi *nala*, a favourite grazing ground up which a path unfit for mules leads to Drawar, comes in on the left bank of the Gittidas stream, and just short of 4 m., Route No. 82, comes in from Surngan by the Gittidas valley on the E.

Before reaching the Babusar pass at the source of the Kunar river there is a large oval shaped basin running approximately 4½ m. east and west and 1½ m. north and south which would make a suitable landing ground if cleared of stones.

At 4 m. reach the Babusar pass (13,580'). The main watershed is level except for occasional underfeatures, and the pass can be turned on the W. by the Loi Halol valley and Botogah pass, and on the E. *viâ* the Balung and Damo *nalas*, of which the former leads to Niat (see Route 83), and the latter to the Babusar or Thak *nala*. The road is on flat ground for 250 yds on top of the Babusar Pass. The Pass is 100 yards broad.

The descent from the summit is gradual, and the road is 10' wide, but in the next 7 m. there are a number of zigzags. There is an alternative track—rough, but fit for laden animals, shorter by 2 m. and free of snow earlier. This track runs straight down the valley, slightly to the left, and above the centre of the ravine; easily recognisable, and rejoins main track at 9½ m. At 4½ m. there is some boggy ground, the source of the Thak stream, where one must keep to the hillside on the left bank. At 5½ m. juniper and birch trees commence. At 9 m. cross



ROUTE No. XI—*contd.*

*Fatura nala*, up which there is a track, which is used by unladen animals of the country, into the Loi Halol valley or to the Sapat *pamir*. At 9½ m. there is a bridge over the *Tatabrai nala*, which like the *Thak nala* is unfordable for 2 months in the year. At 10½ m. the road, which up to this point is on the left bank of the *Thak nala* crosses to the right bank by a bridge rebuilt in 1936, and goes past a *Serai* to the Babusar summer quarters of the A. P. A. Chilas at 11½ m. These are two bungalows, the A. P. A.'s and a Rest House with four rooms. On the opposite side of the river is Upper Babusar village (20 hours), the lower village (30 hours) being 2 m. downstream. A company of Gilgit Scouts is usually stationed here in the summer and accommodated in two barracks, capable of housing 20 men.

*Camping ground.*—For 1 bn. and 1 bty. with transport, between *serai* and resthouse.

*Water.*—Plentiful.

*Fuel.*—Plentiful, from forest.

*Fodder.*—Grazing abundant.

*Supplies.*—Procurable in very small quantities.

NOTE.—On this march troops should carry water with them as there is none within 2 or 3 m. of top of pass on either side.

2 SINGAL .. 12 m. Camel road.

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23½ m. Descend through forest by easy zigzags for ¾ m., and then over open downs, then again by zigzags to the *Thak* river. The river is generally fordable up to Babusar. North of Babusar it is unfordable. Cross the river by a double bridge at 2 m., and keep close along the left bank. After one easy zigzag through a belt of deodar the road runs along an easy hill, and descends to the river again at the patch of cultivation known as *Loshi* at 4 m. (From Babusar to Singal there are numerous patches of cultivation with 1 or 2 houses in each which, however, are only temporarily occupied). Here cross by a truss bridge (20' in length, 6' in width, 30' above the water in September. Both banks steep) and

ROUTE No. XI—*contd.*

following the right bank cross *Domio nala*, which is unfordable for several months in summer, by a bridge at  $5\frac{1}{2}$  m. Continue down right bank over rocky hillside, and at  $6\frac{3}{4}$  m. cross to left bank at a place called Tikojal, by a wooden bridge 20' long, 6' broad and 12' above the water. Descend left bank over a rocky hillside, and at  $8\frac{1}{4}$  m. enter the main cultivation of Thak (120 houses), where there are walnut trees, chinars and vines. In the middle of the village cross an unbridged stream which is difficult for pack animals. At  $8\frac{1}{2}$  m. recross to right bank at the junction of the *Cherat nala* stream, up which a road fit for unladen animals of the country leads *via* the *Philiat nala* into the *Botogah nala* and joins Route No. 59. At  $9\frac{3}{4}$  m. pass Gianchi, an excrescence of Thak on left bank and at 10 m. join Route No. XII. Continue down R. bank and cross the Niat stream by a bridge  $\frac{1}{4}$  m. above its junction with the Thak River. Proceed down R. bank of the Niat to the junction. Though the Niat stream is considerably the larger of the two the stream from now onwards is called the Thak. At  $10\frac{3}{4}$  m. pass Basha village on R. bank and at 12 m. reach Singal bungalow. From 10 m. to  $11\frac{1}{4}$  m. the road is not properly made but could be made good with very little work. A well made road runs along the left bank from 10 m. to  $11\frac{1}{4}$  m. but cannot be used owing to the Suspension bridge across the Thak at  $11\frac{1}{4}$  m. being unsafe. Another suspension bridge, also unsafe, exists at  $11\frac{3}{4}$  m.

*Camping ground.*—On fields for 1 bn. : otherwise very restricted below resthouse on right bank.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Very scarce.

*Supplies.*—Procurable in small quantities.

NOTE.—From Signal a difficult unexplored route is said to lead *via* the Nila Nadi and Nila Galf into Kohistan.

3 CHILAS ..  $9\frac{1}{2}$  m. Camel road.

———— (P.O.-T.O.) (4,150').

35 mi.

The road keeps well above the river for  $\frac{1}{2}$  m., then crossing a *pari* zigzags nearer the stream, and at 2 m. passes through the hamlet of Dasar (3 houses). At  $3\frac{1}{2}$  m. cross to left bank by a

ROUTE No. XI—*contd.*

suspension bridge of wood, supported by steel ropes. Length of bridge is 30', breadth 8', and about 30' above the water (September), and proceed down an easy gradient to 5½ m. From here there is a short cut to Chilas, which is in a bad condition (September 1937) rough and stony, especially about one mile from the main Gilgit-Babusar track. It zigzags up for 1 m. to the plain between the Botogah and Thak *nalas*, crosses it for 1 m., and descends to the main route at 2¾ m., thus effecting a saving of ½ m. At 6 m. join the Chilas-Gilgit road (at 3½ m. in the next stage) near the Thak bridge, a wooden suspension bridge supported by steel ropes. The bridge is 90' long, 6' broad and 12' above the water (September), and if no halt is to be made at Chilas this may be followed towards Gilgit. The Chilas road rises to a stony plain above the *nala* at 6½ m., continues along it and descends into the Botogah *nala* at 8¼ m., and at 8¾ m. joins the short cut, which took off at 5½ m. At 9 m. after passing the A. P. A.'s house, jail, etc., cross the Botogah *nala* by a truss bridge and ascend left bank. At 10 m. reach the fort, which stands on the edge of a big plateau some 900' above the Indus and some 600' above the Botogah *nala*. It is garrisoned by about 200 Imperial Service troops. Opposite the fort is the Post and Telegraph Office.

At Chilas join Routes X, 59 and 56.

*Camping ground.*—For 1 div.

*Water.*—Plentiful.

*Fuel.*—For a small party on the spot, but more can be procured from a distance.

*Fodder.*—Lucerne grown by the R. I. A. S. C.

*Supplies.*—Procurable at high rates and with difficulty, especially in summer when the inhabitants migrate up the valleys. Ordinary supplies can be obtained in moderate quantities from the R. I. A. S. C. godown.

4 BUNAR LEVY 16¼ m. Camel road.  
 POST.

49¼ m. Retrace the last 3½ m. of stage 3 to Thak bridge, cross it, ascend the hillside

ROUTE No. XI—*contd.*

on the right bank of the Thak *nala*, and at  $4\frac{1}{2}$  m. reach a hill over-looking the Indus valley. The road begins to descend gradually, then passes over a rocky spur and descends by zigzags towards the Indus. It then passes over sand to the mouth of the Gini *nala* at  $8\frac{1}{4}$  m. (no bridge; would be difficult in flood), where there is a Levy post and a little cultivation but no regular village. At 9 m. cross a small *pari*. At  $9\frac{1}{2}$  m. cross the small Churkutz *nala*, in the sandy bed of which flows a perennial stream issuing from a spring 2 m. above the crossing. At 10 m. cross another small *pari*. From 11 to 12 m. the road runs along the edge of sandhills, and then gains a plain over which it passes to  $13\frac{1}{2}$  m. From here the road runs on a easy *pari* to  $14\frac{3}{4}$  m., and then along a gentle hillside to Bunnar *nala*,  $\frac{1}{4}$  m. short of which a road leads to Bunnar village, Paloi, and the Barai pass (see Route No. 84). Cross *nala* by 160' suspension bridge (6' broad and 30' above water in September) and zigzag up opposite bank to bungalow and Levy post at  $16\frac{1}{4}$  m., where there is a *jaba* ferry across the Indus to Ke Ges. See Route No. 89 stage 1.

*Camping ground.*—For a very large force.

*Water.*—Plentiful from Indus. Bunnar *nala* water is full of sediment from glaciers

<i>Fuel.</i> —	} Obtainable in small quantities from
<i>Fodder.</i> —	
<i>Supplies.</i> —	

R. I. A. S. C. godown.

5 JALLIPUR ..  $10\frac{3}{4}$  m. Camel road.

60 m. Proceed along a wide open plateau for  $1\frac{1}{2}$  m., then descend and cross the Lecherwa *nala*, which is always fordable, but difficult in flood, at  $2\frac{1}{4}$  m. At  $3\frac{1}{2}$  m. pass  $\frac{1}{4}$  m. of cultivation, which is under the management of the R. I. A. S. C. and is called Gunar farm. At  $4\frac{1}{2}$  m. cross Gunar *nala*, which is always fordable, and for 2 m. follow a swithback road along the foot of cliffs where slips are common in wet weather. At  $6\frac{1}{4}$  m. Gondalu *nala* is reached, the suspension bridge across which was destroyed by fire in July 1929. To ford

ROUTE No. XI—*contd.*

this *nala* in the summer months is difficult, and after heavy rain, impossible. Then to avoid a bad cliff zigzag up to about 700' above the river bed. At 7½ m. reach the summit, and descend gradually over a sandy plain to 9¼ m., where a path leads to Drang bridge over the Indus and Route No. 89. Continue up hill, then across 1 m. of *pari*, descending at 10¾ m. to Jallipur (Levy, post, bungalow, R. I. A. S. C. godown).

*Camping ground.*—For 1 bde. on various small plateaux.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Obtainable in moderate quantities from  
R. I. A. S. C. godown.

6 TALICHI . 17¾ m. Camel road.

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77¾ m.

Cross Jallipur *nala* by a suspension bridge (90' long, 8' broad, banks steep, but 100 yds. up Nullah banks flat), and after an ascent of 1 m. reach a broad plain, which continues to 4 m. Opposite is the little village of Drang at the mouth of the Drang *nala*, where a *jala* ferry crosses the Indus (see Route No. 89). Proceed along a narrow *pari* to 5 m., and at 5½ m. cross Budsalai *nala* by a trussed beam bridge, steep banks, and at 5½ m. Mun Mulat *nala*, both of which are fordable. At 6 m. climb a hillside to 7 m.; the track here is bad for about 1 m. and is always extremely dangerous on account of falling stones and rocks. It is advisable to unload pack animals. Just passable in September 1937, but a considerable obstacle even to a very small force. It is doubtful if it could be improved as the whole area is composed of soft sand and loose stones. Descend to a maidan at 8¼ m. and again to a second maidan at 9¼ m. At 10 m. reach Rakhiot bridge (280' span), 6' broad and 50' above the water in September), near the mouth of the Rakhiot *nala* (Route No. 89 joins at the bridge). Here cross and proceed up the right bank of the Indus; cross one *pari* at 10½ m., and after a spell of easy going another (½ m. long) at 12 m., and yet another at

ROUTE No. XI—*contd.*

12½ m. On the opposite side of the river one can see Leychar village and *nala* through which the old road used to run.

Proceed along an easy hillside, and at 14½ m. cross Sochgah *nala* by a bridge (36' span), 6' broad, and 40' above ground, and traverse plain or easy hillside to 16½ m., where the Tattowai *nala* is crossed by a bridge (90 span), and Route No. 90 comes in. After a strip of plain cross the Talichi *nala*, which is always fordable except after a thunder-storm, at 17½ m., and at 17¾ m. reach the bungalow of Talichi, the village being about ½ m. up the *nala*.

*Camping ground.*—Stony, but ample for 1 bde.

*Water.*— }  
*Fuel.*— } Procurable.

*Fodder.*— }  
*Supplies.*— } In a godown for 1 bn. for 1 month.

7 PARRI . 23 m. 1 f. Camel road.

100 m. 7 f.

Leaving the rest-house proceed over a stony plain, and pass opposite the place where the Astor river, which is followed by Route No. XIII, joins the Indus on the left bank. At 1 m. pass a house and a little cultivation, continue about 1½ m. along hillside, and then descend to a broad open plain, which continues to nearly 4 m., where the Sagatsul *nala*, which is usually fordable is crossed by a 60' span bridge (6' broad). Proceed along plain and a stretch of *pari* to a cleft in the rock spanned by a 36' span bridge. Continue along a spur of *débris*, and at 4¾ m. pass opposite the mouth of the Bunji *nala*. (If arrangements are made for a *jala* ferry here, men but not horses can reach Bunji in 1 m.) Enter a long *pari*, on which the road runs level for ¾ m., and then descends gradually towards the Sai *nala*. At 7 m. the road bifurcates; the summer route, which is used for the 4 or 5 months when the Sai *nala* is unfordable, goes up the Sai *nala* crosses it by a bridge (suspension, 90' long, 8' broad, 12' above water in September; steep banks) at 8½ m., and continues over easy ground to 9¾ m.

ROUTE No. XI—*concl'd.*

when it joins the other road : the winter route, which is  $\frac{1}{2}$  m. shorter, descends and crosses the Sai *nala* by a ford at 8 m., and then follows the right bank of the Indus close to the water's edge to 9 m. Here reach the Indus ferry which must be crossed if a halt is made at Bunji ( $1\frac{1}{2}$  m. distant). The direct route continues up the right bank to Partabpul bridge whence follow the main Srinagar-Gilgit road (see Route XIII), and proceed to Gilgit, halting at Parri *en route*.

## ROUTE No. XII.

TRAGBAL CAMP TO CHILAS *via* THE MATSIL VALLEY, BARAI AND FARSAT PASSES.

100 $\frac{1}{2}$  miles.

7 stages

*Authority.*—Turner, 1915.

*Epitome.*

This route connecting Tragbal camp and Chilas, affords direct communication between Kashmir and that place. It is a mule road throughout, maintained by the P. W. D. and avoids the heat and scarcity of the Indus valley. Chilas depot and garrison are rationed by this route. There are bridges fit for laden animals at every stage.

The Barai and Fasat passes are open from July to October or early November.

*Camping grounds.*—For 1 bn. throughout.

*Water.*—  
*Fuel.*— } Plentiful. Fuel scarce at stage 5.

*Fodder.*—Grass plentiful throughout.

*Supplies.*—Nil at stages 1, 4 and 5 scarce at stages 2, 3 and 6.

ROUTE No. XII—*contd.*

1      CAMP IN                      .    16 m. Mule road.  
 \_\_\_\_\_ ZANDA NALA.

16 m.                                      Follow stage 1 of Route No. XIII (the main Gilgit road) for 4 m. then turn W. skirting the hills, and at 6 m. gain the watershed between the Kishanganga and Jhelum river basins. Continue along the watershed over easy level grass, skirting under features, to 9 m. where a road practicable for laden mules though stony, leads *via* the Gosai *nala* to Gurai 5 m. distant (see Route No. XIII, stage 1). Rise gradually up the ridge to 13 m. where a path practicable for unladen animals leads to Sonerwain 3 m. from Bandipura (see Routes in Rawalpindi District). Then skirting the N. face of an underfeature, turn N. along the ridge to 14½ m. and descend in long zigzags to the Zanda *nala*, the first possible camping ground (there being no water between Tragbal and Zanda *nala*). It is a steady descent practically all the way from Tragbal.

*Camping ground.*—Ample for 1 bn.

*Water.*—Plentiful.

*Fuel.*—Plentiful from forest.

*Fodder.*—Grass plentiful.

*Supplies.*—*Nil*, except sheep within 2 m. at certain seasons.

2      RING                              .    15 m. Mule road.

31 m.                                      Descend easily through forest, and passing Zandudi (1 Gujar hut) at 2 m. cross 2 bridged *nalas* (unfordable for some months) and reach Misri Bhak (7 houses) at 6 m. At 7 m. cross another large *nala* (bridged and unfordable for 3 months), pass through Duppal (6 houses), and at 9 m. reach Dudi (10 houses) and the main Matsil *nala*, from the head of which a route practicable for ponies leads S. to Lolab. Descend the right bank of the Matsil, which is unfordable for 2 months, cross it at 10 m. by a good bridge, and after skirting the forest to 13 m. recross by a bridge to the right bank at the village of Chontewari (8 houses). For the rest



ROUTE No. XII—*contd.*

of the stage the road is easy except for 4 or 5 short *paris*, and keeps to the right bank. At 13½ m. the Sidori *nala* joins the Matsil from the S.W. and at 15 m. reach Ring, a straggling village of 6 houses, where the large Ring *nala* comes in from the W.

*Camping ground.*—Restricted, for 1 bn., if distributed over 1 m. of ground.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass plentiful.

*Supplies.*—Very scarce.

3 KEL . 11 m. Mule road.

42 m. Go down the right bank of the Matsil for ½ m. and cross to the left bank just below the junction of the Matsil and Pachi *nalas*. The road, which now becomes more difficult passes over ½ m. of *pari* and then steep slopes with avalanche slides. At 1½ m. a path climbs 1,500' to the village of Dakki, perched on the hillside, and rejoins the road at 4 m. At 2½ m. the Chang *nala* comes in from the E. and at 4 m.

*Camping ground.*—For a small force on a small flat patch.

At 45 m. the road reaches the mouth of the Matsil, and immediately crosses the Kishanganga river by a cantilever bridge (100' span) to the right bank, where there is a camping ground. Rocky and restricted, near bridge

Continue down the right bank of the Kishanganga through forest or thick undergrowth, passing over the Sangahar *pari* at 8 m. and crossing the Kel *nala* by a cantilever bridge at 10 m. The road then ascends the Kel *nala* close to the stream, 300' below the Kel plateau (100 houses), crosses the Hazarnaril *nala* by a bridge at 11 m.

*Camping ground.*—Restricted, for 1 bn. 100' above river bed.

*Water.*— } Plentiful.  
*Fuel.*— }

ROUTE No. XII—*contd.*

*Fodder.*—Grass plentiful.

*Supplies.*—Procurable.

4 CAMP 2 M. N. OF . . . 14 m. Mule road.  
 ——— MORI (9,000').

56 m. Proceed up the right bank of the Kel or Barai *nala*, mostly through easy meadows, and after crossing a fordable stream at 2¼ m. reach Barai Domel (2 Gujar huts) at 6½ m., where the Shouter *nala* and Route No. 86 come in from the NE. Just above the junction of the Shouter *nala* cross to the left bank of the Barai stream by a cantilever bridge.

The path follows the left bank of the Barai stream, and is very rocky, but practicable, for laden animals.

At 10 m. there is the remains of an avalanche to be crossed which has made a snow bridge over a side stream. This should be treated with great caution, as it is liable to give way in the centre. Animals should be sent down to the bank of the main stream and made to ford the side stream where it enters the Barai stream.

Pass through scattered forest to 11½ m. where the Lunda *nala* (fordable) is crossed. Ascend a spur and pass through the hamlet of Mori (3 Gujar huts and a little cultivation); then descend to the river bed where there is a possible camping ground at 13 m. but to shorten the next day's march proceed to a stony plain 1 m. further on.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Rather scarce (birch and willow).

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

5 MOUTH OF . . . 12 m. Mule road.

———— SURNGAN NALA *via*  
 68 m. THE BARAI PASS (14,250').

Proceed up the left bank of the *nala* over *maidans*, and at 3 m. cross a large *nala* from the E. which is difficult to ford at some times of the year. The road then runs along the hillside on the left bank, though early in the year

ROUTE No. XII—*contd.*

there is a path over the snow-filled bed of the main *nala*; it climbs at a fairly easy gradient and crosses some avalanche tracks. The opposite bank is also practicable but stony. At 5 m. reach an amphitheatre, evidently an old glacial cirque, and zigzag up the left bank to avoid a stone slope on the right. At 6½ m. reach another glacial cirque and cross a *nala* from the E. where the road zigzags up the left bank for a short distance.

From here onwards the *nala* bed is filled with permanent snow, which is practicable for laden animals after July 10th: the road follows it for ½ m., and then zigzags up the right bank to 800' or more. At the top of the zigzags skirt a small snow-field, which melts off in August, and reach the summit of the Barai pass (14,250') at 8 m.

N. of the pass there is an easy descent for the first ½ m.: the snow is permanent but hard and easy in July. The road then zigzags down to the *nala* bed at 9 m., and according to the time of year passes over the snow in the *nala* bed or follows the path cut along the right bank; it is liable to damage by the river. After 10½ m. the descent is very gradual. At this point a glacial *nala* comes in from the W., and below it the road crosses to the left bank and rises gradually along the hillside, crossing the Sungan *nala* above the water-falls and reaching camp (13,400') at 12 m.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Very scarce; arrangements must be made.

*Fodder.*—Grazing procurable.

*Supplies.*—*Nil* except a few sheep occasionally.

NOTE.—Owing to the lack of fuel in this valley it might be best to take both passes in one march, camping on the N. side of the Fasat.

6 NIAH *via* THE . 15 m. Mule road.

————— FASAT PASS.

83 m. (15,216'). Ascend from camp gradually for 2 m. and zigzag to the summit of the Fasat pass (15,216') at 3 m. The path on the S. side of the pass clears of snow rapidly. On the N. side there is 1 m. of permanent snow, which is practicable when hard, after which the road is good. Descend over snow to 4 m.: then

ROUTE No. XII—*concl'd.*

proceed over rolling meadows to 7 m., and continue down the right bank to  $11\frac{1}{2}$  m., where Route No. 81 comes in.

*Camping ground.*—On fields for 1 bn., for a larger force if crops are cut.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Procurable.

*Supplies.*—Procurable in small quantities.

7 SINGAL . . . 8 m. Mule road.

91 m.

Leaving Niah cross the small *Loishi nala* (always fordable) and continuing through cultivation pass Gushar (30 houses) at  $\frac{3}{4}$  m., and at  $1\frac{1}{2}$  m. cross the *Lomar nala* (fordable), up which a path, which is practicable but difficult for unladen animals leads to Bunar. The village of Lomar (6 houses) lies partly up the *nala* and partly down the right bank of the *Niat nala*. The road skirts cultivation for  $\frac{1}{2}$  m., then follows the edge of the river, and at  $2\frac{1}{2}$  m. passes a small *nala* on the opposite bank (Nurugan), where the river enters a defile  $\frac{1}{2}$  m. long. At the exit from the gorge at 3 m. pass Gurnil (3 huts) and a little cultivation, and  $\frac{1}{4}$  m. further on Murkush (3 huts), where the road runs on a *pari* above the village. At  $3\frac{3}{4}$  m. reach  $\frac{1}{2}$  m. of cultivated land of Mus, where there is a bridge across the stream to Te (10 houses). Below Mus the road runs partly on a causeway by the river for  $\frac{1}{4}$  m., partly on a *pari*: below this there is another bridge to Te, so that if the causeway were damaged, the road would cross to Te by the first bridge and return to the right bank by the second, both bridges being fit for animals.

Leaving Te at  $4\frac{1}{2}$  m. the road runs along hillside past the village of Uulai (15 houses), at  $5\frac{1}{4}$  m. crosses to the left bank of the *Niat nala* just above its junction with the Thak stream. At  $5\frac{1}{2}$  m. join the main Abbotabad-Chilas-Gilgit camel road (Route No. XI), and follow it 2 m. to Singal and on to Chilas.

For *camping ground, etc.*—See Route No. XI, stage 2.

NOTE.—There is a short cut from Dulai to Singal which saves  $\frac{1}{2}$  m. and does not cross the *Niat* or *Thak* streams: it is difficult for horses but capable of improvement.

**ROUTE No. XIII.**

**BANDIPUR TO GILGIT** *via* **THE TRAGBAL OR RAZ-DHAINANGAN (11,586') AND BURZIL (13,775') PASSES.**

187½ m. Maps. 431, J, M and N, 1" to 4m.  
12 stages.

*Authority.*—Goadby, 1936.

*General Report.*

This is the main road from Srinagar (Kashmir) to Gilgit, where it connects with Route IX to Chitral, and with Route XIV to Chinese Turkestan *via* Hunza.

As far as Partabpul bridge over the Indus river in stage 11, it passes through Kashmir proper, thereafter the Gilgit Agency. It is generally 6' broad, including bridges, and is fit for camels in summer except for short portions of stages 10 and 11, where overhanging boulders would interfere with loads.

Tragbal and Burzil passes are open to coolies all the year except in bad weather; Tragbal Pass is opened by P. W. D. for pony transport from 15th May but is not free from snow or completely fit for laden animals till 15th June, while Burzil Pass, though less dangerous in bad weather, is opened about 15th June but difficult till 7th July. In 1923, laden ponies crossed the Burzil on 29th May, by the winter track over snow straight up the *nala*. Both passes become impassable for pack transport after the second fall of snow, which may occur in mid-October but more usually happens early in November. March and April are dangerous months for avalanches.

Bridges at Kanzalwam and Gurez (stage 3) over the Kishanganga river, at Gurikot (stage 8), and Ramghat (stage 10) over the Astor river, and the Partab Pul bridge (stage 11) over the Indus river are suspension bridges, the remainder simple or cantilever wooden bridges. Pine for repairs of bridges can be found almost on the site, up to inclusive stage 9.

ROUTE No. XIII—*contd.*

There is a daily post to Gilgit by runner, and a single telegraph line, with P. T. Os. at Gurez, Minimarg, Astor, Bunji and Gilgit.

Rest houses exist at all stages ; up to Bunji under Divisional Engineer, Bandipur, Kashmir, thereafter under Executive Engineer, Gilgit. There are also Forest R. Hs. at Tragbal, Kunzalwam, Burdhwan and Gurez, under Conservator of Forests, Kashmir. Prior to the abolition of the Kashmir I. S. F. garrisons in Gilgit in 1935, supply godowns were kept at Tragbal, Chorwam, Peshwari, Burzil, Chillvm, Astor, Bunji and Parri. The buildings are in good condition 1936.

*Camping grounds.*—Restricted at stages 4, 7 and 9—otherwise for at least a bde.

*Water.*—Plentiful throughout from perennial streams.

*Fuel.*—Plentiful up to stage 9 : nil at stages 10 and 11 except in emergency or from a distance by previous arrangement.

*Fodder.*—Gram, lucerne or grazing procurable except at stages 7 and 11.

*Supplies.*—Small quantities available at Gurez, Astor, Bunji and Gilgit only.

*Details of Report.*

1	TRAGBAL	12 m.	Fine weather.
—	(9,340')		Motor Road to
			3 m. then camel.
12 m.			

Pass through Bandipura village, track 12' wide and fit for light lorry traffic in fine weather ; two irrigation canals are crossed by 24' bridges. Keep on level through fields to Sonarwam at 3 m. (P. W. D. R. H. and offices) where motor road ends, and camel track continues. C. G. for large force—water—fuel ample—some rice and grain procurable. Cross to right bank of Madmati R. (120' cantilever bridge—good condition 1936) and keep on through fields, commencing easy ascent at 4 m. and reaching foot of Tragbal at 5 m. From here the track ascends by

ROUTE No. XIII—*contd.*

graded zigzags across the face of the hill, reaching forest at about 9 m. where climb becomes slightly steeper; the ruling gradient is 1|10. At 12 m. reach open glades on spur, where are R. H. and C. G.

*Camping ground.*—One bde.

*Water.*—Piped supply from  $\frac{1}{2}$  m. further up.

*Fuel.*—Ample from forest.

*Fodder.*—Limited grazing in summer.

*Supplies.*—*Nil.*

NOTE.—Short cuts exist as under:—

- (a) from 3 $\frac{1}{2}$ m. to 5m. keeping through small villages and saving  $\frac{1}{2}$  mile,
- (b) from 5m. steeply up spur to 12m. following telegraph line; a coolie track climbing 3,000' in two miles but saving 5m. distance,
- (c) from 6 $\frac{1}{2}$ m. a coolie track up through forest to the R. H. climbing 2,500 ft. in 1 $\frac{1}{2}$ m., but saving 3 $\frac{1}{2}$ m. distance.

2 KORAGBAL (8,408') 15 m. Camel Road.  
 ————*via* TRAGBAL Pass (11,586').

27 m.

Road ascends from Tragbal R. H. and C. G. by easy zigzags passing an old R. H. at  $\frac{1}{2}$  m. There is a site for a C. G. for one Bde. at 1 m. but all water would have to be carried from tank at  $\frac{1}{2}$  m. The grade then increases by fairly steep zigzags to 3 m. where there is a dak runner hut. Here leave forest and ascent becomes easy along grassy slopes to 4 m. whence Route XII leads to Chilas *via* Kel; summit of Tragbal or Razdhainangan pass (11,586') is reached at 5 $\frac{1}{2}$  m. where there is another dak-runner's hut. Descend easily along a spur to 8 m. passing a telegraph hut at 7 m., then more steeply by two big zigzags over grass past Charpathar hut and through forest to the left bank of the Gorai *nala*. Cross a small stream at 9 $\frac{1}{2}$  m.—always fordable but has 18' span wooden bridge, and descend easily through forest to cross Gorai stream by similar bridge at 11 $\frac{1}{2}$  m. (Both above bridges in good condition 1936). Up this is a well-graded mule path which joins Route XII;  $\frac{1}{2}$  m. below the bridge is the site of the old Gorai R. H. which was destroyed by an

ROUTE No. XIII—*contd.*

avalanche in 1920. Continue easily along left bank of Gorai *nala* along grassy slopes climbing one mile then descending to 13 m. where a track leads across two bridges to Koragbal R. H., dak-runner's hut, on right bank.

*Camping ground.*—Two Bns. opposite R. H. and two Bns. on fields  $\frac{1}{2}$  m. below.

*Water, Fuel and Grazing.*—Unlimited.

NOTE 1.—In winter the track runs down the Gorai *nala* bed all the way from Tragbal pass, with dangerous avalanches.

NOTE 2.—The Koragbal R. H. collapsed in the snow in the spring of 1936 and poor accommodation in servants' quarters only available. Travellers therefore normally go on 9m. to Burdhan (see stage 2).

NOTE 3.—Country traffic normally stages through from Tragbal to Gurez without halting here.

3 GUREZ 13 m. Camel Road.  
 (7,940')

40 m.

Continue down along left bank of Gorai stream passing C. G. at  $1\frac{1}{2}$  m. (two Bns. plus one Bty., water fuel and grazing plentiful, supplies nil) and at  $2\frac{1}{2}$  m. cross to right bank by 50' cantilever bridge (good condition 1936) over main stream and 30' span bridge (fair condition 1936) over side stream. River unfordable May to October. C. G. for bde. on Kanzalwam fields below bridge on left bank. The Gorai stream joins the Kishanganga River at  $2\frac{3}{4}$  m. at Kanzalwam (forest R. H. and dak-runner's hut), where the track turns up the left bank of the river and at 3 m. crosses to right bank by wooden cantilever-cum-suspension bridge (120' span, rebuilt autumn 1936). Track then keeps some 200' above river on right bank, descending to river level at Malak Kadal bridge at 6 m. (110' span wooden cantilever, in new condition 1936). From here alternative tracks lead to Gurez.

(a) *Left bank of river.*

This is used most and is about  $\frac{3}{4}$  m. shorter but liable to interruption. Cross Malak Kadal bridge and follows river bank (interrupted by avalanche 1936 at  $6\frac{1}{2}$  m.); at  $7\frac{1}{2}$  m. traverse rocky point just above river level, when flood damage may occur. Then continue level through



ROUTE No. XIII—*contd.*

pine and aspen forest to beginning of Gurez plain, passing Burdhan, F. R. H. at 9 m., Burdhan village at 10 m., and a fordable but bridged stream at 11 m. At 10 m. and 11½ m. there are country cantilever bridges (fair condition 1936) to right bank of river. At 12 m. reach Dawar, the largest of the Gurez villages, where is the P. & T. O., and at 12½ m. recross Kishanganga River to right bank by suspension bridge (140' span, good condition, but requires reflooring 1936). The Tehsil is on a small hillock near this bridge on the left bank. Continue easily along right bank to R. H., F. R. H., serai and C. G. at 13 m.

*(b) Right bank of river.*

Instead of crossing Malak Madal bridge continue along right bank on outside curve of river, switchbacking up to 200', with one pari at 7 m., to join Route (a) at bridge at 12½ m.

*Camping ground.*—On right bank of Kishanganga near the rest-house and serai : ample for a large force.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Procurable.

*Supplies.*—Procurable in moderate quantities.

NOTE 1.—Troops generally go on 4 m. and camp at Chorwan in order to shorten the next 2 marches.

NOTE 2.—A forest track takes off along the right bank of the Gorai stream at the bridge above Kanzalwam (2½ m.) and, rising over a 500' spur keeps up the left bank of the Kishanganga River through forest at that height, descending to join the route at Malar Kadal bridge. This is an old road alignment but is not kept in order (1936) ; it would be useful if the present bridge across the river at 3 m. should collapse.

4 PESHWARI . 14 m. Camel Road.  
————— (9,000').

54 m.

Climb easily up the right bank of the river and at some distance from it up to the junction of the Burzil stream with the Kishanganga at Achhura village (20 houses) at 1 m., then turn up right bank of former. At 2 m. pass country cantilever bridge (75' by 4' 6"—good condition 1936) which leads to track fit for country

ROUTE No. XIII—*contd.*

animals up the Tilel valley. The track runs along the side of a gorge to 3 m., where slips may occur in wet weather, and emerges into the Chorwan cultivation. At 4 m. there is a C. G. for one Bde. with ample water and fuel; some fodder available, where track crosses to left bank by cantilever bridge (87' by 6' 6" built autumn 1936: a good temporary bridge site exists 400 yds. further on--60' gap) from here a path fit for country animals leads over high spur to Tilel valley, continue up left bank, some slips, to 5½ m. and recross to right bank by Dudgai bridge (60' span, good condition 1936), then pass through cultivation to Dudgai village at 6 m. (Telegraph hut). Cross stream (generally fordable) by wooden trussed bridge (30' span good condition 1936) and ascend easily, mostly through cultivation; at 7 m. the track is carried round a rock face by a 40' wooden gallery (new 1936—locally called a "pari").

At 10¼ m. Route 85 (alternate route to Astor *via* Kāmri Pass) leaves the track, which continues switchbacking up right bank of Burzil stream, crossing small side *nalas* at 11 m., 12 m., 13 m. (bridged but usually fordable—spans 20', 18', 30', all new condition 1936) then zigzags up grassy slope to reach R. H. at 14 m. (Peshwari village out of sight about ½ m. up *nala*.)

*Camping ground.*—For one Bn. scattered.

*Water, Fuel and grazing.*—Plentiful.

*Supplies.*—*Nil.*

5 BURZIL CHAUKI . 11 m. Camel Road.  
 (11,150').

65 m.

Continue up right bank of Burzil stream ascending by easy switchbacks, passing Mapan village (left bank) at 2 m. At 4 m. descend sharply to stream level, when stream bends to East—descent liable to slips. Cross side stream at 5 m.—generally fordable but bridged (20' span—unsafe condition 1936)—and then wind easily over high slopes distant from river. At 5½ m. side track leads to Minimarg village (12 houses: P. O. and Telegraph hut:

ROUTE No. XIII—*contd.*

telegrams accepted and telephoned down line at 0600 and 1800 daily) where there is space for one bde. to camp; ample water, fuel and grazing—supplies nil. Path from village goes fairly steeply up hill side to rejoin main track at  $6\frac{3}{4}$  m. [A track used by laden country animals leads up the Minimarg *nala* over the Deosai pass (12,358') to the Chhota Deosai and thence to Kargil.]

Keep on up well graded ascent passing through sparse birch  $8\frac{1}{2}$  m. to 9 m. where cross an old moraine (track rough), and after climbing a small spur, descend gently to cross Burzil stream at 10 m. (30' span—fair condition 1936) then ascend by graded zigzags to Burzil R. H. at 11 m.

*Camping ground.*—For one bde., in patches anywhere near the rest house.

*Water.*—For one bde.

*Fuel.*—Plentiful, from birch trees.

*Fodder.*—Good grazing, 1 m. or 2 m. below.

*Supplies.*—*Nil* (meat on hoof in summer).

NOTE 1.—A road runs East up the side *nala* opposite the R. H. to the Deosai plain and thence to Skardu; it is practicable for laden ponies, but only open during July and August and possibly a week or two in September.

NOTE 2.—R. H. inhabitable but delapidated 1936.

6 CHILUM CHAUKI (11,171') 17 m. Camel Road.  
 ————— *via* BURZIL PASS (13,775').

82 m.

From R. H. cross stream (fordable-bridge 20') and climb up steep but well graded zigzags for  $2\frac{1}{2}$  m. passing sparse birch at  $1\frac{1}{2}$  m. track then ascends easily along gross slopes passing telegraph refuge hut at 4 m., whence the head of the Chhota Deosai valley falls away to the S. W. Continue easily to  $5\frac{1}{2}$  m. then more steeply by graded zigzags to knife edge crest of Burzil Pass (13,775') at 6 m., where there is a shelter hut. Descend by fairly steep but well graded zigzags to cross small stream (fordable) at 7 m., and then easily along grass slopes down left bank of stream (Sardarkothi Gah on map, but locally called

ROUTE No. XIII—*contd.*

Shikang River) to reach R. H. serai and telegraph hut at Sardarchauki at 10 m.

C. G. in summer for one bde. ample water and grazing : fuel *nil*.

Continue down left bank and at 11 m. cross to right bank (usually unfordable : 25' bridge good condition 1936) and keep along grassy hillside at easy grade passing through old moraine 13½ m. to 14½ m. ; the first fuel—a pine copse—is reached at 15 m. Cross a small side *nala* at 15½ m. (bridged—20'—good condition 1936) and at 17 m. cross the Chillum Nala—unfordable—(two span bridge 18' and 32' with central rough stone pier 18' by 10' on midstream islet—good condition 1936) to reach Chillum Chauki with R. H., serai and telegraph hut.

*Camping ground.*—For two bdes.

*Water and Fuel.*—Abundant.

*Grazing.*—Good.

*Supplies.*—*Nil* (Meat on hoof in summer).

NOTE.—A well used track, fit for laden country ponies leads up the Chillum Nala via Chhachor Pass (13,997') to Skardu and Deosai plains.

7 GUDAI 16 m. Camel Road.  
 (8,800').

98 m.

Descend very easily along grassy hillside passing dwarf sallow thorn and willow jungle 1½ m. to 2 m., and at 1¼ m. traversing a bend in the river, liable to slips. At 4 m. reach Das village and cross side stream (fording difficult—40' span bridge good condition 1936) : cross small stream—fordable—at 6 m. and at 6½ m. pass sparse juniper. Continue easily down right bank of Shikang stream to cross large stream at 8 m. (often unfordable—50' bridge good condition 1936) and reach Khirim village. At 9 m. road rises easily over spur to avoid slips and descends easily for next five miles through sparse pine, scrub, and cultivation. At 10 m. there are the remains of a country cantilever bridge to left bank (non-existent 1936), and at 12½ m. cross small side stream usually fordable (new bridge 24' span 1936).

ROUTE No. XIII—*contd.*

The track continues down easily, passing a country cantilever bridge to left bank at 14½ m. (60' span—very shaky 1936), and polo ground at 15½ m. to cross large stream at 16 m. (generally unfordable—40' span bridge, good condition 1936) and reach Gudai R. H., serai, and telegraph hut.

*Camping ground.*—One Bn.—small—but Bde. could find scattered bivouac on cultivated fields.

*Water.*—Ample.

*Fuel.*—Ample.

*Fodder.*—Very scarce ; no grazing.

*Supplies.*—Nil.

NOTE.—Route 109 to Skardu via A lampi Pass (16,503') runs up *nala* east from Gudai R. H.

8 ASTOR 17 m. Camel Road.  
 (7,800,).

115 m.

A sandy stage from 7 m. onwards.

Continue descent easily down right bank, passing country cantilever bridge to left bank at 4 m. (50' span—not fit for animals) and crossing side stream—usually fordable—at 4¾ m. (two branches 25' and 10' span bridges new 1936). Pass polo ground and village Pakora at 5½ m. and Mainkial village at 6½ m.

NOTE.—A fine view of Nanga Parbat is obtained from about 300 ft. up hillside above 6th milestone.

Valley then narrows to a gorge, to avoid which road crosses to left bank at 7½ m. (cantilever bridge 80'—renewed 1936), climbs over a spur and descends easily to recross to right bank at 8½ m. (cantilever bridge 80'—renewed 1936).

Track then leaves stream, which unites with Rupal stream to form Astor River ; and continues down right bank of latter over very sandy hillside. Pass Gurikot at 10¾ m. where cross to left bank by suspension bridge village on left bank at 10 m. and reach Kine Das village (270' span—good condition 1936) and reach Gurikot R. H. at 11 m. Route 85 comes in here from Kamri Pass which see for C. G., etc.

ROUTE No. XIII—*contd.*

Track now climbs at fair gradient for two miles to avoid cliffs and slips, and then descends from 13 m., passing Bulan village at 14½ m. and crossing a stream. (Generally fordable—15' bridge good condition 1936.)

The descent ends at 15¾ m. and track rises for 500 yds. along rocky slopes on buttresses to reach cultivation and polo ground of Astor at 16½ m. Continue rising easily along willow and poplar avenue to reach post and telegraph office and Rest House at 17 m.

Bazaar, tehsil, police station and old ruined fort are at 17½ m. on other side of Rama *nala*.

*Camping ground.*—On fields, one near R. H. and one near bazaar, each sufficient for one bde.

*Water and Fuel.*—Plentiful.

*Fodder.*—Procurable—small quantities.

*Supplies.*—Grain procurable.

NOTE 1.—Astor is the residence of the Raja of Astor, a jagirdar of Kashmir State. There is a naib tehsildar, under the jurisdiction of the Tehsildar at Bunji.

NOTE 2.—Before the change in administration in 1935, when Gilgit Agency south boundary was moved from the Kamri Burzil passes to the Indus River; the P. A. Gilgit had his summer H. Q. at Rama, a *marg* 4 miles up the *nala* of that name; there was also one Coy. Kashmir Infantry garrisoned at Astor but now withdrawn—barracks in ruinous condition.

9 MUSHKIN .. 17 m. Camel Road.

(6,300')

132 m.

A sandy stage throughout.

From R. H. descend, sharply to cross Rama stream by bridge (unfordable—25' span—good condition 1936) then pass Tehsil and old fort, and keep along soft hillside (liable to slip at 1¾ m.). On opposite bank of Astor River is village Los at mouth of Parishing area, up which runs a coolie track to Skardu. Keep on round hill, passing spring at 3 m., and at 4 m. descend by fairly steep graded zigzags with stone buttresses, to river level. Continue at foot of old moraine passing spring at 5 m. and small stream at 5½ m. to reach dak runner's hut at 5¾ m. then climb over a spur by zigzags and immediately

ROUTE No. XIII—*contd.*

descend again, fairly steep gradients, to avoid a cliff and slips. From 6 $\frac{3}{4}$  m. to 8 m. the track follows the river bank along soft hill faces liable to slips, and is much built up on stone buttresses: two small springs in this portion. From 9 $\frac{1}{4}$  m. to 9 $\frac{3}{4}$  m. traverse the foot of steep rock cliffs, often built out into the river and liable to flood damage. At 10 m. climb steeply to cross the Harchu *nala* (very steep banks and unfordable—55' span bridge good condition 1936) and pass above Harchu village and cultivation, then descend to cross Mamucha *nala*, at Luskum village at 11 m. (generally unfordable 90' cantilever bridge built 1936—a good waterfall 100 yds. upstream). Here alternate route to Ramghat (88A) takes off, *via* Dashkin and Doian ("Upper Road"). Track descends at generally easy gradient for rest of stage, keeping some 200' above river level. Cross Dashkin *nala* at 12 $\frac{1}{2}$  m. (fordable—steep sharp approach and exit 1936 as unbridged—village 2,000' above) and pass small cultivated area at 13 $\frac{1}{2}$  m. (C. G. two Bns.—water from spring—fuel ample). At 14 m. there is a country cantilever footbridge to right bank of river (90'—fair condition 1936) and at 14 $\frac{1}{2}$  m. another possible C. G. for two Bns. on a river side Kach (water from river—some fuel). From 14 m. to 16 m. the track rounds steep boulder strewn sand and slopes liable to slip after rain, and at 16 $\frac{1}{2}$  m. crosses Mushkin stream by rough approach (rotten banks—a large overhanging boulder would obstruct camels) to reach Mushkin R. H. at 17 m. Village is about 1,000' above.

*Camping ground.*—One bn., cramped, on terraced fields with steep approach.

*Water and Fuel.*—Ample.

*Fodder.*—Grazing in Mushkin jungle.

*Supplies.*—Nil.

NOTE.—This and the next stage are very hot in summer but it is unwise to start before 0300 hrs. owing to prevalent sand-laden upstream wind.

ROUTE No. XIII—*contd.*

10 BUNJI. . . . . 20 m. Mule Road.

———(4,635')

152 m.

Descend fairly easily, keeping well above river, round the foot of steep sandy boulder slopes, liable to slips in wet weather, to near river level at  $2\frac{1}{2}$  m. Then rise steadily round rocky foot of Doian spur, one 24' pari, with overhanging boulder preventing camel transport from passing, and with short steep zigzags at  $3\frac{1}{4}$  m. : the track is generally buttressed. At 4 m. approach Doian *nala* ( $\frac{1}{4}$  mile steep soft slope, always liable to slip) and cross (usually fordable—90' by 9' cantilever bridge—good condition 1936) to ascend through Mangdoian fields and then by zigzags up a spur, joining upper road *via* Dashkin and Doian at  $5\frac{1}{4}$  m. (see Route 88A). Descend steadily along hillside passing dak runner's hut and "Pathan's Grave" (junction of former alignments) at 6 m. The grade then steepens and from 7 m. to  $8\frac{3}{4}$  m. track is generally buttressed out along almost sheer rock, with two small paris and several overhanging rocks which would prevent loaded camels from using this stage. The track then climbs by short sharp buttressed zigzags (locally known as the seven chukkers or the 'Gates of Hell') up the face of the Hattu Pir spur for  $\frac{1}{2}$  m. (spur is too rotten for a proper track to be built round it, but a coolie path, fit for lightly equipped men, takes off at the first zigzag, passes round the cliff, and rejoins track at  $11\frac{1}{2}$  m., saving  $1\frac{1}{2}$  m.) ; from the crest at  $9\frac{1}{2}$  m. track sweeps across hillside at steady grade in one big zigzag (liable to slips in wet weather) to a small plateau at  $11\frac{1}{2}$  m., and then descends by short sharp zigzags to river level near dak runner's hut  $12\frac{1}{2}$  m., to reach Ramghat bridge at  $12\frac{3}{4}$  m. (240' span suspension bridge, good condition 1936) (the descent from 12 m. to  $12\frac{1}{2}$  m., below an old piquet, was very steep and rough stepped in 1936, and needs remaking. There is one very narrow place between dak hut and bridge which would interfere with bulky loads, but can be cleared by blasting a rock on the river side, 20' 14' by 8').

Cross Ramghat bridge and ascend steeply by zigzags for  $\frac{1}{2}$  m. (rough, stepped, and needs remaking 1936).



ROUTE No. XIII—*contd.*

over a spur and up the left bank of Ramghat *nala*, passing for 400 yds. along bottom of rotten cliff liable to slip, to cross *nala* at 14 m. (unfordable 15th May—15th September—old 40' bridge has disappeared and requires replacement—in 1936 weak 25' bridge with steep approaches). Cross to right bank and ascend by steep zigzags and buttresses on rock to 14½ m. (rough and badly stepped 1936—requires remaking) ; the left bank of the Indus River is then reached and the track continues level along bare, hot, open, stony slopes to reach first cultivation of Bunji at 19 m. Descend to cross Bunji *nala* at 19½ m. (approach and exits steep require improvement—generally fordable—no bridge 1936) then ascend to enter Bunji, and reach dak bungalow and infantry lines at 20 m. Post and Telegraph office, and Inspection bungalow are ½ mile further on.

*Camping ground.*—For two bdes.

*Water.*—From Indus River : Bunji stream is impregnated with soda and is mostly taken for irrigation.

*Fuel.*—Nil, except from trees—or brought in from distance.

*Fodder.*—Lucerne procurable.

*Supplies.*—Scanty.

NOTE 1.—Bunji (1936) is the headquarters of the Tehsildar, and S. D. O., P. W. D., for the Astor Tehsil ; there is a permanent garrison of one coy. Kashmir Imperial Service Infantry, but barracks for two coys. and a mountain bty. There is also a small civil hospital.

NOTE 2.—In summer this stage is excessively hot and, except at Ramghat bridge at 12½m. and Ramghat *nala* at 14m., there is no water from 4m. to 19½m. Troops should march at night.

11 PARRI

.. 17 m. Mule road.

—————(4,500')

169 m.

State sandy throughout.

Descend from Bunji plateau down sandy track passing old battery lines and track to ferry at 1 m. (see Route 93) then rise easily over sandy fan to 4 m. passing cultivation of Hosi village on right ; cross several small dry *nalas* and traverse bare sandy plateau to 7 m., where are

ROUTE No. XIII—*contd.*

ruins of an old resthouse, then descend by fair zigzags to cross Partab Pul (330' suspension bridge built 1892|93, renewed 1930—good condition 1936) across River Indus, and enter the Gilgit Agency (animals can be watered 400 yds. up stream). Ascend right bank of Indus River by graded though somewhat steep zigzags to join main Chilas-Gilgit road (Route XI) at 8½ m. Track is then buttressed round steep rock faces (a few overhanging rocks would hinder loaded camels in passing) to 9½ m. opposite junction of Gilgit and Indus Rivers, thereafter following up right bank of former. Continue over wide sandy fans, divided by rocky spurs round which track is buttressed from 10¼ m. to 10½ m., and again from 12¼ m. to 13½ m. Animals can be watered from the river at 12¼ m., at this point Route 93 rejoins the main track.

At 14½ m. there are a few trees near a small garden (uncultivated 1936) where is ample C. G. for one bde. (water from Gilgit River, or from Chakarkot Parri irrigation Channel 150' up hillside). (Fuel, fodder, supplies, nil). Continue over sandy plain to reach Parri R. H. at 17 m., about 500 yds. east of road.

*Camping ground.*—Ample for any force.

*Water.*—From spring ½ m. west of R. H. or from Gilgit River (sediment in summer).

*Fuel.*—Nil, except from a few fruit trees.

*Fodder and Supplies.*—Nil. Some lucerne and grain procurable from Chhamngarh two miles on, and on left bank.

12 GILGIT .. 18½ m. Camel Road.  
 —————(5,000')  
 187½ m.

Sandy stage throughout.

From R. H. ascend easily to rejoin track at ½ m. and then traverse rock cliffs on buttresses, short sharp descent

ROUTE No. XIII—*concl'd.*

at first by zigzags, to 3 m. (At 2½ m. Haramosh road descends by steep graded zigzags to cross Gilgit River by 260' suspension bridge—good condition 1936—and, after ascending *nala* to Chhamngarh village, descends along left bank of Gilgit River to its junction with Indus River, the right bank of which is followed to Sasli in Haramosh district—fit for laden country animals.) Continue over sandy fan to 4½ m. then traverse more rock cliffs by buttresses, dropping by steep graded zigzags to river bank at 6 m. Keep at river level (passing mouth of Bagrot *nala* on opposite bank at 7 m.) to 7½ m. then ascend, steeply at first over sand, then easily over fan, to cross dry Minawar *nala* (steep approach and exit—weak 24' temporary bridge 1936) at 8½ m. and pass over cultivated Minawar fan to 9½ m. (dak runners' hut). Descend easily to cross Sakwar *nala* at 10½ m. (stream fordable) and rise again over fan, crossing Jutial stream at 14¾ m. (20' bridge—new 1936) and passing ruined infantry barracks. Then descend easily along willow avenue through continuous cultivation to reach P. T. O. and Bazaar at 18½ m.

*Camping ground and water.*—Ample for one div.

*Fuel.*—From poplar, willow and fruit trees in emergency but normally brought from a distance.

*Fodder and Supplies.*—Procurable—quantities vary according to season.

NOTE.—Gilgit is the H. Q. for the Political Agent and A. P. G. and is garrisoned by the Gilgit Scouts.

It is the starting point of Route IX to Chitral and of Route XIV *via* Hunza to Chinese Turkestan.

There is an aeroplane landing ground 3¼ m. east of Gilgit, in the junction between Hunza and Gilgit rivers on the left bank of the latter, which is crossed by a 450' by 6' suspension bridge. See Route XIV stage 1. This has been enlarged and is in first class condition.

## ROUTE No. XIV.

GILGIT TO THE TAGHDUMBASH PAMIR *viâ*  
HUNZA AND THE KILIK PASS (15,600').

157½ m.

14 stages.

*General Report.*

The road except for about 400 yards four miles South of Gulmit (Stage 7) and the Batura Glacier (Stage 9) is fit for laden animals throughout. There are rest houses at each recognised stage. Those up to Baltit (Stage 5) are maintained by the P. W. D., and those after by the Mir of Hunza. The former are generally of a better standard than the latter which have only one or two rooms, the windows being fitted with gauze but without glass. From Gilgit to Baltit the route is maintained by the P. W. D. and is quite a good 10' pack transport road. It runs in the river bed where possible, but at gorges has to be carried up the hillside. These portions of the road are apt to be steep, gradients up to 1 in 5, and narrow, and are often carried away by land slides.

From Baltit to Murkushi the route is maintained by the Mir of Hunza and is not as good as the section Gilgit-Baltit. The road is narrow, with many extremely steep portions, 1 in 2, and in places is almost non-existent. It is just possible for lightly loaded pack transport. The track keeps almost entirely to the river bed when the water is low, crossing frequently: as the water rises, it gets more difficult, and when it is in full flood, keeps entirely to the right bank so that many precipices have to be climbed. In normal years, however, the river above Baltit is generally fordable between October 1st and May 1st. For this reason the road is always changing, for if the water falls for 3 or 4 days it is sometimes possible to get round the bottom of a cliff instead of climbing over it so that the more the water falls, the more cliff can be avoided.

From Hunza onwards the time taken to walk each stage is given, as on such a road mileage gives no idea of the duration of a march. In stages 7 and 8 the road

ROUTE No. XIV—*contd.*

crosses the foot of two glaciers, the Gulmit and the Ghulkin, and here the road is to all intents and purposes non-existent. In stage 9 the Batura glacier has to be crossed by an extremely rough track which varies in position from week to week. It takes a lightly loaded pack pony in favourable conditions about one hour to cross. Under unfavourable conditions yaks are necessary.

From Murkushi to Ghil camp the road is very rough and is across big boulders the whole way to the top of the Kilik Pass, except for a few miles of good going between Shirin Maidan and Hark Nala. However, pack ponies can get over it though yaks are the best means of transport.

The slope of the Kilik pass is easier than that of the Mintaka, but the latter is shorter and is open when the Kilik is closed: the Hunza-Kashgar post always goes by the Mintaka.

*Camping grounds.*—Generally on fields; for 1 bn. at all stages, and for a larger force at stages 1, 2, 3, 7, 8, 9, 10, 11, 12 and 14.

*Water.*—Plentiful and good at all stages, but full of sediment (glacial water) at stages 8, 9 and 10.

*Fuel.*—Procurable everywhere, but has generally to be brought from a distance.

*Fodder.*—At stage 1, *nil.* At stage 2 considerable quantities of lucerne are paid in as revenue. In Hunza up to Aliabad there is no grass anywhere: lucerne is grown for local use, but there is very little to spare. Above Aliabad grass is obtainable in places, but at some distance from camps. Fodder, therefore, is only procurable in small quantities.

*Supplies.*—An R. I. A. S. C. godown at Nomal, stage 2, only. Elsewhere supplies are procurable in small quantities, if at all. Nagar is practically self-supporting, but Hunza is over-populated, and though its inhabitants live almost entirely on apricots, they are half starved in early spring. In large villages supplies might be obtainable at the end of summer, but they would have to be replaced at

ROUTE No. XIV—*contd.*

once to prevent starvation in the spring. Troops, therefore, should always be furnished with their own supplies.

*Detailed Report.*

1 NOMAL .. 17 m. Mule Road.  
 ——— (5,800')  
 17 m.

Cross Gilgit River by suspension bridge (450' by 6' fit for animals—good condition 1936) and passing Kashgari Serai, keep along top of alluvial cliffs on left bank to 3½ m. where there is an advanced landing ground for aircraft. Keep left to enter Hunza Valley at 4 m. (winter ferry to Dainyur, see Route 94) and, after crossing sandy flats, at 6¼ m. traverse boulder strewn fans to enter a sandy waste, two miles long, at 7¾ m. (C. G. one bde., water from river, food, fodder and supplies nil).

At 9½ m. rise by graded zigzags for ½ mile to traverse rotten debris slopes (some buttresses—beware of stone falls during and after rain) to 11½ m., and, after crossing an old boulder strewn moraine, rise again fairly steeply at 12¼ m. to pass above a cliff and traverse steep slipping slopes on buttresses (liable to stone falls in wet weather—short sharp descent at 12¾ m.) to 13¼ m. Track then ascends easily over a stony fan opposite Jutal village on left bank, to enter Nomal fields at 15 m. and reach Polo ground at 17 m. The R. H. is ½ mile further on.

*Camping ground.*—One bde. on fields anywhere between 15 m. and 17 m., on stony waste by river at 17 m., or beyond Naltar stream at 17½ m.

*Water.*—From Hunza River or by irrigation cuts from Naltar stream.

*Fuel.*—Procurable in small quantities.

*Fodder.*—Lucerne procurable.

*Supplies.*—Quantities of grain and rice procurable.

ROUTE No. XIV—*contd.*

2 CHALT .. 14 m. Mule road.  
 ————— (6,560').  
 31 m.

Cross Naltar river by a suspension bridge (84' span), and at 1 m. pass a rope bridge leading to the hamlet of Matundas, a Hunza colony on the left bank of the river. From  $\frac{1}{2}$  m. to 4 m. the road runs over a succession of rock *paris*, passing at 2 m. the village of Garesh, an extension of Matundas, also on the left bank. At  $4\frac{1}{2}$  m. a footpath leaves the main road descends over a loose conglomerate cliff to the river, runs along the sandy waste in the river bed, crossing the Gwech *nala* at 7 m., ascends the hillside at  $7\frac{1}{2}$  m., and rejoins the main road at  $8\frac{1}{2}$  m. This path is fit for mules (1923).

The present main road crosses the lower Gwech *nala* (fordable) at  $5\frac{1}{2}$  m. (3 houses and some cultivation), reaches some cultivation in upper Gwech *nala* at 7 m. crosses by a 120' suspension bridge, and then passes for  $\frac{3}{4}$  m. over hard rock *paris* followed by soft *paris*, in which there are frequent slips, to  $8\frac{1}{2}$  m. Opposite at  $7\frac{1}{2}$  m. is Joglot village and *nala* on the left bank of the river. Miles  $8\frac{1}{2}$  to 10 are on firm hillside. At 10 m. the road descends to the river: it is narrow from  $10\frac{1}{4}$  m. to  $10\frac{3}{4}$  m., and at  $11\frac{1}{2}$  m. ascends in zigzags to 12 m. to cross a cliff, descending again gradually to the river at 13 m., where the fields of Chalt commence. At 14 m. the Chaprot stream is crossed by a 90' suspension bridge. Chalt village (82 houses) lies on both sides of the stream (unfordable for 4 months). There is a good bungalow. For road from here to Chaprot and Bar see Routes 96 and 97.

*Camping ground.*—Ample for 1 bde.

*Water.*—Plentiful.

*Fuel.*—Procurable from Chaprot.

*Fodder.*—Procurable: very little in April and May.

*Supplies.*—Procurable.

ROUTE No. XIV—*contd.*

3 THOL .. 9½ m. Mule road.  
 (6,430').

40½ m.

Descend from the Chalt plateau towards the Hunza river, cross at 2 m. by a 250' span suspension bridge, and zig-zagging up the cliff on the left bank, continue along the level top and at 3¼ m. descend to the river bed opposite the mouth of the Buladas *nala*. The road keeps along the sandy river bed to 4 m. when it again ascends, crossing an easy slate *pari* 500 yards long at 4¼ m., and rising to the Sikunderabad plateau. At 5¼ m. there is a side road leading to the Sikunderabad bridge and thence *viâ* the right bank of the river to Hunza, *see* Route 99. (The right bank can also be followed from Chalt to the Sikunderabad bridge).

Pass through Sikunderabad village (100 houses), and at 6 m. descend to a lower plateau. At 6½ m. the road bifurcates. The lower road, which is ½ m. the shorter and though the narrower is considered the main road, crosses a big conglomerate *pari*, reaches easy ground at 7 m. 3 f., and after passing under the fields of Nilt (45 houses), rejoins the upper road at 8 m. 5 f. The upper road, which is used when a slip on the conglomerate *pari* blocks the lower, zigzags up to a rocky plateau, at 7 m. crosses a deep gorge to Tungdas (50 houses), where Route 93 is joined, and is then easy, passing Nilt fort and zigzagging down to join the lower road. At 9 m. cross Nilt *nala* by a 30' span bridge 60' above the stream, and enter the fields of Thol. Camp at 9½ m., ¼ m. from Thol village.

*Camping ground.*—For 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Procurable in moderate quantities.

*Supplies.*—Procurable.

4 TASHOT BRIDGE .. 10½ m. Mule road.  
 (6,550').

51½ m.

At ¼ m. pass Thol village (35 houses) and fort : then



ROUTE No. XIV—*contd.*

descend 150' by zigzags into Thol *nala* (unfordable for 4 months), cross by a 20' span bridge, zigzag up right bank, and pass Masor (10 houses) at 1 m. At 1½ m. enter fields, and at 2¼ m. pass the village of Ghulmat (65 houses).

*Camping ground.*—For a large force.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Procurable ; plenty in summer.

*Supplies.*—Procurable in small quantities.

At 3¾ m. pass Yal (20 houses), and cross Yal *pari*, a sulphur slip very troublesome to cross. At 4¾ m. pass Minasgir, and after crossing an easily bridged glacier stream reach the fort village of Pissan at 5¼ m. (Minasgir and Pissan together muster 60 houses). At 6¾ m. cross Minnapin glacier stream (easily bridged), and at 7½ m. reach Minnapin (60 houses), where there is a good bungalow. The road then descends to near the river bed and passes under the village of Miechar (110 houses) from 8½ m. to 9¾ m., at which point Miechar *nala* (fordable) is crossed. Pass under the village of Dadimal (50 houses), and reach Dadimal *nala* at 10 m. Here Route 100 branches off to Nagir and Arandu. Camp at 10¾ m.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—None near : procurable about 2,000' up the hill.

*Fodder.*—Lucerne and *bhusa* in moderate quantities in summer from villages above the road.

*Supplies.*—Procurable in small quantities.

5	BALTIT-	..	12½ m.	To Aliabad 8 m.
—	HUNZA.			Mule road. Ali-
64 m.	(8000').			bad to Baltit 4½ m.
				Easy coolie road.

The road crosses the Hunza river by a 235' suspension bridge (built 1915) fit for animals, zigzags up to join the Chalt-Aliabad road on the bank (*see* Route 99), and runs along *paris* to 1¼ m. and then over easy ground to the cultivated land of Murtazabad (80 houses) at 1¾ m.

ROUTE No. XIV—*contd.*

Continue along the top of the cultivation to  $3\frac{1}{2}$  m. when the Mutsutsil or Hassanabad *nala* is reached. Here turn N. and descend past the villages of Gorukhin and Mutsutsil to the bed of the *nala* at 5 m. The *nala* is crossed by a temporary bridge, which is washed away every year. (Meanwhile communication is kept up by a difficult foot-path over the glacier 1 m. up stream). Ascend the left bank in zigzags, and at  $5\frac{3}{4}$  m. reach Hassanabad, which with its colonies Gorukhin and Mutsutsil contains 42 houses. Leaving Hassanabad cross a small spur and reach the fields of Aliabad. The old Kashmir troops' fort and bungalow are reached at 8 m. and Aliabad main fort village at  $8\frac{1}{2}$  m.

*Camping ground.*—For a large force near bungalow.

*Water.*—Plentiful, but full of sediment.

*Fuel.*—Scarce, except poplar and fruit trees.

*Fodder.*—A little lucerne and *bhusa*.

*Supplies.*—Procurable in moderate quantities.

Here coolie transport has to be engaged, and the road, flanked by continuous cultivation, runs for the most part on the bank of the main irrigation channel. The chief villages passed are Dorkand (38 houses) at  $9\frac{1}{2}$  m. and Chatarkand and Haiderabad (132 houses), at  $10\frac{1}{2}$  m. Baltit, the capital (400 houses, including the Mir's palace) is reached at  $12\frac{1}{2}$  m., but instead of passing through it the road climbs a steep ascent on to a narrow neck between Baltit hill and Karimabad, a spur on which the Mir has built a summer residence.

*Camping ground.*—For 1 bn. on Karimabad spur.

*Water.*—Plentiful, but full of sediment.

*Fuel.*—Scarce, except from apricot trees.

*Fodder.*—Scarce except in summer.

*Supplies.*—Procurable in small quantities.

NOTE.—Travellers usually halt at Aliabad and arrange to go to Baltit in the evening. From Aliabad-Baltit coolies take 3 hours to do 4 miles, and it is therefore essential not to lengthen the next stage (Baltit-Atabad) both for travellers and troops.

ROUTE No. XIV—*contd.*

6 ATABAD .. 9 m. Coolie road.

————— (7,600').

73 m.

Cross the neck between Baltit and Karimabad, and descend steeply to a glacial torrent, which is difficult to ford for 4 months in summer but could be easily bridged. Continue up a staircase and through fields to the fort village of Altit (124 houses) at  $1\frac{1}{4}$  m., after which the road runs up and down, partly over a rock *pari* but fairly level for the last 1,000 yards to the fort village of Mahometabad (25 houses), which commands a bend in the river at 4 m. A few hundred yards short of Mahometabad the road descends steeply to the river bed, and follows it to  $5\frac{1}{2}$  m., where it climbs 200' over a cliff and again descends. Keep round the foot of the Ganesar slip over shingle and boulders to the village of Atabad (24 houses) some 500' above the river at 9 m.

Time to walk  $5\frac{1}{2}$  hours : coolies 8 hours.

*Camping ground.*—On river bank, extensive for 1 bde.

*Water.*—Plentiful, from spring and river.

*Fuel.*—Nil at site, but procurable in small quantities from Atabad village.

*Fodder.*—Very scarce.

*Supplies.*—Procurable in small quantities.

NOTE.—There are two still more difficult tracks further up the hill-side. One starts from Baltit and passes points known as Gurpi Teesch and Baldihill to Atabad village. The other climbs the Ganesar slip and reaches Baldi near Atabad village.

7 GULMIT ..  $11\frac{1}{4}$  m. Coolie road.

————— (GULKIN)

84 $\frac{1}{2}$  m. (8,200').

The road runs over sand for  $1\frac{1}{4}$  m., then over a short *pari*, then along the river bed for 300 yards, after which it ascends over a long, and in places difficult, *pari*. At 4 m. horses must ford or swim the river (in November and April about 35 yards broad and 5' deep) recrossing  $\frac{1}{2}$  m. higher, while men keep along the cliff by a built gallery. At 5 m. the path lies over a stony slope called Bulchidas, the first Gujar grazing ground.

ROUTE No. XIV—*contd.*

The road on the right bank is now extremely difficult for animals, and if the river can be forded (*i.e.*, generally from November to April inclusive) the left bank is used from this point. At 6 m. this crosses the Brundabad stream (always fordable) on to the rocky wastes that give the small village of Shiskidas (passed at 7 $\frac{3}{4}$  m.) its name. At 8 $\frac{1}{2}$  m. there is a short but trying ascent and descent to cross the Balt-o-bar *nala*, which is always fordable. At 9 $\frac{3}{4}$  m. descend steeply to the river bed, and  $\frac{1}{2}$  m. further on ford the river (40 yards wide and 3' deep in November), and climb steeply up the right bank and through fields to camp.

The footpath along the right bank from 5 $\frac{1}{2}$  m. climbs a spur called Salamata, and is then a succession of staircases and *paris*, very difficult even for local animals without loads. The last 1 $\frac{1}{2}$  m. are easy.

Gulmit is a fort village of 97 houses, 80 coolies. There are 2 ruined forts.

Time to walk, 6 $\frac{1}{2}$  hours.

Camping ground.—For 1 bn.

Water.—Plentiful.

Fuel.—Procurable.

Fodder.—Little grass procurable.

Supplies.—Procurable.

8 PASU .. 8 $\frac{1}{2}$  m. Mule road.

—————(8,200').

92 $\frac{3}{4}$  m.

Proceed down hill and cross the Shattubar stream, where a path branches off to the left to Ghulkin, 1 $\frac{1}{2}$  m. distant. At 2 m. cross several streams issuing from a great glacier a few yards W. of the road. At 4 m. reach Susani (19 houses), from which there is a short ascent through a cup-shaped hollow between slate hills, called Dast-i-Shalimar, cultivated in alternate years. Continue along an undulating plateau several hundred feet above the river. At 7 m. zigzag easily down to the bed of the stream, which issues from the Pasu glacier, cross it, and camp in the plain beyond the village (18 houses). In summer the Pasu glacier

ROUTE No. XIV—*contd.*

stream is unfordable and ponies are then taken with great difficulty across the glacier itself.

Time to walk this stage,  $3\frac{1}{2}$  hours.

From here the winter route up the Shingshal takes off, *see* Route 101.

*Camping ground.*—For 1 bde. easily.

*Water.*—Plentiful.

*Fuel.*—Procurable (but from a distance) in considerable quantities.

*Fodder.*—Bhusa and lucerne procurable in summer.

*Supplies.*—Procurable in small quantities.

9 KHAIBAR .. 11 m. Coolie road.  
 (8,800').

103 $\frac{3}{4}$  m.

At 3 m. there is a great glacier called Batur, at least  $1\frac{1}{4}$  m. wide. Men on foot can always cross, but animals must ford the main stream just above Pasu as well as the Shingshal river 2 m. above it, and keep along the river bed for 2 m. or 3 m., fording the stream several times and rejoining the footpath on the right bank at  $5\frac{1}{2}$  m. The path after crossing the glacier ascends the lateral moraine by easy zigzags, and then descends gradually to the foot of the hills at  $5\frac{1}{2}$  m. At  $10\frac{1}{4}$  m. the path ascends to the Khaibar plateau, keeping for a short distance up a lateral ravine. At the top there is a gate and guard house guarding the entrance. The village consists of 11 houses.

Time to walk,  $5\frac{1}{3}$  hours.

*Camping ground.*—For 1 bde.

*Water.*—Plentiful.

*Fuel.*—Plentiful, from cedars on hill above ravine beyond village.

*Fodder.*—Bhusa and lucerne procurable.

*Supplies.*—Procurable in small quantities.

ROUTE No. XIV—*contd.*

10 GIRCHA .. 10 m. Coolie road.

---

113¼ m.

At ½ m. cross a side stream by a good bridge and continue over a level plateau for 1 m. : then descend to the bed of a side *nala* by a steep path, which is closed by a gate and guardhouse and covered by *sangars*, and proceed down the *nala* to the river bed. At 2½ m. there is a short difficult *pari*, where horses must ford or swim round the foot. At 3½ m. cross the Hunza by a cantilever bridge, which though difficult is passable for local ponies, and if washed away is renewed by the Mir. In summer, when the river is in flood, the route diverges from this point to Misgar; see Route 106. At 6½ m. reach Murokhun, a fort village of 9 houses.

*Camping ground.*—Room to encamp.

*Supplies.*—Some procurable.

Here Route 102 turns E. to Shingshal up the Abgarch-i-Tang. The next 2 m. are level and easy, but at 7½ m. there is a spot E. of a village of 5 houses where a cliff rises from the water's edge : here horses must ford twice, but the path along the cliff is practicable for men on foot and led horses. At 10 m. reach Gircha, a fort village of 10 houses.

Time to walk, 4½ hours.

*Camping ground.*—For a large force.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*—*Bhusa* and lucerne procurable in summer.

*Supplies.*—Procurable in small quantities.

11 MISGAR .. 12 m. Coolie road.

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125¼ m.

Continue up left bank of river to Sust at 2 m. and at 3 m., reach the junction of the Chapursan and Khunjerab streams. (Up the Chapursan Route XV leads to the

ROUTE No. XIV—*contd.*

Irshad pass : and its first stage with Route 104, which then takes off to the Kermin pass, makes an alternative route to the Kilik pass.) Continue up the Kunjerab, ford it at about  $3\frac{1}{2}$  m., and go up the right bank for 3 m., crossing several precipices ; but when the water is low, keep to the river bed, crossing and recrossing the river several times. Horses keep almost entirely to the river bed, and have to ford at least a dozen times (at the deepest ford in the middle of November the water was nearly 4' deep), but men on foot avoid half the fords by taking a difficult path along the cliffs. After May 1st the swollen state of the river makes this path impracticable for horses.

For a few weeks after the river becomes unfordable here, and before the Kunjerab river is unfordable above the junction, a difficult path exists for unladen animals, which crosses the Soztisar pass from Sust, and fording the Khunjerab river rejoins the winter route. The pass is very difficult on the N. side, and animals must be brought down with very great care.

In June the Khunjerab river is unfordable, and the summer route must be followed : see Route 106.

At  $6\frac{1}{2}$  m the route to the Khunjerab pass turns off (Route 103), fording the river, and crossing the low Luwarchi-vech pass. At 7 m. the road leaves the Khunjerab *nala*, and turns NW. up a deep narrow valley for 3 m. to Murkushi. (From the junction with the Khunjerab to Murkushi the banks of the stream in this valley are lined with willows.)

Here the summer route comes in again. Horses ford the stream and keep along the left side 400' above the river, recrossing the stream and rejoining the footpath at 10 m. where there is a short steep ascent of 300' to the plateau opposite Misgar. Proceed over the plateau for  $\frac{1}{2}$  m., then drop down to the river bed, and cross the stream by a small country bridge, which has recently been erected or, when the *nala* is in full flood, by a rope bridge. Then ascend gradually to Misgar.

*Camping ground.*—For 1 bn. on a side stream near the village.

ROUTE No. XIV—*contd.*

Water.—  
 Fuel.—  
 Fodder.—

} Plentiful.

*Supplies.*—Scarce.

12 MURKUSHI .. 13 m. Coolie road.

———— (MUSHKIN ?)

138 $\frac{3}{4}$  m. (12,000'). Proceed 4 m. NW. to the junction of the Derdi and Kilik streams, then turn N. up the left bank of the latter. At 4 $\frac{3}{4}$  m. the stream is bridged, and the Kermin pass route (*see above*) comes in. At 5 $\frac{1}{4}$  m. pass a ruined tower, and at 6 m. ford the stream. At 8 m. reach Runhill, a grazing ground with steep pens, etc., and at 10 $\frac{1}{2}$  m. a thick wood, called Lup Jangal, and at 13 m. Murkushi, another grazing ground with a wood. Camp below the spur between the Kilik and Mintaka streams. Up the Mintaka Route 105 leads NE. to the Mintaka pass and Sarikol.

*Camping ground.*—For 1 bn.

Water.—  
 Fuel.—  
 Fodder.—

} Plentiful.

*Supplies.*—Nil.

13 DAIM-I-KOTAL .. 8 m. Coolie road.

———— (BON-I-KOTAL-I-

146 $\frac{3}{4}$  m. KILIK ?)

(14,600').

At  $\frac{1}{2}$  m. cross the stream from the Kilik by a rickety bridge. Horses must ford (only a few inches of water at the end of May). There is then a short stiff ascent of  $\frac{1}{2}$  m. after which the gradient is easy, but the path is very stony in places. At 6 m. pass Shirin plateau, near which are a few huts and sheep pens.

*Camping ground.*—Large.

*Water.*—Plentiful.

*Fuel.*—None.



ROUTE No. XIV—*concl'd.*

*Fodder.*—Plentiful.

*Supplies.*—None.

14 GHIL CAMP .. 11 m. Coolie road.

———— TAGHDUMBASH

157½ m. PAMIR:

Ascend gradually up a narrow valley, which is deep in snow till late in June. Horses must be taken over before sunrise. At 3 m. reach the Kilik pass (15,600'), which is easy except for snow. The descent is equally gradual and easy. Camp about ¾ m. S. of Kutitem *nala* and close to the right bank of the Karachukar river, which may be followed to join Route 105.

*Camping ground.*—For 1 br.

*Water.*—Plentiful and good.

*Fuel.*—None.

*Fodder.*—Good grazing : some *bhusa* obtainable.

*Supplies.*—Nil.

## ROUTE No. XV.

FROM KHUDABAD (HUNZA) TO SARHAD-I-WAKHAN. *Viâ* THE CHILLINJI (17,000') KARUMBAR (14,050') AND SHAWITAKH (12,560') PASSES.

Maps 42 L and 42 H, 1" to 4 m.

117 m.

11 stages.

*Authorities:*—Haughton 1913, Turner 1915 (Part of route only), Hill 1915 (last 4 stages), Goadby 1934.

A route connecting the Hunza valley with Wakhan. As a through route only open in May and October and then with little certainty. The great difficulty is not the Chillinji pass which can be crossed from May to October,

ROUTE No. XV—*contd.*

but stage 7 from Chillinji to Sokhta Robat. From May to October this stage is impossible as the Karumber River is impassable, nor is it possible to put up a rope bridge. In the first stage an alternative to Route No. XIV, between Khudabad and Murkushi, it then follows the Chapursan valley to beyond Yarz-Yarz, and crossing the Chillinji pass (17,000') connects with the head of the Yarkhun valley. Before reaching Shun Showar the Karumber pass (14,050') is crossed, open from May to December. From Showar Shun the road turns up to the Shawitakh pass (12,560'), which, easier than the Baroghil pass, is hardly ever closed and is always used by traders between Yasin and Wakhan and is practicable even for Government mule transport.

Road, in first stage, practicable but difficult for laden animals of the country, thence fit throughout for laden animals of the country, with the exception of the Chillinji pass (easiest from July to the first fall of autumn snow), which is impracticable, except for men on foot during the summer and autumn, between Baultar and Chillinji.

*Camping ground.*—Generally for bn.

*Water.*—Plentiful throughout, except stage 7 where it is scarce.

*Fodder.*—Grazing procurable throughout.

*Supplies.*—Very little and procurable in stages 6 and 9.

1	RAMINJ	..	11 m.	Road practicable but
				difficult for laden
				animals of the
				country.

Leaving Khudabad there is a short steep descent to river-bed whence the path lies up right bank of the Chapursan. At 1½ m. pass the remains of a rope bridge (1934), from which a difficult path for men on foot leads to Misgar. At 2 m. ascend river-cliff steeply to a broad plateau. At 2½ m. keep along the cliff on a path very narrow in places, causing animals to be unladen. At 3 m. the winter route rises and joins the high level summer route. At 4 m. emerge on to more open ground some hundreds of feet above the river. At Trakhan is a good

ROUTE No. XV—*contd.*

site for a bridge and a difficult path for men on foot leads to Misgar. The path leads up the south of the valley over spurs. Path is generally good, except for the ascents and descents which are tedious but not severe. Pass *Ziarat* before reaching Reshibjerab. Two miles short of Raminj there is a possible site for a small camp at Yarz Rich.

*Water.*—Good.

*Fuel.*—Procurable.

*Fodder.*—A little grazing.

At 7 m. reach Rishipjerab, a *darband* of two towers and four *sangars* on the edge of a *nala*, then cross stream, always fordable, men by a plank bridge built each summer, and horses by the ford. Then comes a steep and difficult ascent for about 500' followed by a gradual descent to Raminji at the mouth of the Lufghar stream.

*Camping ground.*—Possible.

*Fuel.*—Procurable.

Cross the Lupghar by a bridge, practicable for animals, and then proceed along a difficult gallery, where animals must be unladen, then ascend to Raminji at 11 m., a village of 18 houses on the spur between the Chapursan and Lufghar streams.

*Water.*—Good.

*Fuel.*—Procurable.

*Fodder.*—A small amount.

*Supplies.*—Scanty.

2 KERMIN

.. 7 m. 2 f. Road practicable  
but difficult for  
laden animals  
of the country.

18 m. 2 f.

At 12 m. pass a *pari*, where animals must be unladen, beyond which the path is easy, and the valley grows more open. Reach Spandrinj at 16½ m. where Route No. 104 turns N.-E. over the Kermin pass. Spanrinj (1934) just a patch of jungle. Path proceeds up the right bank

ROUTE No. XV—*contd.*

of the Chapursan Valley and is very easy. Reach Kermin (1934) a well cultivated village.

Water.— }  
Fuel.— } Procutable.

Fodder.—A small amount.

Supplies.—Scanty.

3 RESHIT .. 7 m. 4 f. Road fit for  
———— (10,400') laden animals  
25 m. 6 f. of the country.

Track easy up right of valley to 5 m. when Kil is reached, a cultivated village of five houses. Continue across lateral stream to Reshit, a fort village of 60 houses (1934) surrounded by cultivation.

*Camping ground.*—Ample on polo ground beyond the fort.

Water.— }  
Fuel.— } Plentiful.

Fodder.—Procurable.

Supplies.—A small amount.

4 YISHKUK .. 9 m. 4 f. Road fit for  
———— laden animals  
35 m. 2 f. of the country.

The path continues easy, passing at 3½ m. Sipenj, a ruined village lately recultivated (7 houses)—no grass—situated on one side of large fan, and ¼ m. further on, on the far side of the same fan, Kampir-i-Dior, once a large village, but overwhelmed by a landslip and in 1934 consisting of three houses only. At 6 m. pass Zudakhun (Zawuzkun), 7 houses, no fodder, but also once a prosperous village destroyed by mud and boulders from the Yishkuk glacier. The valley opens out at the junction of the Yishkuk, and is covered with thick thorn jungle. Passing through this, and fording the streams from the Yishkuk glacier, camp on the far side below the the old moraine. It is desirable to ford the Yishkuk streams before noon in summer.

ROUTE No. XV—*contd.*

*Camping ground.*—Ample. Flies and mosquitoes bad in summer.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass procurable.

*Supplies.*—Milk and sheep sometimes.

5 YARZ-YARZ . 9 m. 6 f. Road fit for laden  
 ————— (11,890'). animals of the  
 45 m. country.

Ascending the old moraine of Yishkuk glacier steeply, at the top cross an old lake bed, and at 4 m. cross a deep *nala*, which divides the fan on which are situated the ruins of the former village of Thankut, reaching at 4½ m. the present village.

*Camping ground.*—On cultivated fields.

*Fuel.*—Procurable.

*Fodder.*—Grass procurable.

*Supplies.*—Usually milk in summer.

Pass Kimkut huts and cultivation, cross Shiwak Gar by a bridge not suitable for animals and at 7 m. pass Babaghundi *ziarat* with a native rest house and some tumbledown houses, whence is a route to Chitral *via* Irshad and then the Khora Bhort (*see* routes 80 and 105).

At Babaghundi, immediately below the shrine, is a bridge to the left bank of the Chapursan river suitable for animals, cross by this bridge and follow path to Yarz-Yarz.

There is cultivation at Babaghundi and milk can usually be obtained.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—None.

ROUTE No. XV—*contd*

6 CAMP AT 9 m. 2 f. Road for 5½ m. fit  
 FOOT OF for laden animals  
 54 m. 2 f. CHILLINJI PASS. of country, thence  
 (14,276'). only coolie road.

Keeping up left bank of the Chapursan ascend steeply at ¼ m. above a large glacier, and at 2½ m. reach Besk-i-Yenj, where the Irshed route (*see* No. 80) turns off to the N. After descending the glacier stream to its junction with the Chillinji stream, proceed up the latter by an easy path on either bank over flat spurs to Buattar (13,150') at 5½ m. (3 huts and sheep pen), beyond which horses cannot go.

*Camping ground.*—Ample room.

*Firewood.*—None procurable above Besk-i-Yeni, but Yak dung is obtainable.

NOTE.—As the path on the Chillinji pass is too difficult to traverse before daylight, and is 7½ hours journey for lightly laden coolies, it is better to push on.

Continue over grassy slopes for ½ m. and crossing various streams from the Chillinji glacier amongst boulders, reach the left bank, and ascend very steeply to the level of the top of the glacier, after crossing a short but difficult piece of cliff. There are the remains of a path here, which was built in 1926. Very little work is needed on it, and it turns the bad piece of cliff. From here a path must be picked over the glacier, on hill side or in the trough between them, but it is not very hard. At 8½ m. ascend the hillside on the left bank of the glacier, and about ½ m. further reach a single jagged rock 8 feet high, on a flat spur.

NOTE 1.—Yarz-Yarz. This consists (1934) of a house and a few fields. Camp cramped and sloping. 600 yards beyond house ample room for camp.

NOTE 2.—After Babaghundi, it is advisable to cross the bridge and go up the left of the valley, although a path continues up the right of the valley past Ishparkut and crosses the stream by a ford near Yarz-Yarz. It is best to cross over again to the right bank above Besk-i-Yenj, by the Glacier, before the junction of the Kuz-Yaz and Chillinji valleys.

NOTE 3.—There is a small camping ground at Besk-i-Yenj.

ROUTE No. XV—*contd*

*Camping ground.*—A convenient spot to bivouac but restricted and very exposed.

*Water.*—Procurable by digging away shale in a small subsidiary stream.

<i>Fuel.</i> —	} None.
<i>Fodder.</i> —	
<i>Supplies.</i> —	

7 CHILLINJI 11 m. 4 f. Difficult coolie road.

---

65 m. 6 f.

Continue up the trough between the glacier, and hillsides, the snow being hard frozen in the early morning, and the going easy, and at 2½ m. ascend and cross the glacier, which is about ½ m. broad, and in July covered with hard frozen snow, with no crevasses. From here to the top of the Chillinji pass (17,000') which is reached at 4½ m. the ascent is over frozen snow slopes, at an average angle of 16°. Laden coolies take 4 hours to reach the top, but many suffer from snow blindness and mountain sickness. The descent is extremely steep, varying from 42° to 21° especially the first 1½ m. and it would be very difficult if attempted on the smooth hard frozen snow. The best plan is to have a zigzag path walked out the previous afternoon when the snow is soft. In this manner a comparatively easy path could be made, and it might be possible to get laden yaks across the pass.

At the bottom of this steep descent cross a plateau, ½ m. broad, and pass a place called Habibkhan-i-Basa, though nothing marks the spot.

NOTE.—The Chillinji Pass will be crossed in May or October. Thus camping as indicated in stage 5 will be trying. It is best to spend two nights at Buattar. Send most of the loads half way up the Chillinji. Dump them. The next day start from Buattar, pick up the dumped loads, and reach the Karumbar river the same day.

*Camping ground.*—Sometimes used.

*Firewood.*—None.

Descend over steep debris slopes at an angle of 30° by a bad path, on which snow was lying in July, then down a

ROUTE No. XV—*contd.*

Boulder stream *nala* bed to Chillinji jungle a narrow wood along the edge of the glacier.

*Camping ground.*—Close to the right moraine of the glacier proceed 3 m. further through jungle, and at one point on to the moraine, to Chillinji proper, at the junction of the glacier and Karumbar river.

*Camping ground.*—Generally used.

Water.— }  
Fuel.— } Plentiful.

Fodder.— }  
Supplies.— } Procurable from Ishkuman valley with previous arrangement.

From Chillinji a route (*see* No. 74) leads to Gakuch, where it joins stage 4 Route No. IX.

8 SOKHTA ROBAT 5 m. Fit for laden animals  
———— (11,450'). of the country.

70 m. 6 f. Turning up the Karumbar valley, follow the left bank to  $\frac{1}{2}$  m. when ford to the right bank to avoid a gorge. Climb over the moraine for  $\frac{1}{4}$  m. when the path crosses by a ford to left bank, passing over rocky hillsides, and along the river bed. At  $1\frac{1}{2}$  m. ford again to the right bank and passing at 4 m. some sheep pens, reach at 5 m. beyond some wooded spurs, Sokhta Robat, whence Route No. 80 leads to Wakhan.

*Camping ground.*—For 1 bn.

Water.— }  
Fuel.— } Plentiful.

*Fodder.*—Good grazing.

*Supplies.*—*Nil.*

NOTE.—This stage is under snow in winter and spring, and as in late summer the *nala* is impossible to ford and with no bridges, is only open in early summer and late autumn.

9 SHUIYENJ 12 m. 4 f. Road difficult but  
———— (12,840'). fit for laden ani-  
83 m. 2 f. mals of the  
country.

Continue for  $2\frac{1}{2}$  miles along the stony river-bed to a small jungle opposite the debouchure of the Khora Bhort



ROUTE No. XV—*contd.*

and Gazan passes at the foot of Chashboi glacier, and keeping up a *nala*, with the glacier on the right, pass a small jungle at 3 m. At 4½ m. begin to cross the Chashboi glacier, which is difficult, until the lateral moraine is crossed. The descent from the glacier down its other lateral moraine is also difficult. At 6 m. ford a fairly large stream, issuing from a ravine near the head of the glacier, which runs into a large lake, held up by the glacier, said to drain off every year. While the lake exists the path follows the hillsides above the right bank, crossing *débris* slopes, stone slips and melting snow avalanches, difficult but passable for laden ponies.

At 8½ m. pass the nose of the Rokhnil glacier, and skirting the top end of the lake ford the Karumbar stream, rapid and 20 yards wide, at 9¼ m. Climb the rocky spur on left bank, and continue along an old moraine, and slate-strewn slopes, reaching grassy slopes at 10 m. At 11½ m. cross the mouth of the Shuiyenj *nala*, the approaches to which are easy on both sides, then over grassy slopes to Shuiyenj, a large swampy piece of ground, much infested by mosquitos.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*—Very scarce at camp, procurable grazing on hills.

*Supplies.*—Nil.

10	SHUWASHER	16 m.	Road fit for laden
—	(12,450')		animals of the
99 m. 2f.			country.

The ascent to the Zhoesar lake is easy and gradual, over large patches of soft snow, the lower end of which is reached at 4½ m. Skirting its N. side, reach the upper end at 6¼ m. and at 6¾ m. the Karumbar pass, (14,000') the watershed between the Karumbar and Yarkhun river.

ROUTE No. XV—*contd.*

From here the path lies along easy grassy slopes on the right bank of the Yarkhun river, crossing the Mergitch *nala* at 10 m. and the large *nalas* of Lalerabad at 11½ m. and Kaitshirdur at 13½ m.

At 16 m. reach Shower Sheer, a Wakhi grazing ground, with a few shepherds' huts.

NOTE.—There is no glacier astride the Karambar Pass. Frozen ~~tarns~~ might give trouble in the autumn, winter and spring.

*Camping ground.*—Ample for a large force.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*—Good grazing procurable.

*Supplies.*—*Nil.*

Here Route No. 73 comes in from Gupis *via* the Darkot pass.

11 SARHAD-I- 17 m. 6 f. Mule Road.

WAKHAN OR  
CHIHIL QAND

11,000'

117 m.

From Showar Shur continue along grassy slopes and over stony fan, keeping ½ m.—1 m. north of Yarkhund R., to large open grazing grounds of Lashk Arghagaz at 2½ m. The western portion of this is suitable for use as an advance landing ground—area 400 yds. × 400 yds. ready for immediate use.

This is crossed at 4 m. then traverse small hills with two tarns, to Shawitakh Ghari (11,960'), at 6 m. Ascend 400' to north by fair gradient, and wind through low hills with gentle ascents, passing Surkhing Chhat lake on right, and reaching crest of Darwazo An (or Shawitakh Pass) (12,730') at 9 m.

Descend fairly easily on Wakhan side to Zartighar at 11½ m., and follow good path (from Baroghil, *vide* Route III) along right bank of Warsing stream to junction with Ab-i-Panja (Sarhad or Wakhan R.), which ford—difficult at

ROUTE No. XV—*concl'd.*

times in summer—to reach Sarhad at 17 $\frac{3}{4}$  m. At Sarhad (250 houses with two forts—Matak and Chihil) join 'Routes in Afghanistan N. E'.

NOTE.—From Shawitakh Ghari, a good mule track winds through low hills for 3 $\frac{1}{2}$  miles, and then follows right bank of Yarkhun R. to Chilmarabad at 7 m., and so *via* Baroghil Pass *vide* Route III, Stage 13.

At 4 m. along this track, a fair mule track branches off N. E. to cross an easy intermediate pass between the Baroghil and Darwazo (or Shawitakh).

*Camping ground.*—For 2 inf. bdes.

*Water.*—Ample for a large force, except in winter.

*Fuel.*—Scarce.

*Fodder.*—Plentiful.

*Supplies.*—Procurable.

NOTE (1).—From Shawitakh *ailak* another road leads to Sarbad *via* the Baroghil pass, fit for laden mules throughout. A good mule track keeps down the right bank of the Yarkhun river passing at 2 $\frac{1}{2}$  m. close to the river, Ghari, a few inhabited huts and reaching at 8 m. Chilmar Robot on the Baroghil *ailak* whence to Sarhad 11 m. *vide* Route No. III.

NOTE (2).—There is another track, a good deal used—between the Baroghil and Shiwitakh passes really one pass through a wide low gap negotiable anywhere, which also comes out near Chilmar Robot.

## ROUTE No. 1.

MIRKHANI TO ARNAWAI (ARANDU) *via* LEFT BANK OF KUNAR RIVER.

22 m.                      Map 38 M|11 1" to 1 m.                      2 stages.

*Authority.*—Smyth, 1936

*General Report.*

A good description of this route is contained in Operations in Chitral, June 1919.

The track along the left bank of the Kunar river is generally fit for laden pack mules. In some places however it is very steep and mules would have to be unloaded

ROUTE No. 1—*contd.*

or taken with great care. In other places, where the road passes along the side of a cliff, heavy rain or a landslide might at any time make it temporarily impassable. At the best, laden pack mules would not be likely to average more than 2 m. an hour.

There is also a track most of the way running along the right bank, this is generally a footpath only and in some places only a goat track.

The Kunar river is bridged opposite Gurungal in Stage 1 by a light foot bridge at a point where the river narrows and large rocks jut out into mid-stream. This bridge might be swept away in the spring. There is a slightly more solid bridge  $\frac{1}{2}$  m. down stream of the junction of the Dammer Gol and Kunar River. This bridge will take unladen pack animals. Opposite Pakaransh just above the junction of the Koral Gol and the Kunar river in Stage 2, and at 1 m. East of the junction of the Bashgol river and the Kunar river there are also bridges of a similar nature, capable of taking unladen pack animals. All these bridges could be quickly and easily destroyed.

The Lower Kunar valley is flanked throughout by formidable hills rising steeply from the river bed. Those on the right bank run to 7,000' and over and those on the left bank rather less. The best means of protection for a regular force advancing by this route would be, as was done in 1919, by means of a screen of lightly equipped cragsmen working along the mountainous ridges on both flanks.

*Camping ground.*—In peace time half bn., in war time about  $2\frac{1}{2}$  bns. with transport at stage 1. 1 bde. at stage 2. The most suitable camping ground for a force the size of the Drosh Mobile Column, *i.e.*,  $\frac{1}{2}$  bn., 1 Sec. Mtn. Arty., det. S. and M. and about 100 mules is at Lambarbat, in stage 2, which, unlike most of the other camping grounds, is comparatively easy to piquet. The camping grounds at both stages are overlooked and commanded from the right bank of the Kunar river.

ROUTE No. 1—*contd.*

*Water.*—Plentiful.

*Fuel.*—Plentiful stage 1, *nil* stage 2.

*Fodder.*—Plentiful stage 1, *nil* stage 2.

*Supplies.*—Procurable stage, 1, *nil* stage 2.

1 DAMMER NISSAR 10 m. Mule track.

10 m. Follow the low, flat spur between the Ashret Gol and the Kunar river for about 300 yards, and then descend to the bed of the Ashret stream at a steep gradient. This descent is practicable for laden animals if care is exercised. Cross the stream, which is easily fordable in August, though probably unfordable in April and May, and ascend the far bank. Thence proceed through the fields of Mirkhani, along easy slopes, fit for laden mules or easily made so. A lot of work, however, would be necessary to make this part of the track fit for convoys. At about 4½ m. cross the Jistan stream a small stream with clear good water.

*Camping ground.*—For 1 bn. N. of the stream; the hillside, however, would require terracing.

At 5 m. reach the Kunbaisht *nala*, a dry ravine with steep approaches. Here the path becomes better and descends, by a steep slope, to the bed of the Kunar river. At 6 m. the track, leaving the river-bed, ascends by a reasonable gradient and eventually descends to the Koli Gol (8 m.) a small stream, but with clear and good water. On the opposite bank of the river is the Kauti Gol the slopes on either side of which would afford room for a large camp. At 7 m. a footbridge is usually constructed each year across the Kunar river in October when the river is low. A difficult footpath to Ashret, one day's journey, runs up the Koli Gol.

From Koli Gol continue down the left bank of the Kunar river, the path being steep and rocky for 200 yards, then fairly level, but rough and narrow, to 8½ m., where a large, dry *nala* is crossed. Hence the path is easy over open grassy slopes, with the exception of one or two short bad

ROUTE No. 1—*contd.*

places. Descend steeply to the Dammer Gol, which is fordable in August, though probably unfordable from the middle of April to the middle of June, and, crossing it, ascend steeply to the fields on the left bank, about 100' above the left bank of the Kunar river.

The last  $\frac{1}{2}$  m. in 1936 was passable by baggage mules without any work, but it might at any time become very difficult.

*Camping ground.*—What was the old camping ground has now been turned into the estate of one of the relations of H. H. the Mehtar. A Mehtari Fort has been built, which takes up a lot of the available space, and most of the remainder has been put under cultivation. In peace time  $\frac{1}{2}$  bn. could be camped here and in war time about 2 $\frac{1}{2}$  bns. with transport, could camp.

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*— } Plentiful.

*Supplies.*—Some procurable from Dammer, 2 $\frac{1}{2}$  m. up the Dammer Gol.

NOTE.—There is a small post in a mud-fort held by Chitral levies during the winter at Cauti. It is approached by the foot-bridge mentioned above and also by a rickety cantilever bridge 2 miles further down stream which even the local donkeys sometimes refuse to cross laden.

2 ARNAWAI . 12 m. Mule road.

———— (locally known

22 m. as Arandu).

Continue by an easy path over the once cultivated fields of Dammer Nissar, and at  $\frac{1}{2}$  m. pass a cantilever bridge across the river. Continuing down the left bank at 1 $\frac{1}{4}$  m. cross the Seri Gol a small stream with good clear water.

The track is fit for laden mules in its present state (1936) but there are several places where rain, snow or landslides might make it very difficult, or temporarily impassable without anything up to a day or two days work. The worst place is at the crossing of the Korai Gol where the track is steep and apt to be very slippery. At 1 $\frac{3}{4}$  m. there is a very steep, rough and difficult ascent over a low

ROUTE No. 1—*contd.*

flat-topped spur, and a descent of corresponding difficulty on the far side ; this can be avoided however, by a difficult path which skirts round a cliff. For the next  $\frac{3}{4}$  m. the path is fairly level, but very narrow and broken away in places, and difficult for mule transport in its present condition. After crossing two deep dry *nalas*, the path continues very narrow over loose stones, with steep ascents and descents.

At  $3\frac{1}{4}$  m. reach Angarbatai, where the path continues to be very difficult in places. Column in 1919 was much delayed by a bad break here. At  $3\frac{3}{4}$  m. reach an open level space.

*Camping ground.*—On the above-mentioned open, level place.

*Water.*—From the river ; it is, however, very muddy.

The slopes on the right bank are open and easy, and there are cultivated fields on each side of Darashot. On the left bank at 4 m. the path divides into two, the upper branch being the easier, as the lower traverses a difficult rock face. At  $5\frac{1}{4}$  m. the two paths re-unite, and the track, continuing along steep slopes of loose rocks, is fit for laden animals. At 6 m. there is a cantilever bridge across the Kunar river.

At  $6\frac{1}{2}$  m. cross the Aquli Gol, and, ascending steeply, skirt the upper edge of the cultivation of Aquli Nissar. The path now becomes narrow and rough again and, after crossing several dry *nalas* one called Arkhui where bridge was found broken in 1919, passes below the village of Lambatat at  $7\frac{3}{4}$  m. At 8 m. cross the Lambatat stream, which is dry below the village from August to March, and continue for a short distance over rolling slopes, intersected by deep ravines. At  $8\frac{1}{2}$  m. descend a rocky cliff (Arandu Resht), which would require a day's labour to make fit for mule transport. Hence the path is easy through cultivation on the river bank.

At 11 m. pass the Bashgul Gol, which flows into the right bank of the Kunar river from the N., and at 12 m. reach the village of Arnawai, consisting of about 200 houses

ROUTE No. XV—*cancl'd.*

and a small fort built by the M. E. S. in 1938, which is held by Chitral Levies. H. H. the Mehtar has a small orange and tangerine grove here. This point is the junction of the areas covered by 'Routes in Chitral, Gilgit and Kohistan', 'Routes north of the Kabul river' and 'Routes in Afghanistan, N. E.'.

*Camping ground.*—Available for 1 bde.

*Water.*—Plentiful.

<i>Fuel.</i> —	} Not procurable.
<i>Fodder.</i> —	
<i>Supplies.</i> —	

NOTE.—All camping grounds are overlooked and commanded from the right bank of the Kunar River.

## ROUTE No. 2.

FROM MIRGA TO DROSH *via* MANAIKAN PASS  
(13,130').

22 $\frac{3}{4}$  m.

3 stages.

*Authority.*—Cockerill, Augst 1895.

*Epitome.*

This is a mere track over the hills, quite unfit in its present state for transport animals, to one of the hamlets of Beorai, from which Drosh may be gained in one march of 7 m. 6 f.

*Camping ground.*—Only room for small bivouacs (except at stage 3).

*Water.*—Available at all stages.

*Fuel.*—Available at all stages.

<i>Fodder.</i> —	} None except at stage 3.
<i>Supplies.</i> —	



ROUTE No. 2—*contd.*

1 CAMP AT . . . 8 m. 6 f. Coolie road.

———— HEAD OF  
DABARI GOL.

8. m. 6f. (10,650'). From Mirga turn N.E., up the valley to the Manaikan pass (13,130'), 6 m., crossing very steep grassy slopes, which, but for extreme steepness (the rise is 5,000'), present little difficulty. From the Manaikan pass the track descends, at first gently over difficult and troublesome boulder-beds, then more steeply 400' over boulders and grass slopes to a small, very steep valley. At 6 $\frac{3}{4}$  m. the main Dahari valley is reached, whence an easy path descends to the grassy valley, and then, with occasional bad bits due to boulders, to the camping ground at 8 $\frac{3}{4}$  m. Near the camp a foot-path branches S.W. up a stream to the Lowarai pass.

*Camping ground.*—Room to bivouac only ; too stony for tents.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*— }  
*Supplies.*— } Nil.

NOTE.— $\frac{1}{2}$  m. before reaching the camping ground a foot-path to Shiringal branches off E. up a side valley. It is steep for  $\frac{1}{2}$  m. and then is said to be fairly level to the Dabari pass, about 2 m. Cross the pass and descend to the Dok Dara, reaching Sat at 8 m. Thence continue down the Dok Dara to Shiringal. The path is bad and is unfit for laden mules, though it can be traversed by cattle.

2 BEORAI . . . 6 $\frac{1}{4}$  m. Coolie road.

———— (5,850').

15 m. From the camping ground proceed N.W. up the stream. At  $\frac{1}{4}$  m. cross to the right bank by a ford, and at 1 m. recross to the left bank by a snow bridge. At 1 $\frac{1}{4}$  m. reach Dabari, a grazing ground, elevation 9,550'. Up to this point the path is fairly easy, though in places very narrow and much encumbered by boulders, but for the next 2 m. is very difficult for animals.

ROUTE No. 2—*concl'd.*

Descend down a spur to the river and cross it by a foot-bridge, 2' way, at  $1\frac{1}{2}$  m. Thence proceed up the river-bed, which is very stony, and across a rocky terrace which overhangs the stream. At  $2\frac{1}{2}$  m. cross the Kalbad Gol, (up which a bad foot-path leads into the Dok Dara), and ascend the hillside for a short distance. Then descend again, by a narrow steep and slippery path, down pine clad slopes. The path, which now runs round a cliff is narrow and difficult for animals, and about 100' above the river. Beyond the cliff descend the hillside by a steep gradient, and, crossing an open fan, descend sharply to the river, which is crossed by a very frail bridge at  $3\frac{1}{2}$  m. After crossing by the bridge follow the path through a short tunnel, formed by a land slip, and at  $4\frac{1}{2}$  m. reach a small rock stair-case. At  $3\frac{1}{4}$  m. reach Pengo Deh or Mihingal (16 houses) at  $2\frac{1}{4}$  m. cross to the right bank by a foot-bridge. Follow the right bank and, crossing the Painogh Gol, which is easily fordable near its confluence with the Dabari Gol, reach Beorai at  $6\frac{1}{4}$  m.

*Camping ground.*—Room for small bivouac only.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*— } No details.  
*Supplies.*— }

3	DROSH	.	.	$7\frac{3}{4}$ m.	Road difficult for
<hr style="width: 100px; margin-left: 0;"/>					laden animals to
$22\frac{3}{4}$ m					$3\frac{3}{4}$ m. whence mule road.

Follow right bank of the Beorai Gol over smooth rock and boulders to Muzdeh or Dahamareth (8 houses) at  $2\frac{1}{4}$  m. At  $3\frac{1}{4}$  m. reach Pengo Deh or Mihingal (16 houses), where cross to left bank by a foot-bridge. At  $3\frac{3}{4}$  m. reach Sardur whence keep along left bank of Chitral river to Drosh, for details see Route No. 1.

## ROUTE No. 3.

## DIR TO SHIRINGAL.

17 m.

stages. 2.

*Authority.*—Stewart and Barnes, 1922.

1. AYEGAI . . . 9 m. A foot-path which would require considerable im-

9 m.   
 improvement to make it fit for mules.

Cross the Dir river by a ford and thence follow a *nala*, running in N. E. direction, 30' wide with hills rising 400' on either side. The path ascends by a steepish gradient to the top of this *nala* which is reached at 2½ m. and thence ascends a steep barrier some 500' high. This portion would require much improvement before being fit for mules and would present a formidable obstacle were it held by the enemy. From the top of the barrier the path descends for a short distance before again ascending to the top of another ridge. From here the path follows the E. side of a valley about 500' wide which is densely wooded with pines and undergrowth. The path climbs up this valley to the Ayegar Pass (7,523') reached at 7½ m. whence a good view of Dir Kohistan is obtained. From the Pass the path descends by an easy gradient to Ayegai village reached at 9 miles.

*Camping ground.*—For a bde. in the vicinity of the village.

*Water.*—Sufficient for above force from a swift mountain stream in valley past village.

*Fuel.*—Ample as adjacent hillsides are covered with dense forest.

*Fodder.*—  
*Supplies.*— } Only very small quantities.

2 SHIRINGAL . . 8 m. Track passable for country mules.

17 m.

The track which is very rough but just passable for mules, runs for the first

ROUTE No. 3—*contd.*

mile through a narrow gorge some 20 yards wide with precipitous cliffs rising abruptly to 200' above *nala* bed. It then ascends the left bank by a steep gradient to the top of the ridge, thence the track is easier and traverses some undulating ridge until at 7½ m. the top of a ridge is reached whence Shiringal village is seen some 500' below, the descent to which is steep. For pack animals a new path with easier gradients would have to be cut down to the village as the present path would mean loss of time and loads.

*Camping ground, etc.*—*Vide* Route VI, stage 2.

## ROUTE No. 4.

NAGAR (NAGHR) TO PAITASUN (PATKUN)  
PASS.

15½ m.      Map 38 M, 1" to 4 M.      1 stage.

*Authorities.*—Powell and Hill 1914, Ottley 1934.

*Epitome.*

A route from the lower Chitral valley into Kafiristan one of the easiest over the range as the pass is never closed. There is continual coolie traffic over the Paitasun Pass all the year round. The snow sometimes lies six feet thick on it but a track is kept beaten in the snow. The road is unfit for laden animals in its present state, but it is estimated that a Sapper company, with 6 platoons of infantry, would make it fit in two days.

The path between Naghr and Utsun is closed during June, July and August owing to floods in the Paitasun R. The Paitasun pass can, however, be reached from Drosh *via* the Utsun Pass—

Drosh to Utsun Pass . . . . .	8 m.
Utsun Pass to Utsun . . . . .	2 m.
Utsun to Paitasun Pass . . . . .	7 m.
	—
Total distance . . . . .	17 m.
	—

ROUTE No. 4—*contd.**Drosh to Utsun Pass (8 miles).*

The road is good and well bridged and suitable for pack transport. The climb up the Utsun Pass is very severe. There is never more than a foot of snow on the Pass.

*Utsun Pass to Utsun (2 miles).*

For a mile the road is good, but at the edge of the plateau above Utsun, it becomes a track and slopes steeply down to the village. This latter part would be difficult for mules in time of frost or snow, and this route from Drosh is more tiring for pack animals than that *via* Naghr.

*View Points.*—From a point on the road S. S. E. of the Utsun Pass and half a mile from it, the following places can be seen :—

NW. Drosh and Madaglasht.

West . . . . .	Bromalu Pass .	12,215'
S. S. W. . . . .	Paitasun Pass .	8,500'
S. S. E. Kanithan Pass to	Arrundu Gol .	8,500'
		Approx.
S. E. . . . .	Lowari Pass .	10,500'

*Camping ground, etc.*—No details.

1 PAITASUN PASS 15½ m. Foot-path only.  
 (8,800').

15½ m.

From the village of Nagar the winter route keeps along the river bed of the Utsun (Urtsun) valley, through a gorge, impassable during the summer when the river is in flood, reaching at 3½ m. the Kafir village of Utsun. The summer route keeps up the hills on the left bank of the river, dropping down to the river bed again at Utsun village. Both routes are unfit for laden animals. Ottley reported in 1934 that the distance from Drosh to Naghr, by either bank, was 8 m. and that both were suitable for mountain artillery mules, *see* Route 1 stage 3.

There is a good suspension bridge at Naghr, suitable for all pack transport, including Mountain Artillery mules.

ROUTE No. 4—*contd.*

The track up the nullah to *Utsun* is well-marked; it crosses the river twice, but the latter is normally fordable at all points.

This stretch of route is very narrow and the sides of the valley are precipitous. There are no habitations.

At *Utsun* village the valley divides into several branches. The path to the *Paitasun* pass goes SW. down the *Paitasun Gol*, the entrance of which is gained by a steep path, unfit for baggage animals. At 6 m. reach the grazing ground of *Kachen Shah*. Cultivation ends here and the valley becomes hemmed in between well wooded hillsides. Up to 8¼ m. the ascent is gradual and there is no difficulty that could not be easily rectified. At 8¼ m. having ascended about 2,000' above the *Bromolo* (*Brambalu*) *Gol*, the path takes to the hillside with short steep zigzags through the forest to the crest of the pass, elevation 8,800' at 8½ m. This last climb up the pass, which is a sharp saddle between two high spurs of the range, makes it quite unfit for laden animals, for whom a pass ¾ m. long would have to be made.

Ottley (1934) reported on this portion as follows :—

*Utsun to Paitasun Pass (7 m.).*

The track runs through country much cut up by fields and walls, and then enters a narrow valley. Here, 2 m. from *Utsun*, coolie transport would have to be used. The *Paitasun* valley is from 10 to 20 yards, wide, steep-sided and in the pine-tree belt. For 6 m. the track has a gentle slope, but then climbs steeply up to the top of the Pass, a slope of about 1 in 3.

The top of the *Paitasun* Pass is thickly wooded and the view is limited towards Afghanistan. To the left of the pass, 300 yds. away, is an outcrop of rock, which forms an observation point.

The Afghan side of the pass is easier than the Chitral side.

From the pass the following places may be seen :—

Utsun Pass.

Drosh Fort.

Madaglasht Camp.

ROUTE No. 4—*contd.**Local resources.*

*Maize* is grown in the Utsun area ( $\frac{1}{2}$  m. downstream and 2 m. upstream).

*Cattle* are kept in small numbers.

*Goats* are in large numbers.

*Grazing* none in the valley.

*Water* below Utsun the stream is a fair size. Above Utsun two small streams run into the Paitasun Nullah two miles from the Paitasun Pass.

*Firewood* ample.

The first descent on Kafirstan side runs in a S. W. direction down the Usturgutz valley and is very steep. The route then keeps along the bottom of the valley and is easy, the gradient being slight. Usturgutz said to be distant 7 m. and the path is good. Here path joins route from Arnawai to the Mandal pass, *vide* Routes in Afghanistan N.E. Route No. 2-B.

The following is the description of the route into Kafirstan. The descent commences immediately and is very steep for the first mile. For 2 m. it lies over bad lanogar (boulders) overlying ice; the slope gradually becomes less to the junction of the valley with that leading from the Mandal or Kruijada pass, which can be seen about 4 m. distant. This pass leads to the Hauz-i-Dorah (not to the Munjan valley). From camp up to this point is about 9 m. The track is quite impracticable for even led animals owing to boulders, though easy enough for laden coolies. The track from here lies down the Bashgal stream. A mile further Nur Shah is reached, where there is a small lake, good grazing and firewood can be obtained. At this point, three valleys open on the right; the Dugalda leading by the pass of that name to Munjan; the Shazh leading by the Shazhda (or Malid-i-Sher Khan) pass to Munjan, and the Suingal leading by the Suingalda pass over a high spur off the main chain to Petsigram. The cultivation and post of Ahmad Diwana can be seen about 3 m. off further down the Bashgal stream. Between Ahmad Diwana and

ROUTE No. 4—*contd.*

the Mandal, by which lies the shortest road to Zebak, no made road exists. That between Ahmad Diwana is reported to be made, but inferior, while below Ahmad Diwana it is said to be good (*vide* "Routes in Afghanistan, N. E." Route No. 2-B).

*Camping ground, etc.*—No details.

NOTE.—From Utsun a road, impracticable for laden animals, leads up to the Bromolo Pass *via* the Bromolo Gol, 6½ m. Keeping along the bed of the stream, crossing and recrossing from one bank to the other by foot-bridges, the pass is reached at 5 m. from Utsun, whence the ascent to the summit is steep. The pass open from May to December and Kafirs cross it occasionally in winter when the snow is hard. The Route from the pass leads down the Pattigul valley of Kafiristan to Pattigul by a road impracticable for laden animals, joining Routes in Afghanistan, N.E.

*Defence.* Ottley (1934) reported as follows :—

There are two points from which the Paitasun pass might be defended.

- (1) On or about the summit.
- (2) The plateau North of Utsun.

*Position (1).*

1. The disadvantages are :—
  - (a) Lack of field of view owing to trees.
  - (b) Difficulty of the ground. The pass is a narrow ridge with no room for depth or for gun positions. (Nor could guns be brought up to the summit.)
  - (c) Difficulty of supply. Immense amount of work required on the track to make the arrival of supplies easy and sure.
  - (d) No water.
2. The advantages are :—
  - (a) Any resistance from the summit should make it difficult for the enemy.
  - (b) Morale. Prevent the enemy from gaining a foothold in the country.

*Position (2).*

1. The disadvantages are :—
  - (a) Morale. Enemy could gain a foothold in the country.



ROUTE No. 4—*concl'd.*

(b) Difficult to see enemy movement.

2. The advantages are :—

(a) Strategic position. Enemy could not advance beyond Utsun if the Plateau was held.

(b) Ground. Room for depth. Position easy to defend.

(c) Good artillery position to cover the Paitasun Nullah.

(d) Ease of supply. Good road behind the position.

It is therefore suggested that the summit should be lightly held, and the main position be on the Utsun Plateau.

## ROUTE No. 5.

SHIRINIGAL TO BEORAI *via* KASHURI PASS  
(12,450').

22½ m.

2 stages.

*Authority.*—Cockerill, 1895.*Epitome.*

A difficult hill track, impracticable throughout for laden animals. The stream is unfordable in May and June in stage 3.

*Camping grounds.*—None in intermediate stages.*Water.*—Plentiful in stage 3.*Fuel.*—Procurable in stage 2, plentiful in stages 1 and 3.*Fodder.*—None in intermediate stages.*Supplies.*—Some live stock procurable in stage 2. scarce in stage 3.

1 BABUZAI . 10 m. Coolie road.

10 m.

Up the Dok Dara along grassy slopes bordering the stream by a gentle ascent (about 1 in 10) to Babuzai, a few Gujars' grazing huts.

ROUTE No. 5—*contd.*

*Camping ground.* } No details.  
*Water.*— }

*Fuel.*—Plentiful.

*Fodder.*— } No details.  
*Supplies.*— }

2 LANGAR . . . 7 m. No path : impracticable for animals, and dangerous for men on foot.  
 ————— (9,008').  
 17 m.

From Babuzai to the crest of the Kashuri Pass (12,450') there are no details regarding the road except that at Kashuri about 1 m. there is a grazing ground in the Dok Dara. The route to the pass appears to be easy and practicable for ponies : thence to the foot the descent is 2,550' (average gradient 1 in 5 $\frac{1}{4}$ ). From the crest cross a heavy snow cornice, and then over steep snow slopes for 300' at a gradient of 1 in 4, then for another 300 yards by a gentle descent (1 in 11) over a snow field. At about 15 m. pass a small lake on the right : then continue down an easy slope, the path being however impracticable for laden animals, and at 15 $\frac{1}{4}$  m. (elevation 11,750') descend 1,000' in 1,100 yards generally over steep turf slopes but sometimes difficult boulder beds. Thence descend by a steep rocky cliff-face for about 80' to 6 m. and at 6 $\frac{1}{4}$  m. pass the junction of 2 streams and thence over boulders into camp.

*Camping ground.*—None, room to bivouac among boulders.

*Water.*—No details.

*Fuel.*—Procurable.

*Fodder.*—None.

*Supplies.*—Some sheep and goats.

3 BEORAI . . . 5 $\frac{1}{4}$  m. Difficult coolie foot path.  
 ————— (5,850').

22 $\frac{1}{4}$  m. The track is rough and stony and just practicable for cattle to 1 m. where Route No. 6 *via* the Tarbin pass branches off. Here cross a torrent : then pass for 300 yards along a deep glen

ROUTE No. 5—*concl'd.*

then 1,000' down a steep rocky hillside beneath Sheribrich, the ground being covered with pine needles. In the next mile ford the torrent twice, or cross by single pine trunks, reaching Painogh cultivation (7,400') at 3 m. Continue the steep descent, following the hillslopes overhanging the stream : at 4½ m. ford Painogh Gol, and pass through fields to Beorai or Wrazdeh (30 houses). For details see Route 2.

## ROUTE No. 6.

LANGAR TO DROSH *via* THE TARBIN PASS  
(10,300').

10¼ m.

2 stages.

*Authority.*—Cockerill, 1895.

*Epitome.*

A rough track impracticable for animals.

For *camping ground, etc.*—See end of stage 1.

1 CAMP (1 m. . . . . 5½ m. Coolie road.  
BELOW DUBAZH)\*

5½ m. (6,780'). Follow route 5 stage 3 for 1 m. when leaving the Painogh Gol (Beorai) turn NE. up a bad road over a torrent and down a pine-clad spur : then cross a narrow stream and climb some precipitous rocks to the grazing ground of Shiribrich at 2 m. Cross a small stream, and follow a narrow path ascending 200' in 5,000 yards then 200' in ¼ m. reaching the summit of the Tarbin pass (10,300') at 3½ m. Descend steeply (gradient 1 in 3½) for ½ hour to a stream filled with avalanche snow at 3½ m. then more easily over grassy shale slopes, then across a stream and down the hillside (1,000' at a gradient of 1 in 1½). Thence turn into the Broz Gol for ½ m. to the confluence of 2 streams called Dubazh,\* thence for 1 m. over either avalanche snow or the stony bed of the stream.

\*Dubazh means "confluence".

ROUTE No. 6—*contd.*

*Camping ground.*—None. Room to bivouac without tent  
1 m. below Drosh Dubazh.

*Water.*— } Procurable.  
*Fuel.*— }

*Fodder.*—None.

*Supplies.*—Some goats and milk.

2 DROSH . . . 4 $\frac{3}{4}$  m. Road practicable for  
unladen animals to  
10 $\frac{1}{2}$  m. 1 $\frac{3}{4}$  m. thence for  
laden animals of the country.

The route lies down the Drosh Gol : for the first 1 $\frac{3}{4}$  m. it is steep and indistinguishable, for the last 3 it is fairly marked but rough and stony, the average gradient being about 1 in 10.

For *camping ground, etc.*—See route No. I, stage 3.

## ROUTE No. 7.

BABUZAI TO DROSH *via* THE PURETH PASS  
(12,980').

21 $\frac{1}{2}$  m.

3 stages.

*Authority.*—Cockerill, 1895.

*Epitome.*

A mere track impracticable in its present state for laden animals. There are 6 foot-bridges and avalanche debris in stage 3.

*Camping ground.*—Extensive in last stage.

*Water.*—Plentiful in stages 2 and 3.

*Fuel.*—Plentiful in stages 1, 2 and 3.

*Fodder.*—Plentiful in stage 3.

*Supplies.*—Some live stock when Gujars are present : otherwise none except in stage 4 where supplies are plentiful.

ROUTE No. 7 *contd.*

1 GHUCHARO- 7 m. Coolie road.  
 ----- TEK\*

7 m.

This is for the most part an easy stage over grass, but patches of loose boulders intervene. Ascend gently over grassy slopes bordering the Dok Dara, then leaving the stream ascend 1,500' for 1 m., steep but not difficult to the crest of the Pureth pass at 5 m. (12,980'). From the crest there is a choice of 2 paths 500 to 600 yards apart, which rejoins after  $\frac{1}{2}$  m. : the eastern path is the easier. The descent is very steep for the first 100' and fairly steep to  $5\frac{1}{2}$  m. when it becomes easy. At 6 m. a path diverges E. to Jandel Kuh, and at 7 m. Ghucharotek.

*Camping ground.*—Near Gujar huts.

*Water.*—

*Fuel.*—

*Fodder.*—

} No details.  
 }

*Supplies.*—Milk, sheep and goats obtainable when Gujars are present.

2 BIRMORZHAL .  $6\frac{1}{2}$  m. Coolie road, about 8  
 ----- hours' travel.

13 $\frac{3}{4}$  m.

Descend  $\frac{1}{2}$  m. down grass-grown stony slopes (gradient 1 in 2) flanking a waterfall. At  $1\frac{1}{4}$  m. reach Sharolangar (10,000'), and at 2 m. Langarshal (9,580') at both places.

*Camping ground.*—For a small force.

*Water.*—Good.

*Firewood.*—Obtainable.

*Grazing.*—Plentiful.

At  $2\frac{1}{2}$  m. descend to the river bed, when the path becomes bad, and further on cross to the left bank by a single tree trunk : then again cross to the right bank, and at  $2\frac{3}{4}$  m. pass over a snow avalanche. At 3 m. the path encumbered by uprooted pine trunks and large boulders passes over avalanche débris, and at  $3\frac{1}{2}$  m. reaches Chama Kilai, (8,350'). At  $3\frac{3}{4}$  m. there is a short stiff descent to avoid

\*Ghucharotek means "above the falls."

ROUTE No. 7—*concl'd.*

cliff and at  $4\frac{1}{2}$  m. some Gujar huts called Birbor (7,750'). There is no cultivation from here to Chinar. At  $4\frac{1}{2}$  m. cross to left bank, and at  $4\frac{3}{4}$  m. cross and recross by bridges 50 yards to avoid a cliff (all the bridges are similar, 20' to 25' long by  $1\frac{1}{2}'$  to 2' wide). Then descend steeply over boulders, and at  $5\frac{1}{4}$  m. cross to right bank by a foot-bridge, after which ascend and again descend. At  $5\frac{3}{4}$  m. reach Chinar, a few huts and a little cultivation at the confluence of a small tributary: then go down a stony valley to the cultivation of Birmorzhal.

*Camping ground.*—In fields.

*Fuel.*— }  
*Water.*— } Plentiful.

*Fodder.*—No details.

*Supplies.*—None.

3 DROSH : .  $7\frac{1}{2}$  m. Fit for laden animals.

$21\frac{1}{2}$  m. At  $\frac{1}{2}$  m. Rahadat a small plot of cultivation. At 1 m. cross the stream by a tree trunk, ponies fording easily except perhaps in April and May. Continue down the narrow stony valley, just practicable for laden animals to Pursat at the junction of the Pureth Gol and the Shishi Kuh. From Pursat follow route No. 10 and then route No. I to Drosh.

For *camping ground, etc.*—See Route No. 1, stage 3.

## ROUTE No. 8.

DROSH TO CHITRAL *via* BUMBORET AND RUMBUR.

$54\frac{1}{2}$  m.

5 stages.

*Authority.*—Davidson. Bruce, 1902.

*Epitome.*

A rough track over the hills on the right bank of the Chitral, (Kumar) river. For most of the way it is a foot-path only crossing 3 ranges of 9,000'.

ROUTE No. 8—*contd.*

*Camping ground.*—For 1 bde., except stage 2.

*Water.*—Plentiful.

*Fuel.*—For 1 bde., except stage 4 for 1 bn.

*Fodder.*—Grass and fodder generally procurable, but scarce at stage 4.

*Supplies.*—A small amount generally procurable.

1 JINGERET KUH 9 m. Fit for lightly laden  
 (6,400'). country animals.

9 m.

Cross the Chitral river by the bridge and follow down the right bank, past Utsiak, to Jingeret at 3 m. Here cross the Jingeret stream and ascend the Jingeret valley, frequently crossing and re-crossing the stream, which is almost always fordable by men and ponies. There are small pole bridges also, which afford crossing for foot-men. At 6 m. pass through a narrow defile, 600 yards long, bounded by rocky, precipitous cliffs, several hundred feet high. About  $\frac{3}{4}$  m. beyond this there is a cultivated open space, where the Tawarat Gol joins the Jingeret from the W. Up the Tawarat ravine there is said to be a very difficult road, fit for lightly laden men, which leads into the Bashgul valley. Henceforth the hills on either side of the Jingeret stream are much easier and less rocky. About  $\frac{1}{2}$  m. higher up pass a few acres of cultivated land, where there are several walnut trees. Jingeret Kuh consisting of a few rough towers about 30' high, is about  $1\frac{1}{2}$  m. further on. A horseman, at a slow walk, would take about  $3\frac{1}{2}$  hours to do this stage; laden coolies about 6 to  $6\frac{1}{2}$  hours.

*Camping ground.*—For 1 bde.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful

*Supplies.*—No details.

2 BIRIR . . . 10 $\frac{1}{2}$  m. Coolie road.  
 (5,700').

19 $\frac{1}{2}$  m.

Proceed N. up the Shumut-o-Gol to the top of the Shantiari pass, elevation 9,000' which is reached at about 4 m. Here mules must be

ROUTE No. 8—*contd.*

unloaded owing to projecting rocks. Thence proceed N. down the Pishpo valley for about  $1\frac{1}{2}$  m., descending about 1,500'. Here turn W. up a small ravine, containing a small stream of good water, for about  $\frac{1}{2}$  m., then N. up to the Grambet hill, elevation 8,700', which is too steep for laden mules. Reach the summit at about 6 m. Descend N.N.W. down the Grambet ravine to 8 m., then leave the valley and turning N. drop down to the Birir valley, to Birir at  $10\frac{1}{4}$  m. The last part of the route is through a profusion of gardens, orchards and much cultivation. Læen coolies take between 7 and 8 hours to do this stage.

*Camping ground.*—No details.

*Water.*— } Plentiful.  
*Fuel.*— }

*Supplies.*—Procurable.

3 BUMBORET .  $11\frac{1}{4}$  m. Coolie road.

----- (6,600').

$30\frac{1}{2}$  m. Proceed down stream for about  $1\frac{1}{2}$  m. through densely cultivated country on the left bank of the Birir, then turn N. up the Srapat Gol near the hamlet of Noshbu. There is no water in the Srapat Gol until an altitude of 5,700' is reached; here it is said to be perennial, and is carried off for the most part by irrigation cuts along the right bank. About 600 yards further down stream the Pishpo Gol falls into the Birir. The hills right and left are steep and covered with holly bushes. At 5,800' and about  $1\frac{1}{2}$  m. above Neshbu strike N.E. up a stiff, shaley hill, and ascend a spur whence the high ground round Gairat (Gahirat) is visible. Hence descend to Tararing-o-Gol, where there is good water from a branch of the Tararing which is crossed at about  $3\frac{3}{4}$  m., altitude 6,700'. Here leave the Tararing and strike N. by a stiff ascent up the Gandal-o-pon. At about 7,000' the route passes through a forest of deodars; in some places it is too stiff for riding, in others a gradual ascent. The summit of the ascent, Grandil-o-Gri, (the watershed between the Birir and Bumboret streams) is reached at 9,000', after a waterless climb of about  $2\frac{1}{4}$  m. from the Tararing. Thence descend steeply, by a path too steep for riding, and at 7,000' cross



ROUTE No. 8—*contd.*

a small stream. Reach the outskirts of Bumboret at 10½ m., then turn W. up the right bank of the Bumboret stream, and skirting very fine cultivation and fruit trees, at 11½ m. cross the stream by a pole bridge.

Footmen take 7 hours, and fully laden coolies 8 hours to do this stage.

*Camping ground.*—For 1 bde.

*Water.*— }  
*Fuel.*— } For the above force.

*Fodder.*—Excellent grass and clover from enclosed orchards.

*Supplies.*—Scanty.

NOTE 1.—From Birir to Gairat.

Continue along bed of *nala*, passing a small hamlet at ½ m. on left bank, and wind about in bed of stream to 1½ m. where the *nala* becomes very narrow. Here leave the *nala*—bed and proceed along the side of the hill for 2½ m.; the road in places being impassable for laden transport. When the stream is in flood the road would probably be impassable. At 4 m. the *nala* opens out, and the road becomes easy joining the main road at 4½ m. at a wooden plank bridge 1 m. N. of Gairat.

NOTE 2.—Both the Bumboret and Rumbur valleys are noted for their walnut trees which grow in large quantities.

4 RUMBUR . 10 m. Foot-path with steep ascents and descents.

40½ m.

Proceed down the left bank of the Bumboret through thickly cultivated fields and at 2½ m. pass the small hamlets of Tara-Ghuru. Here the summer road to Ayun branches off, and crossing the river by a bridge fit for horses, ascends a spur on the right bank in a S. direction. The winter road continues down the river (*see* Route No. 15).

At 3 m. pass the hamlet of Doa Tanga. Here the valley narrows and cultivation comes to an end, and beyond this point horses cannot be taken. At 3½ m. leave the river and ascend, by a rocky path, a hill which lies to the N., on the watershed between the Achil Gah Gol and the Bumboret stream.

The descent to the N.W. is easier but there is no water and only stunted trees on either side of the hill.

ROUTE No. 8—*contd.*

At 6 m. the route descends to the confluence of the Rumbur and Achil Gah Gol, where Route No. 16 is met.

Here the summer route crosses the Achil Gah, which is nearly always fordable by men and ponies, and proceeds up the right bank of the Rumbur stream, by a series of ups and downs of a few hundred feet, while the winter route crosses to the left bank of the Rumbur and proceeds along it.

At 3½ m. from the junction of the streams the summer route crosses to the left bank of the Rumbur stream, by a bridge fit for horses, at the village of Batit, and joins the winter route.

*Camping ground.*—For 1 bde.

*Water.*—Unlimited.

*Fuel.*—For 1 bn.

*Fodder.*— }  
*Supplies.*— } Procurable.

NOTE.—An alternative route ascends the Batrik Gol to the Dhonso Gzi pass (10,472'), descends to the Achil Gah Gol, which is crossed by a footbridge at 6,800'; ascends again to the Kundak Son pass (9,299'), and drops down to the Kalashbaok Gol, the left bank of which is followed to Kolak on the Rumbur. The total distance involved is only about 9 miles, but it is very tiring, involving climbing and dropping 6,500'. It is however a much quicker route. In 1940 it was covered by two companies of the Chitral Scouts in 5½ hours.

5 CHITRAL

. 14 m. Foot-path for 9½  
m. thence mule  
road.

54½ m.

Leaving Rumbur proceed down stream for a short way, then turn off S. up a hill-side, by the road known as the Sanjier-o-Pon leading over Sanjier hill, and, with steep gradients, to within ¾ m. of the top of Kalashgram hill (Kalashgram-o-An). Here the road bifurcates; S. to Ayun and N. to Chitral. The latter route proceeds by a level path over the head of the Damun-o-Gol, over the Damun hill, then drops down through a deodar forest towards Danil. At 8,800' there is a clear spring, which is said never to dry up. From 7,000' down the ravine to Orghotch it is very steep, practically treeless, and with very little water.

ROUTE No. 8—*concl'd.*

From Orghoteh follow the mule road to Chitral (Route No. 9).

*Camping ground, etc—See Route I, stage 5.*

**ROUTE No. 9.****DROSH TO CHITRAL *viâ* RIGHT BANK OF CHITRAL RIVER.**

25½ m.

2 Stages.

*Authority.—Leslie, 1902.*

*Epitome.*

This route provides an alternative to stages 4 and 5 of Route I and is fit for mule transport throughout. The following improvements were carried out in 1929 :—(a) the reconstruction of the Birir gol bridge to take 30 cwt. lorries (ii) the construction of a well graded road in place of the steep zigzag between Birir gol and Gahirat.

The best route, however, between Drosh and Chitral is by the left bank road (route I) which, by the end of 1930 will be fit for light lorries throughout.

The Chitral and Ayun rivers are crossed by suspension bridges.

*Camping grounds.—*For 1 bn. stage 1, unlimited stage 2.

<i>Water.—</i>	} Plentiful throughout.
<i>Fuel.—</i>	
<i>Fodder.—</i>	

Supplies procurable after notice at stage 1 plentiful at stage 2.

1	GAIRAT	..	10½ m.	Mule road.
————— (GAHIRAT).				

10½ Leaving Drosh fort pass close to the old fort in lower Drosh and descend the cliffs by zigzags to the Drosh suspension bridge (span

ROUTE No. 9—*contd.*

250'). After crossing turn to the right and skirting the Kao Gol fan, pass the mosque in Khairabad at  $4\frac{3}{4}$  m. At  $6\frac{1}{2}$  m. the road bifurcates. The left hand branch, fit for transport animals, passes over a wide col behind a conical hill opposite Kesu.

The lower or right hand branch passes through the cliffs of the conical hill commonly called Kesu pari. Both roads unite again at  $8\frac{3}{4}$  m. At  $10\frac{1}{2}$  m. reach Gairat suspension bridge (span 350').

*Camping ground, etc.*—See Route I, stage 4.

NOTE.—An alternative halting place is Ayun about 5 m. further on, where supplies are plentiful.

2 CHITRAL FORT 15 m. Mule road.

---

25 $\frac{1}{4}$

From the Gairat bridge proceed along a well graded road, constructed in 1929, to the Birir Gol at about  $\frac{3}{4}$  m. which is crossed by a dry stone-causeway and bridge fit for 30 cwt. lorries constructed by the S. and M. in 1929.

At  $\frac{3}{4}$  m. cross the Maskor *nala* and at  $2\frac{3}{4}$  m. a *pari* where the road turns sharply towards Ayun, the polo-ground of which is reached at  $3\frac{3}{4}$  m. Cross the Ayun river by a suspension bridge (span 170') at  $4\frac{3}{4}$  m. and at  $5\frac{3}{4}$  m. leaving the outskirts of the village, begin ascending gradually to the top of rocky cliffs at an elevation of 600' above the river opposite to which is the village of Broz. The descent from the plateau is completed at  $8\frac{3}{4}$  m. and the road now runs practically level until a short *pari* is crossed at  $9\frac{3}{4}$  m. where it ascends to the Orghoteh fan. At  $10\frac{1}{2}$  m. cross the Orghoteh *nala* by a small bridge. The village is situated on the upper part of the fan near the hills. Leaving the fan cross some open ground and ascend to a fan opposite Chormorkhen. At  $14\frac{1}{4}$  m. pass a mosque and cross the Molen Gol, then, turning to the right reach Chitral fort at 15 m.

## ROUTE No. 10.

DROSH TO SHAM KHAN *viâ* SHISHI KUH AND LOHIGAL PASS.

Maps 38M and 43A, 1" to 4 m.

56 $\frac{3}{4}$  m.

5 stages.

*Authorities.*—O. C. Chitral Choqe, Smith 1908 ; Pike, 1911 ; Hawthorn and Anderson, 1933.

*Epitome.*

This is the direct route from Drosh up the Shishi valley to Madaglasht, thence by the Lohigal Pass to the Gulen Gol. From Gulen Gol routes lead *viâ* Mastuj to Chitral (*see* Route No. 26).

Except for the first 2 m. the road is unmade and unmetalled but practicable for mule transport and ponies from July to October, when the Lohigal Pass is open. The Shishi stream, everywhere fordable except when snow is melting from about May 15th, to September 1st, is crossed by a bridge in stage 1. There are some bad *paris*, and the Gulen Gol is crossed by a bridge at the last stage. The camping ground above Madaglasht is used as a sanatorium during the summer by the Chitral garrison. It should be noted that from August to October the Lohigol-Phargam route to Sor Laspur on the main route from Chitral to Gilgit (Route IX, stage 8), is open to cooly transport. During these months reinforcements from Gilgit with cooly transport can therefore reach Chitral or Drosh, or *vice versa*, in quicker time than by the main route along the Mastuj R.

*Camping ground.*—For 1 bn. at stages 1, 2 and 4. For  $\frac{1}{2}$  bn. at stages 3 and 5.

*Water.*—  
*Fuel.*—

} Plentiful.

*Fodder.*—  
*Supplies.*—

\ Should be carried as they can only be procured in small quantities locally.

*NOTE.*—There is an alternative route by the Dok Pass (13,750') from the head of the Shishi Kuh into Gulen Gol which is shorter than the Lohigal Pass but impracticable for any laden animals.

ROUTE No. 10—*contd.*

1 MUZDEH .. 8½ m. Mule road.

8½ m. From Drosh cantonment keep along the Chitral road on the left bank of the river. At 1¼ m. the route leaves the Chitral road and turns N.E., being for the first 2 m. metalled and 10' 6" broad, but afterwards narrowing to 6' and becoming rougher, and at one place, near the S. outskirts of Shishi village, being very bad indeed. At 4 m. cross to the right bank of the Shishi stream by a wooden bridge, with hand-rails, which can be repaired from materials at hand, and enter a valley 800 yards wide, well cultivated with rice and wheat.

*Camping ground.*—For 6 pls. ¼ m. N.W. of wooden bridge on right bank.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		
<i>Fodder.</i> —	}	Scarce.
<i>Supplies.</i> —		

Shishi is situated about 50' above the stream among some walnut trees. (From Shishi there is a track along the hills on the right bank of the stream, which joined the main Drosh-Chitral road near the suspension bridge over the Shishi Kuh.) From Shishi the road is very fair and runs N.W.

At 5 m. there is a camping ground.

*Camping ground.*—For 1 bn.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

<i>Fodder.</i> —	}	No details.
<i>Supplies.</i> —		

At 5¾ m. the path, which is 2' to 3' wide, runs over 2 bad and dangerous *paris*, some 400 yards above the stream, which could easily be destroyed if it was desired to interrupt communications with Madaglasht. There is an ascent of 25° to the first *pari* and the valley is very narrow, with a sheer precipice on the left bank. At 6½ m.

ROUTE No. 10—*contd.*

pass the villages of Pursat\* and Bapikor, situated on the opposite (left) bank. At about  $6\frac{1}{2}$  m. pass a wooden bridge, supported on two big boulders, then proceed some 200' above the stream.

At 7 m. 1 f. the path runs along the bed of the stream over fairly level ground, stream 50' wide. At  $7\frac{1}{2}$  m. pass the village of Shashi Nur on the opposite bank. At 8 m. there are 2 paths, a lower and an upper; the former is impassable for mules or animals. Pass the village of Khayari on left bank. At  $8\frac{1}{2}$  m. reach Muzdeh, where the valley is about 1,000 yards wide.

*Camping ground.*—For 1 bn.

Water.—	} Plentiful.
Fuel.—	
Fodder.—	
Supplies.—	

2 KALAS .. 11 m. Mule road.

19 $\frac{1}{2}$  m. At  $\frac{1}{2}$  m. pass the village of Zure, where a wooden bridge leads across the stream to Gurin, whence Route No. 11 leads to Patrak *viâ* the Gurin Pass.

The path, which is bad here, ascends gradually to the village of Ustrum (Astrum) at 1 m. and then drops past Sham Nur. At  $2\frac{1}{2}$  m. pass Tar, with bad bits of road on either side of the village, where the hills are 5,000' to 6,000' above the stream. At  $2\frac{3}{4}$  m. pass Gawuch, situated on the opposite bank. At  $3\frac{1}{4}$  m. is a wooden bridge (20'  $\times$  2'), supported by big boulders and logs, which leads across the stream to Tingal on the left bank. The path now crosses two stone-shoots and gradually descends towards the stream. It then splits into two, but the lower track of the two is impracticable for mules. At  $4\frac{1}{2}$  m. take to the bed of the stream; when the stream is in flood, however, a steep upper path must be used. At  $5\frac{1}{2}$  m. turn W. then N., passing the villages of Lao and Lao Nissar,

\*From Pursat Route No. 7 comes in.

ROUTE No. 10—*contd.*

situated on the opposite bank. At 6 m. pass Birgeh Nissar. The path now ascends gradually through a stony *nala* at  $6\frac{1}{2}$  m., and descends again at 7 m. The hills above the path here are from 7,000' to 8,000' high. At 7 m. pass Birgan, which is hidden behind a spur amidst dense wood, and at 7 m. 1 f., still descending, pass Ziarat. Lanjar is  $\frac{1}{2}$  m. further on, on the opposite bank. At  $8\frac{1}{2}$  m. reach Kashindel, whence the path keeps up and down past Patigal and Trangal to Kawash, which is reached at 10 m. after a steep ascent up a gradient of  $16^\circ$ . Continue N.E. and at  $10\frac{1}{2}$  m. pass a wooden bridge ( $45' \times 2'$ ), which leads across the stream and by which a signalling station can be reached, from which communication can be established with Drosh and Madaglasht. Continue up the right bank, the path now being very bad, and reach Kalas at 11 m. The camping ground is reached by keeping on past Kalas for some 500 yards, across a rough wooden bridge ( $20' \times 2'$ ) over a tributary of the Shishi stream.

*Camping ground.*—For 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—A small supply of *bhusa* kept by S. and T. Corps.

*Supplies.*—No details.

3 MADAGLASHT  $13\frac{1}{2}$  m. Mule road.

CAMP.

33 m: (9,700'). The path now runs over sand and boulders with a gradual ascent. At  $\frac{3}{4}$  m. cross a *nala* by a wooden bridge. Route No. 13 comes in here. At  $1\frac{1}{2}$  m. ascend steeply to Bazbansh, and at 2 m. cross a *pari* opposite Mandari on the left bank. At  $3\frac{1}{4}$  m. pass a wooden bridge ( $30' \times 3'$ ) which leads across the stream to Atchiku (Atri Kub) on the left bank. After several steep ascents and descents, with occasional bad bits, reach Kashankol (Kasan Kol) at  $5\frac{1}{2}$  m., passing Bar Bela and Kuz Bela on the left bank. Hence the path ascends steeply, crosses a *pari* at  $6\frac{3}{4}$  m., and traverses a



ROUTE No. 10—*contd.*

bad bit of road at Matay ; a collection of grazing huts. At 7½ m. cross a broad, stony *nala* (60' wide) with a little water in it (August). Hence the road to Madaglasht is good, lying in a valley about 1 m. broad. Reach Madaglasht, which is built on either side of a *nala* and connected by a bridge, at 9 m.

Beyond Madaglasht the road is good for 1 m., then bifurcates ; the upper branch is bad but is on a better alignment than the lower. Here another wooden bridge (20'×2') spans the Shishi, while the path continues fair, with steep ascents, and crosses a *nala* by a couple of planks at 11½ m.

At 12¼ m. cross a dry *nala* by a wooden bridge. At 12½ m. there is another *nala*, which contains a little water ; this can be crossed by planks or by a bridge some 400 yards to the W. At 12¾ m. cross a stream, with a large volume of water by stepping stones and planks. The path continues over rocky ground, and then across a marsh to Madaglasht camp. The camping ground, elevation 9,700', lies below heights to the N.W. and S.W. about 1,600' high. It can be defended by a blockhouse placed on a knoll 100 yards to the N., and by parties in a willow jungle in the marsh.

There are 2 bridges over the Shishi from the camp.

*Camping ground.*—For 3 bns.

<i>Water.</i> —	} Plentiful.
<i>Fuel.</i> —	
<i>Fodder.</i> —	

*Supplies.*—No details.

From Madaglasht Camp a track leads East to the Andotheran (locally Andowir) Pass and thence to Route 34, Stage 3. This pass is passable for cooly transport only in May and June and again in late autumn for a short time before the first snow. It is always difficult and is not recommended for troops at any time.

ROUTE No. 10—*contd.*

4 CHAT .. 12½ m. Mule road.

45½ m.

From the camping ground the path runs, by a gradual ascent, up the W. side of the valley and at 2½ m. reaches a Gujar village (10 huts, only occupied from June to September). At about 3 m. cross a big stream, which comes in from the W., then rise steeply to a large fan. Here is Gohar Gol camping ground, and here a path from the Dok pass comes in.

*Camping ground.*—Very rough and uneven.

*Water.*—Plentiful and close at hand.

*Supplies.*— } *Nil.*  
*Fodder.*— }

*Fuel.*—Plenty at Gujar village; scarce in immediate vicinity.

At 3¾ m. skirting a small glacier commence to ascend to the Lohigal Pass the summit of which, elevation 14,250', is reached at 4½ m. From the summit descend, along a stony track, to 5¾ m., then descend steeply to the Lohigal valley at 7½ m. At 3 m. beyond the top of the pass reach Krin Utz in Ratu Gol, 2 m. SE of Chat Camp. Suitable C. G. for 2 bns. In August water, sheep and goats plentiful, grazing good, firewood *nil.* The Lohigal and Dok passes are easily defended from the low ridge that lies between them. Hence the road is easy to Chat, elevation 11,120', at 12½ m. The camp is in an old lake basin, still containing water at the lower end.

*Camping ground.*—Uneven and exposed.

*Water.*—Plentiful from the river.

*Fuel.*—A few dead trees and drift wood, very scarce.

*Fodder.*—Grass obtainable.

*Supplies.*—*Nil.*

ROUTE No. 10—*contd.*

5	SHAM KHAN	11½ m.	Easy mule road
(8,500').			except at 1 m.
56¾ m.			where unloading probably neces- sary.

The path which follows the hill sides down the E. side of the valley, is easy with a gradual descent throughout the stage, except at 1 m. where there is a steep, shale slope, to cross which mules would probably have to be unloaded. At 1¾ m. reach Chat Lower Camp.

*Camping ground.*—For 1 bn., level and grassy.

*Water*—Good from the Lohigal stream, 200 yards distant, also from a large pond at N. edge of the camping ground.

*Fuel.*—Plenty of dead brushwood.

*Fodder.*—  
*Supplies.*— } *Nil.*

At 3¾ m. the path leads through a fir and willow jungle, and at 5½ m. reaches Romen Camp in Golen Gol *nala*. At 7 m. from Chat and 9 from Krin Utz reach Rogh Janali, estimated altitude 10,000', at the junction of the Rahi and Golen Gols, C. G. unlimited, sheep, goats, cattle, grazing, fuel and water all plentiful and fodder from September to December.

*Camping ground.*—For 1 Battalion at junction of 3 large *nalas*, level and grassy. Also suitable ground anywhere between 3¾ m. and 5½ m.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—  
*Supplies.*— } *Nil.*

Cross Dungari stream (easily fordable except from about July 15th to end of August), which joins the Lohigal stream at Romen, thence by route 26 (at an easy gradient) to Ustur, a small hamlet opposite Sham Khan village, to which a frail country bridge, ½ m. down stream leads.

ROUTE No. 10—*concl'd.*

*Camping ground.*—For 4 platoons.

*Water.*—  
*Fuel.*— } Sufficient for 1 bn.

*Fodder.*—  
*Supplies.*— } Nil.

NOTE.—From Sham Khan a foot-path, which is very rough and unfit for mules, leads to Madaglasht *via* the Dok pass, distance 13½ m. connecting with the main route near mile 3, stage 4. Turn S. E. from the Golen valley up the Dok Gol, rising steeply for 1½ m. to 9,600', when Dok Bhari camp is reached (10,200'). *Camping ground.* Bad, just enough for 4 platoons to bivouac.

*Water.*—Plentiful.

*Supplies.*—  
*Fodder.*— } Nil.  
*Fuel.*—

From Dok Ghari the path follows the stream at an easy gradient, but between 3¾ m. and 4¾ m. passes through thick jungle, and at 6¾ m. turns S. W. and rises steeply (difficult for coolies) to the Dok pass (13,700'), which is reached at 8 m. The last mile was under deep snow in June 1908.

From the pass the descent is very steep to the junction with Route No. 10.

## ROUTE No. 11.

PATRAK TO GURIN *via* THE GURIN PASS  
(12,900') AND THE SHISHI KUH VALLEY.

29½ m.

3 stages.

*Authority.*—Cockerill, 1894-95.

*Epitome.*

This is the shortest route between the upper Panjkora and Chitral. Though difficult in places and very steep on the S. side of the pass it is just passable for laden animals of the country but not for mule transport

*Camping ground.*—

*Water.*—Plentiful in stages 1 and 3.

*Fuel.*—Plentiful in stage 3.

ROUTE No. 11—*contd.*

*Fodder.*—None.

*Supplies.*—A small quantity in stage 1.

1	GWALDAI	..	7½ m.	Road fit for laden animals of the country.
<hr style="width: 10%; margin-left: 0;"/>				
			7½ m.	

At ½ m. cross the Gwaldai stream by a good wooden cantilever bridge (105'×5') and follow it up the right bank rising steadily. The road is good to 3½ m. then bad to 4 m. where there is another cantilever bridge, unfit for laden animals. The stream is fordable except in May, June and July. The road now crosses to the left bank and is fairly good for the rest of the stage. At 5½ m. pass a wooden cantilever bridge (60'×5') fit for animals leading to Belah on opposite bank, and at 7 m. a similar bridge connecting Belah (9 houses) and Gwaldai (30 houses), the latter place being reached at 7½ m.

*Camping ground.*—Flat space sufficient for 2 bns.

2	HAKIM	..	11½ m.	Road fit for laden animals of the country.
<hr style="width: 10%; margin-left: 0;"/>				
	BANDA		19 m.	

The road is narrow and bad and often on the edge of precipices : at 3½ m. between Jangri (4 houses ½ m. E. of road) and Siret it crosses to right bank by a fair cantilever bridge, 3' wide, and at 5 m. reaches the junction of the Kormai and Gwaldai *nalas*, known locally as the Dojang.

A bad path is said to lead up the Kormai *nala* to Kalkot. The road onwards was under snow on 14th May. and is bad to Hakim Banda, where join Route No. 12 to Atsi Kuh.

*Camping ground, water, etc.*—No details.

3	GURIN	..	10½ m.	Road fit for laden animals of the country.
<hr style="width: 10%; margin-left: 0;"/>				
	(5,600')		29½ m.	

The path goes up the Jandel valley, for 1 mile, then ascends at a steep gradient to the Gurin Pass at 1½ m. (12,900'). Thence the descent is very steep and rocky for the first 50 yards and animals must be relieved of their loads. The path then runs along the side of the hill, crosses

## ROUTE No. 11—concl'd.

easy boulder beds for 50 yards and descends, still very steep, by zigzags down a grassy slope ; then goes down the valley of the Gurin Gol, reaching at 3 m. a summer grazing ground with sheep pens, etc. The path goes N. down the left bank of the stream to Dubazh (huts and cultivation), and is fairly easy till opposite Dubazh where is a short bad bit. As it continues down the valley, the stream is forded about a dozen times : it becomes impassable however in May, though as wood is plentiful and the bed narrow it could be easily bridged. Gurin on the Shishi Kuh is reached at 10½ m. where join Route No. 10.

*Camping ground.*—

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*— } Nil.  
*Supplies.*— }

## ROUTE No. 12.

HAKIM BANDA TO ATSI KUH (SHISHI KUH)  
viâ THE ATSI KUH PASS (14,100').

17¾ m.

3 stages.

*Authority.*—Cockerill, 1894-95.

*Epitome.*

A difficult track impassable for laden animals : an alternative route to No. 11 to the Shishi Kuh valley.

*Camping ground.*—

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful, stage 2.

*Fodder.*—A little grazing, stage 2.

*Supplies.*—

ROUTE No. 12—*contd.*

1	JABA	..	8 m.	Road fit for laden
8 m.	(13,300').			animals of the country.

From Hakim Banda ascend gradually up the Samad Shahi valley, over deep snow in May but clear by the middle of June. At 8 m. is Jaba, so called from a small lake a mile or so above it from which the stream issues.

*Camping ground.*—On grass for 1 bn.

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*—  
*Supplies.*— } No details.

2	CAMP IN ATSI-	5 m.	Coolie road.
13 m.	KUH GOL.		From Jaba the ascent
	(9,900').		

to the Atsi Kuh Pass is very steep, 600' to 800' in about  $\frac{1}{2}$  m. At  $\frac{3}{4}$  m. reach the crest (14,100'). The ridge is narrow and the descent commences at once. For the first 100 yards it is particularly steep and rough, and is over a snow field to 1 m. The next mile is very steep and trying for animals, though evidently much used by Gujars with cattle. At 2 m. zigzag down a grassy spur. The track is bad, steep and encumbered with boulders. At  $2\frac{3}{4}$  m. and at 3 m. are Gujar huts. At  $3\frac{1}{2}$  m. cross the Atsi Kuh Gol stream to the right bank, the bed being stony and difficult for animals. Hence the going is easy down the valley, and the track could be cleared of stones and made fit for laden animals. At  $4\frac{1}{2}$  m. pass some Gujar huts, and at 5 m. reach an open grassy space with pine trees.

*Camping ground.*—On grass for 1 bn.

*Water.*—Good and plentiful.

*Fuel.*—Plentiful.

*Fodder.*—A little grazing.

*Supplies.*—None.

ROUTE No. 12—*concl'd.*

3 ATSI KUH .. 4 $\frac{3}{4}$  m. Coolie road.  
For the first 2 miles

17 $\frac{1}{2}$  m.

the gradient is easy, at first over a stony waste, then past some Gujar huts, the valley being 200 to 300 yards wide. There is then a steep and very difficult descent for about 200 yards only just practicable for cattle. At the foot cross a small *nala* and at 2 $\frac{1}{2}$  m. reach a level space.

*Camping ground.*—For 1 bn.

$\frac{1}{4}$  m. further on reach a stony space called Bohrt-i-din.

*Campnig ground.*—Sufficient for 2 battalions to bivouac.

The path is now along a steep hillside, narrow, stony and rough, practicable for cattle but quite unfit for laden animals. At 4 $\frac{3}{4}$  m. reach the hamlet of Atsi Kuh on the left bank of the Shishi Kuh, whence routes lead to Madaglasht and Drosh, see Route No. 10.

*Camping ground.*—

*Water.*—Plentiful.

<i>Fuel.</i> —	} Nil.
<i>Fodder.</i> —	
<i>Supplies.</i> —	

## ROUTE No. 13.

CHITRAL TO THE SHISHI KUH (KALAS) *via*  
GOBARSHUN PASS OR UGHAL PASS.

25 m.

3 stages.

*Authority.*—Ryall, 1897-98.

*Epitome.*

This route connects the Chitral and Shishi valleys. The first 2 stages are fit for mules except during the months of



ROUTE No. 13—*contd.*

July and August, when the river is in flood and must be crossed by bridges fit for men on foot only. Stage 3 is over a height of 15,000'; it is impracticable for fully equipped infantry, and is only open from July to September.

*Camping ground.*—Good and sheltered stage 1, goat enclosure, stage 2, for 1 bn., stage 3.

*Water.*—Plentiful.

*Fuel.*—Procurable stages 1 and 2; *nil* stage 3.

*Fodder.*— }  
*Supplies.*— } *Nil.*

1	CAMP	..	6½ m.	Mule road, but only fit for men on foot during July and August.
<hr style="width: 10%; margin-left: 0;"/>				
6½ m.				

Cross to the left bank of the Chitral river and proceed down Route No. 1 to the Jugpur stream. Turn E. up the Jughur stream, and proceed along the right bank for 600 yards, when a narrow gorge with inaccessible cliffs is entered. To avoid the precipitous cliffs, which in places descend sheer into the river, the stream must be crossed several times by foot-bridges; except in July and August, however, the stream can be forded. During the above-mentioned months a coolie track over the hills above the right bank is used. At 4½ m. reach Agram.

*Camping ground.*—For 2 coys. in a goat enclosure.

*Water.*— }  
*Fuel, etc.*— } No details.

At 5 m. enter another gorge and at 5½ m. meet the summer route above-mentioned. At 6½ m. reach the camp, a good enclosure with rough shelter under a large rock.

*Camping ground.*— }  
*Water.*— } Plentiful.

*Fuel, etc.*—*Nil.*

ROUTE No. 13—*concl'd.*

2 CAMP .. 7½ m. Mule road.

14 m.

The road continues between precipitous cliffs for 2 m., when the valley opens. At 4 m. two large *nalas*, the Palogho and Laichuli Gols, drain the right and left banks of the Jughur valley. On the right bank are extensive downs, dotted on the lower slopes with deodars and shut in on the E. and N.E. by a snowy range. Another *nala*, draining these slopes, enters the main stream about 600 yards E. of the Palogho Gol. At 5 m. turn S.E. and reach the Dobuisht Gol, which drains the left bank of the valley, at 5½ m. At 6¾ m. the *nala* turns E. again, when the channel becomes dry for 400 yards, and the ground is covered with loose stones and boulders. At 7½ m. reach the last enclosure for goats. Snow lies here in patches after October 15th, and it is impossible to camp higher up the valley as no wood is available.

*Camping ground.*—In the goat enclosure.

Water.— } Obtainable.  
Fuel.— }

Fodder.— } Nil.  
Supplies.— }

3 KALAS .. 11 m. Road fit for laden coolies.

25 m.

The ascent from the camp reaches a glacier at ¾ m., covered in October with soft snow, the lower slopes of which are extremely steep for about 2,000'. From the foot of the glacier to the Gobarshun Pass (15,000') is about 2¾ m. and to the Ughal Pass (15,400') 2¼ m. Both these routes, impracticable for fully equipped infantry, are only open for 3 months each year. Kalas is on the right bank of the Shishi Kuh, about 6 m. from the crest of these passes.

*Camping ground, etc.*—See Route No. 10, stage 2.

## ROUTE No. 14.

CHITRAL TO SHISHI KUH *viâ* DOOMUK PASS  
OR ROGHILI PASS.

27 m.

3 stages.

*Authority.*—Ryall, 1897-98.*Epitome.*

An alternative to Route No. 13. The first two stages are the same as Route No. 13.

*Camping grounds.*—Good and sheltered stage 1, goat enclosure, stage 2, for 2 bns., stage 3.

*Water.*—Plentiful.

*Fuel.*—Procurable in stages 1 and 2, plentiful stage 3.

*Fodder.*— }  
*Supplies.*— } *Nil.*

For stages 1 and 2, *see* Route No. 13.

3	BALPANJ <i>viâ</i> DOOMUK	Road fit for laden
—————	PASS ..	13 m. coolies.
27 m.	MADAGLASHT <i>viâ</i>	
	ROGHILL PASS	13 m.

The N.E. *nala* rises at a very severe gradient between high and precipitous cliffs. The way leads over loose boulders, evidently the remains of an ancient moraine, for  $\frac{3}{4}$  m., and then turns N. for about 400 yards over fairly level ground covered in October with fresh snow to a depth of about 5'. Again a very difficult ascent for  $\frac{3}{4}$  m., at about 40 degrees, over boulders showing here and there above the snow, to 15,400', where the crest of the moraine is reached. Here the glacier divides into two branches, each of  $1\frac{1}{2}$  to 2 m. in length, extending to the Doomuk and Roghili passes. The glacier is full of crevasses which are completely hidden by soft snow after the end of September, and the passes are then practically closed. A difficult path from the Doomuk Pass leads down the Doomuk Gol to Balpanj, and from the Roghili another to Madaglasht. Both these villages are in the Shishi valley about  $6\frac{1}{2}$  m. distant from the passes.

*Camping ground.*—At Balpanj plentiful, no further details. At Madaglasht *see* Route No. 10, stage 3.

**ROUTE No. 15.**AYUN TO SHAWAL PASS *viâ* BUMBORET GOL.

23 m.

3 stages.

Map 38-M. 1" to 4 miles.

*Authority.*—Ferguson and Pattenson. Fisher. 1909.  
Dods and Dudley. 1939.

*Epitome.*

The track is very difficult for mules up to the Bumboret Gol after which it is easy as far as the Ustui Gol shortly beyond which it again becomes difficult. The Shawal Pass (14,521') is seldom free from snow, but is passable by men on foot from April to December and by animals from August to October. It connects with Routes in Afghanistan N.E.

*Camping ground.*—Unlimited at stage 1, small stage 2.

*Water.*—Unlimited.

*Fuel.*—Unlimited stage 1, *nil* stage 2.

*Foder Supplies.*—Scanty stage 1, *nil* stage 2.

1	BUMBORET GOL	6 m.	Very difficult mule track.
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6 m.

Ascend the hill on the 6 m. right bank of the Ayun *nala* with a rise to the top of the ridge  $3\frac{1}{2}$  mile at a height of 7,600' involving a climb of 3,000'. Parts of the track are over shale and very steep and only very fit mules could be taken fully loaded. The path then runs fairly level for a mile after which there is a descent of  $1\frac{1}{2}$  miles, fairly steep in places to the Bumboret Gol. The rickety cantilever bridge would have to be replaced before animals could cross it, but in autumn the stream is fordable. Suitable sites for camp can be found all along the Bumboret *nala* as far as the village of Brumbutul and just N. W. of the latter village, in the entrance to the Zinor Gol, a division

ROUTE No. 15—*contd.*

could be encamped. Owing to the difficulty of this march a camp site near the bridge should be selected.

NOTE.—There is an alternative winter route, impassable for animals on account of the numerous plank bridges up the gorge of the Ayun Nala to the junction of the Rumbur and Bumboret streams,  $3\frac{1}{2}$  mile. Thence up the left bank of the Bumboret stream to the above camp at  $6\frac{1}{2}$  m.

2

————— UTARSHISH .. 12 m. Easy for mules for 18 m. 8 miles after which it is difficult. Continue up the track on the left bank of the stream passing Anish village at  $1\frac{1}{2}$  m. and through a gorge between limestone hills at 2 m. At  $2\frac{1}{4}$  mile a *nala* joins the right bank of the stream along which leads the difficult track to Birir Gol (*see* Route 8 Stage 3). At  $3\frac{1}{4}$  mile the Zinor Gol joins the Bumboret Gol and at 4 m. reaches the large village of Brumbutul whence tracks impassable for animals or heavily equipped infantry lead to the Zinor and Ustui Passes, 7 m. and  $7\frac{1}{2}$  m. respectively. At 8 m. pass the Ustui Gol up which a track leads to the Ustui Pass and at  $8\frac{1}{2}$  m. cultivation ends, the valley narrows and steep shaly slopes render the track dangerous in bad weather. At 10 m. the *nala* divides and ceases to be called Bumboret. The southern fork is called the Utak Gol, up which a track leads to the Parpit Pass. Continue west and then south west up the Shawal Gol. The track is very rough lying either in the bed of the stream or over great landslips, while the stream is deep and unbridged. Utarshish is a grazing ground, with a few level spots fit for camps.

*Camping ground.*—Small and scattered.

*Water.*—Plentiful.

<i>Fuel.</i> —	} <i>Nil.</i>
<i>Fodder.</i> —	
<i>Supplies.</i> —	

ROUTE No. 15—*concl'd.*

3 SHAWAL PASS .. 5 m. Foot-path passable  
by animals with  
difficulty.  
23 m. (14,521').

The path ascends for  $1\frac{1}{4}$  m. with a steep rise of nearly 2,000', but is fairly easy as earth covers the hillside. (On July 5th, 1887, the whole way from Utarshish to the crest of the pass was covered with snow.) Ascent is more gradual, over rocky ground, to  $3\frac{1}{2}$  m., thence up a shaley slope to the crest at 5 m. Bragmatal, where Routes in Afghanistan N. E. are joined, is  $12\frac{1}{2}$  m. further on.

*Camping ground, etc.*—No details at the Shawal Pass.

## ROUTE No. 16.

AYUN TO GANGALWAT PASS (15,383').

27 m. Map 38 M|9 1" to 1 m. 3 stages.

*Authority* :—Fergusson and Pattenson 1898. White 1941.

*Epitome.*

An easy pass from Chitral to Kafiristan. Open from about the middle of June until December. The pass itself is passable to animals but the path from Ayun to Sheikhandeh is impracticable for any animal due to bad bridges and an unfordable river. Camping grounds are large enough for one battalion in stage 1 and a brigade in stage 2. Water is plentiful. Fuel is scarce and fodder and supplies unprocurable.

1 BALANGURU .. 10 m. Fit for laden  
coolies. Animals  
must come round  
by Urguch.  
10 m.

Follow the right bank of the Rumbur stream to the west. At  $1\frac{1}{2}$  m. pass the mouth of a valley which comes from the south up which the summer route to Bimboret runs. Follow the course of the Rumbur stream crossing it frequently by plank bridges. In the spring and early

ROUTE No. 16—*contd.*

summer these are liable to be swept away. In this case the route *via* Bimboret or Urguch must be followed as the river is unfordable. The Urguch route is the better. At 2 m. the stream runs through a narrow gorge, about 20 yards wide. At  $3\frac{1}{2}$  m. the junction of the Bimboret Gol is passed, the path being now on the left bank of the Rumbur. Continue up the main valley which is from 30 to 50 yards wide with precipitous cliffs on either side crossing and recrossing the stream. At 5 m. the path now being on the right bank, the Achholgah river comes in and route 8 is met. Cross the Achholgah stream by fording. Continue along the right bank to Saruzjal where cross to left bank by a bridge. The route to Urguch Dok comes in here. The path now improves and the bridges become better though not fit for animals. The Sundargah Gol is crossed one mile further on. At 10 m. reach Balanguru and camp in the fields on either side of the Palario Gol which comes in here. A path runs up this gol to Chitral.

2	CAMP SITE AT	7½ m.	Track fit for laden coolies.
—————	FOOT OF		
	PASS. (10,000').		
17½ m.			

Almost immediately enter a defile with precipitous cliffs on either side where the valley narrows to 100 yards. This defile continues for a little over a mile and the river is crossed three times by plank bridges. The western exit makes a good natural defensive position, though on the right bank it can be turned up the Kalashbaok Gol by a path leading from Kolak. Pines and deodars now commence and the valley opens out to 500 yards. At 5 m. cross to the left bank by a country cantilever bridge and immediately afterwards cross the Chimirsan Gol by a plank bridge. Footpaths lead up this gol to Chitral Gol *via* the Duni pass 12,181', and to the Boghost Gol *via* the Utak pass 15,885' (Route No. 17). The hamlet at the junction is called Sheikhandeh (Aroshai on 1930 edition of map). There is plenty of room to camp in the fields here and fuel

ROUTE No. 16—*concl'd.*

is plentiful. Crops are not cut till the end of June. Proceed along the left bank of the main stream which is here called the Gangalwat Gol. The path is rough and switch back and the valley narrows in again to 50 to 100 yards; it has steep pine covered sides. At 5 m. cross the Ustui Gol either by fording or by a plank bridge. Paths lead up this Gol to the Boghost Gol *via* the three Ustui Passes and the Bangalasht Pass. There is a good camping ground among the deodars on the left bank of the Ustui Gol just above the junction, but it is a bit too far from the pass and it is better to carry on. The path continues along the left bank through deodars at first and later dwarf jungle; about 1 m. further on a spring is passed but the ground is boggy and not fit for a camp. It commences to rise sharply for 750', when suddenly the pines cease and the valley covered with huge rocks and boulders opens out into a wide plain. Camping ground should be chosen a little further on where there are some dwarf bushes.

3 GANGALWAR PASS .. 9½ m. Footpath.  
 (15,383').

27 m.

For the first 3½ m. to the junction of the Matik Gol the gradient is very slight; the valley is broad and open and the path easy. It then starts to rise steeply in a series of terraces rising almost 4,000' in 6 m. Most of the ascents are of over 500' with almost level intervals in between. The final ascent to the pass is 1,000' and very steep. The pass itself is merely a slight dip, the crest being almost knife-edged and about 50 yards wide.

On 9 June, after a very mild winter the snow line was down to 13,000'. The pass was crossable but it was necessary to be on it before 10 in the morning owing to the likelihood of avalanches over the steep final ascent to the summit. It took two companies of Chitral Scouts 7½ hours from camp to the pass. From July to November the pass is normally free from snow.

A descent, which is said to be easy, leads from the pass down to Apsai where it connects with routes in Afghanistan N. E.



## ROUTE No. 17.

IZH (LUTKUH VALLEY) TO KOLAK *viâ* THE  
UTAH PASS (14,950').

28 $\frac{3}{4}$  m.

3 stages.

*Authority* :—*Fisher*, 1909.

*Epitome.*

A difficult but feasible route for infantry, by which Chitral could be turned from N. or S., only passable in summer.

*Camping grounds.*—For at least 1 bn. throughout except in stage 2.

*Water.*—Plentiful at all stages.

*Fuel.*—  
*Fodder.*— } Scanty.  
*Supplies.*— }

1	GHULUP	..'	10 $\frac{1}{2}$ m.	Road stony and
————— (12,050').				difficult but
10 $\frac{1}{2}$ m.				practicable for
				mules.

From Izh (7,100'), the junction of the Lutkuh and Bogosht streams, follow route 18 to the mouth of the Manur Gol at 2 m. and follow this up the right bank to the village of Manur at 3 $\frac{1}{2}$  m.

*Fuel.*—Wood plentiful, including several walnut trees.

*Water.*—Plentiful.

Continue to rise steadily to the junction of the Ghulup and Chamarbohrt Gols at 6 $\frac{1}{2}$  m. (up the latter a route is said to lead into the Chimirsan Gol, but to be stony and longer than that by the Ghulup Gol). From the junction follow the right bank of the Ghulup Gol, ascending very steeply to 9 m. then less steeply to a goat hut at Ghulup (12,050') at 10 $\frac{1}{2}$  m.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful, from stream.

ROUTE No. 17—*contd.*

Fuel.—	}	None.
Fodder.—		
Supplies.—		

2 UTAH .. 9 $\frac{3}{4}$  m. Road very difficult for mules.

20 $\frac{1}{4}$  m. From Ghulup the road ascends, it is passable for mules for 1 $\frac{1}{2}$  m. and then passes over enormous boulders and small granite stones to the summit of the Utah Pass (14,950') at 5 $\frac{3}{4}$  m., the last 2 $\frac{1}{2}$  m., being, even in August, over a snow field and part of a glacier. The pass is a knife edge with a precipitous descent into the head of the Chitral *nala*, by which one can scramble over rocks and shale slopes to the top of the Utah Gol, a narrow gully so steep that the descent (2,600' in the first mile) has to be made in a series of glissades. From the foot of the gully the descent, though still steep, is easier until at last turf is reached at the bottom of the valley. Camp may be pitched at 9 $\frac{3}{4}$  m. on a knoll crowned by some ruined walls (11,750').

*Camping ground.*—Nil.

*Water.*—Plentiful.

Fuel.—	}	None.
Fodder.—		
Supplies.—		

3 KOLAK .. 8 $\frac{1}{2}$  m. Difficult mule road.  
 (7,300').

28 $\frac{3}{4}$  m.

The road continues to descend for 2 $\frac{1}{2}$  m. when it enters the deodar forest and Chimirsan Gol. The descent from here is very steep in places, the road zigzagging down through the deodars, crossing at 4 m. 7 f. a stream which has been dammed by a landslip, and reaching at 6 m. the outlying cultivation of Kolak. Continue through cultivation to the village at 8 $\frac{1}{2}$  m. at the junction of the Gangalwat and Chimirsan Gols.

*Camping ground.*—For at least 2 bns.

*Water.*—Plentiful.

*Fuel.*—Plentiful.

ROUTE No. 17—*concl'd.*

Fodder.— }  
Supplies.— } Scanty.

NOTE.—At Kolah Route No. 16 is joined.

## ROUTE No. 18.

IZH (LUTKUH VALLEY) TO THE N. SHUI  
PASS (15,089').

Maps 38 M|5. and 38 M|9 1" to 1 m.

16 m.

2 stages.

*Authorities* :—Gorton 1896, O. C. Chitral 1908,  
White and Edleman 1939.

*Epitome.*

With the exception of the final 750' to the summit of the Shui Pass which is open to men on foot and laden animals of the country only, this route is probably one of the easiest from the Lutkuh valley into Kafiristan. With deep firm snow on the ground and in good weather even ponies and mules might cross the pass.

*Camping ground.*—For 2 bns. first stage and 1 brigade and transport second stage at 1 m.

Water.— }  
Fuel.— } Plentiful.

Fodder.— }  
Supplies.— } None.

1 BOGHOSH GHARI .. 11 m. Mule road.  
(11,000').

11 m.

From Izh (Route I, stage 8) a good road keeps up the right bank of the Bogosht river through fields of grass (which is cut for stacking) and corn, and at 2 m. crosses it by a bridge fit for laden mules. Here a *nala* comes in on the left bank between the villages of Ghewarki and Yorjogh, and up this a road, easy for laden animals, leads over a depression in the hills to

ROUTE No. 18—*contd.*

Parabek on the right bank of the Lutkuh river. The road continues through cultivation on the left bank of the Bogosht, about 30' above the stream, and at 6 m. descends through a birch and hazel jungle to the river bed and passes on the right bank the strongly fortified village of Bogosht, on a cliff 50' above the stream, and opposite it on the left the house and tower called Noghor. Past Bogosht leave the stream and to level ground at Sighin.

*Camping ground.*—For one div.

From Sighin onwards there is cultivation on the right bank only; at 9 m. the valley called Chingik branches off, a path leads up to this Gol and crosses by a 15,521' pass to the Rumbur valley. The path runs at times through jungle which extends from Manur, nearly to the foot of the pass. At 11 m. after a gradual ascent reach Boghost Ghari. Another path to Rumbur valley up the Yukhter Gol which comes in on the right bank opposite the camp. This is a difficult route fit for lightly laden troops; it crosses a pass 15,276' high. In 1939 it took 8 hours for a party of Chitral Scouts to cross from camp in the Ustui Gol to Boghost Ghari.

*Camping ground.*—For 2 bns., on a turf fan to the N. and 100' above the path.

*Water.*—Good, from a stream close by.

*Fuel.*—Plentiful.

*Fodder.*— } None, except in July and August when  
*Supplies.*— } large flocks of sheep and goats graze  
 here.

NOTE.—There is another camping ground  $\frac{3}{4}$  m. further on. See next stage.

2	SHUI PASS	..	5 m.	Mule road for $3\frac{1}{2}$ m.
	(15,000').			thence coolie road.
16 m.				(This pass is said to be passable for light infantry only, but with deep firm snow on the ground, transport might be brought across in good weather.)

On leaving camp the path turns west, and at  $\frac{3}{4}$  m. reaches an open level space suitable for a camp.

ROUTE No. 18—*concl'd.*

*Camping ground.*—For 1 bde. with transport.

*Water.*—Plentiful.

*Supplies.*— }  
*Fodder.*— } None.

*Fuel.*—Plentiful.

Here the Romen Kach branches off south, leading into the Bashgul valley by the South Shui Pass, which, however, is now closed by a glacier which is said to have slipped in 1914. The main stream carries on W. to the northern Shui Pass, where the Rukarku branches off north. The track continues up the left bank, rising at a slope of 1 in 9, but still easy for laden mules. At 3½ m. leave the stream, and turning west begin the final ascent of 1,750' in 1½ m.; the first 1,000' rise is over soft earth slopes, where mules could zigzag up, but the last 750' up steep shale slopes and rocks, that would be difficult for them. At 5 m. reach the summit of the pass, a narrow gap between 2 rocky peaks, whence a road fit for mules leads to Bragamatal, where join Routes in Afghanistan N.E.

On 8th July 1939 the last 800' of the ascent were over snow. This was very difficult and impossible for animals, as the snow had been weathered by wind and sun into large furrows three to ten feet deep. The sides of these furrows are very sharp and the slightest slip means a cut knee or elbow. The ascent to the pass took a party of Chitral Scouts 3 hours.

## ROUTE No. 19.

GOBOR (LUTKUH VALLEW) TO THE ZIDIG  
PASS (14,900').

14¾ m.

2 stages.

*Authority* :—Barrow, 1886.

*Epitome.*

A footpath from the Lutkuh valley by the Zidig Pass into Kafirstan, open to men on foot during the summer.

ROUTE No. 19—*contd.*

Traders are said to take animals laden with salt over the pass, using a more circuitous route, than that described in the note below.

For *camping ground, etc.*—See end of stage 1.

1 SAMANAK . . . 5½ m. Coolie road.  
 ——— (11,820').

5½ m. Immediately on leaving Gohor fort (*vide* Route No. I, stage 9) cross the Lutkuh stream by a foot-bridge about 15 yards long, and ascend the hill-side on the left bank of the Zidig stream. The ascent is very steep for the first mile, and then easier, but the road is very stony in places. After a total ascent of about 2,600' reach the grazing ground of Samanak.

*Camping ground.*—

*Water.*—Good and plentiful.

<i>Fuel.</i> —	} Plentiful.
<i>Fodder.</i> —	
<i>Supplies.</i> —	

2 ZIDIG PASS . . . 9 m. 2 f. Coolie road.

14¾ m. Follow up the right bank of the Zidig stream for 1½ m. and then cross. The first 2 m. are easy though stony in places, but the next ½ m. is very steep. The road then goes over a steep rough snow field, reaching the pass on a sharp rocky ridge at 3¾ m. (14,900'). Thence by a road impracticable for animals to Ahmed Diwana when join routes in Afghanistan N.E.

Camp at Ahmed Diwana.

NOTE.—The first mile of the descent is excessively steep and shaly, the gradient being 1 in 2, or even steeper. The road now goes down the right bank of a stream; the gradient is on the whole fairly easy, though steep in places, but the road is very stony and troublesome. At 10 m. ford the Bashgal river, a rapid stream, about 20 yards wide and 3 feet deep. Camp in the Ahmed Diwana plain on the other side. Forage and firewood abundant. No houses and no cultivation. Up the Bashgal valley lies the route to the Mandal Pass (*vide* "Route in Afghanistan, North East" Route No. 2-B). The road on this march is impracticable for laden animals, but there is a circuitous path from Samanak to Ahmed Diwana, by which Badakhshi traders bring donkeys laden with salt.

## ROUTE No. 20.

## SHAHI SIDIM (LUTKUH VALLEY) TO THE ARTSU PASS.

13 m.

2 stages.

*Epitome.*

A route from the Lutkuh Valley by the Artsu Pass (14,800') into Kafiristan ; practicable for mule stage 1, for coolies stage 2.

For *camping ground, etc.*—See end of stage 1.

1 CAMP BIDSAI .. 8 m. Mule road.

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8 m. Follow Route 1, stage 10 to the junction of the Artsu Gol and proceed up the left bank of the latter stream. At 4 m. reach a grazing ground.

*Camping ground.*—Good.

*Firewood.*—Obtainable.

At 8 m. reach a second grazing ground called Bidsai at the junction of 2 streams ; up the western stream a route leads to the Mandal or Kruijada Pass, and up the eastern to the Artsu Pass.

*Camping ground.*—For 2 bns.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*— } None.  
*Supplies.*— }

2 ARTSU PASS .. 5 m. Coolie road.

---

13 m. The route from camp keeps on the left bank of the stream. After going about a mile it leaves the stream and ascends at not a very steep gradient over boulders to the top of the pass, which is reached at about 5 m. The last 100 yards are over frozen snow in the autumn. Thence join at Ahmed Diwana Routes in Afghanistan, N.E.

## ROUTE No. 21.

SHAHI SIDIM TO THE UNI PASS (15,754').

Map 37 P|SW.

7½ m.

1 stage.

*Authority* :—Cockerill 1898, Kemball 1899, White 1941.

*Epitome.*

This route is important only in so far as it turns the Dorah Pass. It is never used otherwise and in 1941 the inhabitants of Shah Sadin did not know of its existence. There is a rough path for the first 2½ m. after which the route is over unstable boulders and moraine debris and absolutely impracticable for animals. It is open from the middle of July to October.

1 UNI PASS

7½ m. Difficult route practicable for men on foot only.

---

7½ m. (15,754').

From Shah Sadin (Route 1, Stage 9) the path goes up the left bank of the Uni Gol and crosses to the right bank by a rough country bridge at 1½ m. There is a small 'shal' here where large herds of cattle and goats graze in the summer. A succession of cattle tracks continues along the slopes of the hills which are here covered in high grass and undergrowth till at 2½ m. they drop to the edge of the stream opposite the junction of the Zuzaglanir Gol which comes in on the other bank. The track now disappears, but the route continues up the valley bottom for another mile. The going starts to become more difficult and the gradient increases. The main valley is now left and the route turns sharply off to the left and commences to rise by a steep zig-zag ascent with continual scrambling over large unstable boulders. The climb is extremely steep for about 1,500' till an upper valley is reached. There is a small lake at the lip of this valley. The gradient now eases off slightly, but the rough country continues. The last 750' are almost vertical and as late as 15th July were snow



ROUTE No. 21—*contd.*

covered. The pass itself is a steep fissure in a razor-backed ridge and knife-edged.

NOTE.—Smugglers from Badakshan who wish to enter Chitral without passing the Afghan post which commands the routes to the Dorah and Uni passes cross by an extremely difficult route which passing over crevassed and dangerous glaciers on the Badakshan side enters Chitral at the head of the main Uni Gol. Loads are carried by the Badakshis to about the small lake at spotheight 13,972' where they are taken over by Chitralis. In July 1941 a local Chitrali from Shah Sadin guided a party of the Chitral Scouts to this point. The above information was given by him.

## ROUTE No. 22.

GOBOR-O-BAKH TO AGRAM-O-GAZ (AGRAM VALLEY) *via* SADQULACHI PASS (16,170').

39 $\frac{3}{4}$  m.

4 stages.

*Authority* :—Kemball, 1899.

*Epitome.*

This route is impracticable for laden animals except in stage 1, which is a mule road, and stage 4, which is practicable for laden animals of the country. The only obstacle is the Sadqulachi Pass (16,170') which is only open from June to October and passable for lightly laden coolies.

*Camping grounds.*—For 1 bde. at all stages.

*Water.*—Plentiful throughout.

*Fuel.*—None in stage 2, plentiful elsewhere.

*Fodder.*—Grazing throughout.

*Supplies.*—None, but some live stock procurable in stage 4 in summer.

1 AFSIK .. 9 $\frac{3}{4}$  m. Mule road.  
 ——— (12,800').

9 $\frac{3}{4}$  m. From Gobor-o-Bakh cross the Deh Gol (also called Sirwigh, Afsik, or Golar Gol) by a foot-bridge, animals fording, and proceed up its left bank by a path along hill slopes to 3 $\frac{3}{4}$  m. where stream is

ROUTE No. 22—*contd.*

again crossed by foot-bridge, animals fording. At 5½ m. is an open space called Sirwigh with a few stone and turf huts.

*Camping ground.*—For 1 bde.

*Fuel.*— }  
*Water.*— } Plentiful.

*Fodder.*— }  
*Supplies.*— } None.

At 7½ m. a similar camping ground for 2 bns.

At 9¾ m. reach Afsik.

*Camping ground.*—For 1 bde.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Some grazing.

*Supplies.*—None, except wild rhubarb and onions.

NOTE.—From Afsik a path which is open to men on foot from June to October, leads into Afghanistan by the Mach Pass 17,000'. (See Route Afghanistan N.E.) Keep up the Deh Gol for 3 m. by a path fit for mules then after the junction of the Deh Gol and the stream from the Sadqulachi proceed up a steep slope of sand and stones, impassable for animals, to the crest of the pass, which is indicated by cairns at 12 m. Hence it is 20 m. to Zebak, where join routes in Afghanistan N.E.

2 AGRAM-O-GAZ\* 12½ m. Coolie road.

(LUTKUH)

22 m. 2 f. (14,100').

Zigzag up a steep ascent, at present unfit for laden animals where the Mach Gol comes in on the right of the valley; then turn N.E. up the left bank of the stream from the Sadqulachi† Pass by a more gradual, though in places rocky, ascent. At 4¾ m. cross the stream only 4' wide, to a strip of turf on the right bank. A collection of stone huts on the slope above the right bank of the stream is inhabited in the summer by Kafirs.

*Camping ground.*—For 1 bde.

*Water.*—From a stream on the left bank of the valley.

*Fuel.*—Firewood must be brought from Afsik.

\*Not to be confused with Agram-o-Gaz in stage 4 at foot of Agram Pass.

†Sadqulachi means a hundred spans.

ROUTE No. 22—*contd.*

*Fodder.*—Some grazing.

*Supplies.*—None.

3 NAWA SIN .. 13 m. Coolie road.  
 (11,450').

35½ m.

The path continues up right bank of stream to 3½ m. when a moraine covered glacier is reached, and going is bad, over rocks and boulders. At 4½ m. reach a precipitous cliff some 200' high, at the top of which is the crest of the Sadqulachi Pass (16,170'). The ascent up this is over a series of narrow ledges, that give the pass its name. The descent lies over a very steep and difficult moraine for 5½ m. to the bed of a narrow ravine draining N. Follow the right bank of this to its confluence at 9 m. with a larger stream, when the path becomes very difficult and stony. At 10½ m. the Bap-o-Ghari Gol comes in on the left bank. At 11½ m. cross a bad *pari*, quite impracticable for animals, and at 13 m. reach Nawa Sin. Here the valley broadens out and the stream runs in several channels and is joined from the N. by the Tor Gol and from the S. by the Zarnow Gol, up which a difficult footpath leads over the Besti Pass. There are huts here which are inhabited in summer by herdsmen from Arkari.

*Camping ground.*—For 1 bde.

*Water.*—Good and plentiful from Tor Gol.

*Fuel.*—Plentiful (dwarf willow).

*Fodder.*—Grazing in summer.

*Supplies.*—None.

4 AGRAM-O-GAZ .. 4½ m. Road fit for laden  
 animals of the  
 country.

39¾ m.

From Nawa Sin to Agram-o-Gaz the path lies down the right bank of the stream, and is easy and fit for laden animals with no gradients to speak of. Here join Route No. II, stage 3.

*Camping ground.*—No details.

*Water.*—Plentiful, from Agram stream.

## ROTE No. 22—concl'd.

*Fuel.*—Plentiful (green).

*Fodder.*—Grazing.

*Supplies.*—Only live stock and only in summer.

## ROUTE No. 23.

## SIN TO KOSHT.

42½ miles. Maps 38 M. 37 P. and 42 D. 5 stages.

1" to 4 m.

*Authority.*—Cockerill. Fisher, 1909. Goadby, 1934.

*Epitome.*

An alternative to the river route (*vide* Route No. IV), usually followed by orpiment merchants in the days before the latter was improved. It is open from June to October or November, and is practicable for laden country animals except near Sin in the first stage; also at one place in stage 4 where loads have to be removed.

*Camping ground.*—Large at stage 5, elsewhere small.

*Water.*—Plentiful except stage 3.

*Fuel.*—Procurable at stages 1 and 5.

*Fodder.*—Procurable except stage 1.

*Supplies.*—Procurable stages 2 and 5.

NOTE.—Orpiment is a component of arsenic, and is found in these parts.

1	SARUM	..	1½ m.	Difficult path, but
————	(6,000').			practicable for
1½ m.				laden country
				mules.

From Shali cross to Sin by a bridge practicable for unladen animals. From Sin is a steep ascent of several hundred feet, ending in a bed rock staircase at 1 m., where animals must be unloaded. At 1½ m. reach Sarum. Traders usually stop at Sin owing to the convenience in getting supplies, but Sarum makes a better stage as the next march is a very trying one.

ROUTE No. 23—*contd.*

*Camping ground.*—Small.

*Water.*— } For 1 bn.  
*Fuel.*— }

*Fodder.*— } Nil.  
*Supplies.*— }

2 PARTSAN  
————— (8,800').

.. 9½ m. Difficult road but practicable for laden country mules.

11 m.

Proceed N. over a spur and then up a steep ravine. At 1 m. turn to the left and ascend a steep hillside, most trying for laden animals, reaching the top at 1½ m. Shortly before reaching the top there is a small spring of good water; animals should be watered here, as no more water is met with until the end of the stage. The road now goes up and down the hillside to 3 m., when it reaches, and goes along, the edge of a water-shed, 9,200' at its highest point, with a broad and undulating top, free from rocks. At 6½ m. there is a small amount of grazing on some grass meadows. At 7 m. a level path, 3' broad, has been made, by which a steep ascent and descent is avoided. The road now winds along the hillside again, and at 7¾ m. crosses a narrow spur, the highest point reached on the march (9,810'), whence is a steep descent to Partsan.

*Camping ground.*—For small force in orchards. Unlimited after August when crops have been cut.

*Water.*—Plentiful.

*Fuel.*—For 1 bn.

*Fodder.*— } Procurable.  
*Supplies.*— }

3 PASTI  
————— (11,100').

.. 8½ m. Road fit for laden country animals.

19¼ m.

Proceed through fields and broken ground for 1½ m., then ascend steeply to a knoll at 3 m. (10,500') whence is comparatively easy going to the pass at 6 m. (elevation 11,800') which is the water-shed between the Chitral and Lutkuh rivers. The road now runs along the slopes of a bay in the mountains for 1 m., then,

ROUTE No. 23—*contd.*

crossing the spur between the Haram Gol and Pret ravine, descends for  $1\frac{1}{2}$  m. to the camp at Pasti, the highest permanently inhabited village in Chitral.

*Camping ground.*—No details.

*Water.*—Obtainable.

*Fuel.*—Local supply very limited.

*Fodder.*—Obtainable.

*Supplies.*—No details.

4	BARUM	..	9 m.	Road difficult, but practicable for laden country animals.
(7,896').				
28 $\frac{1}{4}$ m.				

Cross the Pret stream at  $\frac{1}{2}$  m. and ascend gradually to the col. at 3 m., between Pret and Owir. From the col. is a steep descent for 2 or 3 m. to the hamlet of Muzhan.

*Camping ground.*—Spacious.

*Water.*—Ample from stream.

*Fodder.*—Grass plentiful.

*Firewood.*—Plentiful.

From Muzhen, an Owir hamlet, cross Owir Gol by bridge fit for laden animals (24' span) and rise steeply, to descend over old moraine and through fields of Owir hamlets Nurdock and Shungush to Awi at 7 m. Descent Awi Gol very steeply with 'paris' for one mile to left bank of Owir Gol, rise 200' over a spur and descend steeply by zigzags to cross Barum Gol by country cantilever bridge (30' span—fit for laden animals). Keep down left bank for 200 yds. to camp.

*Camping ground.*—For one bn.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder and supplies.*—Procurable from Barum and Owir hamlets.

NOTE.—There is another, but more difficult, track from the Pasti-Owir watershed to camp, which follows the right bank of the Owir Gol, through the grazing grounds of Balghari and Golghari, and over barren rocky slopes to just above the junction of the Barm Gol, where the Owir Gol is bridged.

ROUTE No. 23—*concl'd.*

5 KOSHT .. 14 m. 4 f. Mule Road.  
 (6,369').  
 42½ m.

Ascend 2,500' by steep but graded zigzags, with short steep 'paris' at 1½ m., to crest of Konch spur (10,722') at 2¾ m., then descend steeply for a ¼ mile, and afterwards fairly easily to pass above Lon (9,100') at 4 m. Rise by fair gradient to cross spur (9,276') at 5¾ m. and drop fairly steeply through Gohkir to cross Gohkir Gol at 6¾ m. (8,300'—approaches steep). Rise 250' in ¼ mile over spur and descend, easily at first, later steeply by zigzags, to cross Bindo Gol (6" to 1' water) at 7½ m. Traverse spur to cross small stream at 8 m.—approaches very steep—and ascend 800' in ¾ mile steeply with zigzags to a col; then follow level along hillside to cross spur at 10½ m. and descend by fair gradient passing Sunjuran at 11½ m. (summer residence of Governor of Mulicho), to reach Kosht bridge at 14¾ m.

*Camping ground.*—For bde. on fields, or across Turicho R. on Bumbagh flats.

*Water.*—Ample.

*Fuel.*—Scarce.

*Fodder and supplies.*—Procurable in small quantities.

NOTE I.—This route might be divided as follows:—

	Miles.
Sarum .. .. .	1½
Partsan .. .. .	9½
Owir Mozhen .. .. .	14
Lon .. .. .	8
Kosht .. .. .	8½

In this way the descent and ascent to and from Pasti would be avoided.

NOTE II.—Another track from Barum to Gohkir keeps at a lower level, but is less used, it is longer and has steeper gradients.

## ROUTE No. 24.

SHOGHOT TO PARPISH *viâ* OWIR (OR OJHOR)  
PASS.

(14,231').

27½ m. Maps 37 P. and 42 D. 1" to 4 m. 3 stages.

*Authority.*—Goadby, 1934.*Epitome.*

Practical for laden animals of the country, with manhandling of loads for short distances in Stage 1. Passable throughout the year on foot in fine weather; Owir (or Ojhor) Pass closed to animals by snow from 15th October to 15th May. Much of Stages 1 and 2 follows alluvial or soft shale slopes, rendering track liable to interruption in wet weather.

[NOTE.—Owing to late snow in May 1934, pass was still impracticable for laden animals on 31st July 1934; transport had to march *via* Pasti, Partsan (Route 23) and Tashkar (Route 25.)

1	KIYAR	..	10 m.	Mule road but
—————	(10,100').			loads must be
10 m.				manhandled at
				Hassanabad 'pa-
				ris'.

From opposite Shoghor Fort keep through fields up right bank of Ojhor Gol, and cross to left by a ford which is dangerous when the Ojhor Gol is in full flood in July, or by a temporary country bridge fit for laden animals (20' span); at 1 m. pass along foot of sheer rock by fair 'paris' for 100 yds. to enter Siwarth fields. At 1½ m. stream emerges from gorge just above confluence with Sunitz Gol on right bank; bulky loads may have to be manhandled round 'paris' for 30 yds. here. Reach Hassanabad village at 2 m., and cross dry ravine with bad approaches, from far bank of which loads must be manhandled for ¼ mile along rock face with narrow 'paris'. Ascend steeply with zigzags for half mile, above Kherchum village, then more easily to crest at 3 m., from which descend gently to cross Dronil Gol at 3½ m. Ascend fairly



ROUTE No. 24—*contd.*

steeply up rough path through Dronil fields, then easily to reach Madashil Gol (bad approach over 100 yds. soft shale) at  $4\frac{1}{2}$  m., which Route 25 descends from Tashkar.

Ascend by fair gradient below Madashil village, crossing Shah-i-Gol below Shah village at  $5\frac{1}{4}$  m., and reaching crest above Logram at  $5\frac{3}{4}$  m.—last 100 yds. steep; continue easily to pass below Grih and ascend steeply by rough track through Deh at 6 m. (Beshgram on right bank); then easily to Pasturagh Gol and village at  $6\frac{1}{2}$  m. At 8 m. there is a bridge over Ojhor Gol to Susum (18' span—steep graded approaches—fit for laden animals; from it another rough path leads up right bank, recrossing by country bridge fit for laden animals, 10' span on boulders, bad approaches, at  $9\frac{1}{2}$  m.). The Mehtar has a summer residence at Susum. Continue easily to cross Gurg-o-Gol at  $8\frac{3}{4}$  m., and reach Kiyar at 10 m.

*Camping ground.*—Ample on fields or pologround.

*Water.*—Plentiful.

*Fuel, Fodder, and Supplies.*—In small quantities only.

2	BARUM	..	13 m. 2 f.	Fit for laden
—————	(7,896').			animals of the
23 m. 2 f.				country.

Cross small stream, and ascend steeply through fields to col. at  $1\frac{1}{2}$  m., then rise easily along hillside to cross small torrent at  $2\frac{3}{4}$  m. Ascend 2,000' steeply over loose shale to crest of Owir (or Ojhor) Pass—a knife edge ridge (14,231') at  $4\frac{1}{2}$  m. Descend more easily, with a few small streams, to reach upper fields of Owir hamlets at  $7\frac{1}{4}$  m., then keep down right bank of Owir Gol to Muzhen at  $9\frac{1}{4}$  m.; whence follow Route 23, Stage 4 to Barum, which see for C. G., etc.

An alternative path unfit for animals crosses the Owir Gol by a country bridge below the snout of the Owir glacier and descends down the left bank of the Owir Gol, passing through Shungush where there is camping ground for 1 bn. on the polo ground and in fields. This route is better for men and coolies.

ROUTE No. 24—*concl'd.*

3 P ARPISH . . . 4 m. Fit for laden ani-  
 (6,200'). . . . . mals of the  
 27 m. 2 f. . . . . country.

Keep down left bank of Barum Gol for 1½ miles, then cross to right bank of bridge fit for laden animals; ascend and descend fairly easily over Reri spur to reach Parpush at 4 m.

*Camping ground.*—For 1 bn.

*Water.*—Ample but muddy.

*Fuel, fodder, and supplies.*—Scarce.

## ROUTE No. 25.

PARTSAN TO ARKARI *viâ* OJHOR GOL AND DIR  
 GOL PASS.

*Maps 37 P. | S.E. and 37P. | N.E., 1" to 2 miles.*  
 26 m. . . . . 3 stages.

*Authorities.*—Cockerill, 1894, White and Edleman,  
 1940.

*Epitome.*

A difficult route over the hills from Partsan to the Arkari valley, joining Route No. 23 at Partsan, Route No. 24 at Thashkar and Route No. II at Arkari. The best route from Partsan to Arkari, however, is *viâ* Shoghot and along Route No. II. As far as Grih, 1st stage; laden country ponies can be taken, thence over the Dir Gol Pass, elevation 16,400', it is difficult for laden coolies.

*Camping grounds.*—Extensive in stage 1.

*Water.*—Plentiful at stages 1 and 3.

*Fuel.*—Plentiful at stage 2.

*Fodder.*—Procurable at stages 2 and 3.

ROUTE No. 25—*contd.*

*Supplies.*—*Nil* at stage 2. Procurable with notice elsewhere.

1 SUSSUM .. 3½ m. Fit for laden  
 (10,200'). country ponies.  
 8½ m.

Leave Partsan in a westerly direction and ascend gradually for 3 m. to the Partsan-Ojhor watershed (10,000'). Descend very gradually traversing across the hillside *viâ* Shah and Gaih. Continue up the left bank of the Ojhor river and cross opposite Sussum by a country bridge fit for laden animals. Rise steeply to the Sussum polo ground and camp at the far end near the Mehtari rest house.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*— } Can be arranged in small quantities, pro-  
*Fodder.*— } vided sufficient notice is given.  
*Supplies.*— }

2 WARZ-O-GHARI. 12 m. Possible for laden  
 (11,800'). coolies.  
 20½ m.

Continue up the side valley in which the Mehtari rest-house is situated, and at 1 m. come out at the Durnal Gol. The ascent on the left bank at 2½ m. is easy. It then becomes steeper and climbs 1,500' at a steep gradient up an ancient moraine. At 4½ m. strike across a level easy glacier which sweeps round from the N.E.; the far side is slightly crevasses, but snow bridges are safe. There is a stiff, scrambling ascent of 300' up a snow and shale slope to the Dir Gol pass, a deep fissure in the razor-like splintered ridge.

The descent for the first 100' leads down the left side of a precipitous couloir over crumbling rocks. It may be necessary to let down coolies loads on a rope. Continue the descent across and down a steep slope. Up to the end of July this is snow-covered, but in August it

ROUTE No. 25—*concl'd.*

may be ice, which would necessitate cutting steps for 60'. Carry on northwards along the foot of the rocks for a few hundred yards and then strike N.W. across a glacier girdled by a circle of broken cliffs. There are two or three big crevasses near the edge of this glacier, but they are scarcely bridged. Strike down and across the glacier to its left bank over easy going for 1 m. Continue down the left lateral moraine, descending abruptly for 2 m. to the foot of the glacier, where there is a fair-sized camping ground. In July 1940 this stage, which involves an ascent of 6,200' and a descent of 4,000', took a lightly-laden party 8½ hours. Though difficult, it is not dangerous.

*Camping ground.*—For 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Some milk and sheep.

3 ARKARI .. 5½ m. Road for laden animals.

26 m. Proceed down the Dir Gol along a path fit for laden animals. At 5 m. cross the stream to the right bank by fording and enter the fields of Arkari, reaching the village at 5½ m.

In the Dir Gol, above Arkari, are 3 grazing grounds, Wraz (upper), Muzh (middle) and Agram grazing grounds, all within 2 or 3 m. of each other, the two latter having cultivated ground near by. At Arkari join Route No. II.

*Camping ground.*—No details.

*Water.*—Plentiful.

*Fuel.*—No details.

*Fodder.*—  
*Supplies.*— } Procureable.

## ROUTE No. 26.

CHITRAL TO SOR LASPUR *viâ* GOLEN GOL AND PHARGAM PASS.

Maps 38 M., 43 A. and 43 D., 1" to 4 miles.

61 m.

5 Stges.

*Authorities.*—Howell ; Pike ; Hill, 1914 ; Goadby, 1934 ; White and Edleman, 1939.

*Epitome.*

A very difficult road between Chitral and Laspur valley ; an alternative to part of Route No. III.

As far as Shiak it is practicable for mules, though very difficult, but beyond Shiak it is quite unfit for laden animals. The Phargam Pass is only open from July to the end of September. It took 2 platoons of Gurkhas 11 hours to do the stage, from Shiak to Rahman, in August. At Rahman the main Chitral-Gilgit road (Route No. IX) is joined and followed to Sor Laspur. When this route is open, reinforcements from Gilgit can reach Chitral or Drosh, or *vice versa*, in quicker time by it than by the main route, provided cooly transport is available.

*Camping grounds.*—No details.

*Water.*—Plentiful throughout.

*Fuel.*—Procurable, stages 1 to 3, after that scarce.

*Fodder.*—Procurable, stages 1 and 3, scarce, stage 4.

*Supplies.*—Plentiful, stage 1, procurable, stage 5.

1 KOGHOZI 15 m. Mule track.

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15 m.

See Route No. III.

2 USTUR 10 m. Practicable for mules, but bridges require improvement.

---

25 m.

Keep along the left bank of the Mastuj river by a fair road, and at 1 m. turn up the Golen Gol, which enters the

ROUTE No. 26—*contd.*

Mastuj through a narrow gorge bounded by precipitous cliffs, hundreds of feet high. In the next  $\frac{3}{4}$  m. the Golen Gol, which is quite unfordable in summer at this part, is crossed five times by bridges, the first a strong cantilever bridge, but the remainder unfit for mules without being considerably strengthened. The path, now rough, rides steeply out of the gorge, goes through the fields of Golen and reaches the village at 3 m. The village extends for about 1 m., principally on the right bank of the stream. Here cross to the left bank by a country bridge, and at 4 m. cross the Roghili stream, which is unfordable, by a rough bridge. At  $5\frac{1}{4}$  m. reach Ojher (Uzghor), elevation 7,150'.

*Camping ground.*—Good, for  $\frac{1}{2}$  bn.

*Water.*—For the above force.

From Ojher a difficult path leads to Madaglasht in the Shishi Kuh valley.

From  $5\frac{3}{4}$  m. to  $6\frac{3}{4}$  m. the path, rough but fit for mules, winds in and out of large boulders, and then crosses a small stream. At  $7\frac{1}{4}$  m. reach Birmogh. From Koghozi to Birmogh the road is full of rough places where mules require careful handling. At  $8\frac{3}{4}$  m. cross to the right bank of a cantilever bridge and continue to Ustur at 10 m., which is opposite Sham Khan.

*Camping ground.*—Good.

*Water.*—

*Fuel.*—

*Grass.*—

} Obtainable.

NOTE.—From Sham Khan Route No. 10 leads to Madaglasht and the Shishi Kuh, a foot-path over the Dok Pass making a short cut:

3	SHAIK	..	$10\frac{1}{2}$ m.	Mule road, easy
—————	(11,500').			throughout.
$35\frac{1}{2}$ m.				

Continue along the right bank and at 6 m. reach the junction of the Golen and Lohigal streams, which is on the left bank and is called Rogh Jenali. There is ample space for camping at the junction. The Golen is nearly always fordable above the junction; 1' 6" of water in

ROUTE No. 26—*contd.*

August. Continue up the right bank of the Golen to camping ground at 10 m. opposite Shaik Garhi on the left bank.

*Camping ground.*—For small force.

*Water.*—Plentiful.

*Fuel.*—  
*Grass.*— } Obtainable.

4 KULAK MALI .. 12½ m. Mule road for 5 m.  
 (13,000'). then coolie road.  
 47¾ m.

Proceed up the right bank, along an easy path over broad fans. At 2 m. and 3 m. are spots suitable for camps, the last of which is known as Shah Jinali ; fuel, grass and water are obtainable. For the next 2 m. the path is very stony but practicable for laden animals. At 5 m., however, it goes up a steep, rocky glen, impassable for mules, at an ascent of 1,200' in the first ½ m., and of 1,300' in the next 1¾ m., over boulders the whole way. It would be impossible to improve this stretch without a very great expenditure of labour. At 7½ m. reach Phargam Pass (16,980'), which has a good deal of snow on the Rahman side in the end of August. The descent, which is also very steep, is impracticable for even country animals.

Camp at about 5 m. down the valley, total distance from Shiak 12½ m.

*Camping ground.*—Stony.

*Water.*—Plentiful from lake.

*Fuel.*—Scarce.

*Fodder.*—Poor grazing.

*Supplies.*—Nil.

5 SOR LASPUR .. 13½ m. Foot-path to Rahman, thence easy mule road.  
 61 m.

The route lies down the Rahman Gol. Between the camp and Rahman village 3 streams have to be forded. Great

\*In July and August when the Golen river is unfordable cross to the right bank by a narrok country bridge ¼ m. below Sham Khan.

ROUTE No. 26—*concl'd.*

difficulty is experienced in fording these streams after noon during the months of July and August. From Rahman proceed down the left bank of the Laspur river for  $\frac{1}{2}$  m., then cross to the right bank, by a 90' suspension bridge, and follow Route No. IX, stage 13, for 6 m. up stream to Sor Laspur.

*Camping ground etc.*—See Route No. IX, stage 12.

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 ROUTE No. 27.
SHIAK TO RESHUN *viâ* MAREILI PASS.20 m. (*approx.*).

2 stages.

*Authority.*—Kennion, 1903.

*Epitome.*

This route, which is impracticable for animals and equipped infantry, connects Route No. 26, with Routes Nos. III and IX. The Sha Kuh Pass is an easier route, and is said to be practicable for laden animals, but was impassable in June owing to a heavy cornice of snow.

*Camping ground.*—No details.

*Water.*—Plentiful.

*Fuel.*—Procurable, stage 1, scarce, stage 2.

*Fodder.*—*Nil*, stage 1, scarce, stage 2.

*Supplies.*—*Nil*, stage 1, procurable with notice, stage 2.

1	RESHUN GARHI	12 m.	Path only fit for lightly laden coolies.
<hr/>			
12 m.			

Passing up the left bank of the Golen Gol to Chakri Bhort at  $1\frac{1}{2}$  m., turn steeply to the left up a gully and continue up hill to where the gully divides into two. Follow the right hand one to the top of the Mareili Pass at 6 m. The pass is extremely steep and only practicable for lightly laden coolies. It appears to be 500' lower than the Phargam Pass, which is visible from the top. The route



ROUTE No. 27—*concl'd.*

now lies on the right bank of the Reshun stream, over snow in June, for 8 m., and at 11 m. descends to the bed of the stream, which flows through a narrow gorge, crossing it several times by single-pole bridges, reaching Reshun *garhi* (no houses) at the junction of the Sha Kuh stream.

*Camping ground.*—No details.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—No details.

*Supplies.*—*Nil.*

2 RESHUN

.. 8 m. Path only fit for  
lightly laden  
coolies.

20 m.

Continue along the left bank of the Reshun stream and descend to the bottom of the gorge. Cross the stream eight times by bridges and reach the junction of the Lushal stream, on the right bank, at 7 m., where the cultivation of Reshun commences. At Reshun join Routes No. III and IX.

*Camping ground, etc.*—See Route No. IX, stage 17.

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**ROUTE No. 28.**

ROBAT TO THE NUQSAN (15,647') AND KHATINZA (16,012') PASSES.

*Maps* 37 P.|S.E. and 37 P.|N.E. 1" to 2 m.

19 $\frac{3}{4}$  m.

2 stages.

*Authorities.*—Kemball, 1899, Radley, 1902, White and Edleman, 1940.

*Epitome.*

This route is an alternative to the Agram Pass route to Zebak in Afghanistan (see route No. II), but it is

ROUTE No. 28—*contd.*

slightly longer. The Nuqsan Pass is open to men on foot for six months and September. The Khatinza Pass which is very steep is open all the year round to men on foot, but it is always impracticable for animals. The watershed ridge connecting the two passes is broad and level and could be crossed any point.

1	KOROBAKH	..	14 m.	Road very difficult for laden animals.
<hr style="width: 10%; margin-left: 0;"/>				
	(11,200')			
14 m.				

Follow Route II, stage 3 for 5½ m., then, instead of crossing to the right bank of the Arkari river, continue on the left bank up a steep incline for 300', traversing the hillside and dropping to cross the Mushtaru Gol by a ford. Half a mile beyond the ford there is a spring of clear water fit for drinking. Continue along left bank on a fair track to cross the Yuni Gol at 10 m. This is a fast flowing torrent which usually can be crossed by jumping, but is unfordable. Immediately beyond this crossing is Yundek, where there is some cultivation and camping space for a small force. On the opposite bank of the Arkari there is much jungle. Between Yundek and Wana Kach at 11½ m. the road is very difficult and passes along steep cliffs of moving shale and mud slide debris. There is ample space for camping two bns. at Wana Kach, which is surrounded by dwarf willow jungle and has some turf and a good spring of clear water. Continue up the left bank along a slightly better track and cross to the right bank either by a snow bridge about Pt. 10794 above the junction of the Badkhano Gol which was still safe in mid-July 1940, or by fording waist deep opposite the junction of the Nuqsan and Arkari rivers. Camp at Kurobakh, which is the name given to the triangle enclosed by the two rivers.

*Camping ground.*—For 2 bns.

*Water.*—From Nuqsan Gol.

*Fuel.*—A little obtainable.

*Fodder and supplies.*—Nil.

ROUTE No. 28—*concl'd.*

2	NUQSAN PASS ..	5½ m.	Road difficult, but
19¼ m.	(15,647').		practicable for animals in August and September.

The track climbs steeply for 200', passing by the small cave which gives the place its name. Then follow an easier traverse until at 1 m. the left bank of the Nuqsan stream is reached. The path then follows sometimes the left bank over steep shale slopes sometimes the bed of the stream, until at 2 m. the route to the Khantinja Pass branches off to the north (see next para.). The path for the Nuqsan Pass continues along the left bank over shale slopes or hard avalanche debris snow to 3 m. where a glacier comes in on the right bank; in July 1940 this glacier did not extend across the valley. Closer to the pass another glacier comes in and the path runs in the through between it and the hillside. For the last 400 yards the path climbs very steeply up the ragged slates which here form the watershed.

2	KHANTINZA PASS	3 m. 5 f.	Road very
17 m. 5 f.	(16,012').		steep, but not difficult.

Follow the Nuqsan Pass route (see para. above) for 2 m., then strike across a *nala* coming in on the left bank. The path is over shale and rotten rock and rises at an extremely steep angle in zig-zags. The rise is 3,500' in 1½ m. There are no easy patches and no water is obtainable. The pass itself is a broad flat ridge. Until at least mid-July the slopes on the Badakhshan side are covered in hard snow for 2,000'. This snow field may conceal a small glacier. The slopes lead straight down fairly steeply to the Kur Piquet in Afghanistan, which can be seen with the naked eye. It appears to be in a broad open valley, through which runs a stream; the piquet looks as if it is surrounded by a small grove of trees.

**ROUTE No. 29.**

WANA KACH TO THE SAD ISTRAGH PASS  
(16,952').

Map 37 P. | S.E. and 37 P. | N.E. 1" to 2 m.

12 m.

2 stages.

*Authorities.*—Gurdon, 1896, Kemball, 1899, White and Edleman, 1940.

*Epitome.*

This route crosses the Hindu Kush range, from the head of the Arkari valley, by the most northerly of the four passes. The other three passes lead into Badakhshan, but this leads into Wakhan; it is the highest of the passes and though not difficult, could only be used by troops accustomed to high altitude. There are many signs, such as stone shelters and man-made caves, that this pass has been frequently used by small parties. It is open to men on foot from June to September and to lightly laden ponies of the country during August.

1	GAZIKISTAN	..	7 m.	Road fit for
————— (12,500').				coolies.
7 m.				

Follow route 28, stage 1 as far as Kurobakh. Do not cross the river, but continue along left bank; the path is easy and the slope gentle. One mile beyond Kurobakh, cross the Turti Makko Gol, which was dry in July 1940. A mile further on the route reaches a small patch of jungle and a clear spring, shortly after which the stream issuing from the lower Gazikistan glacier is reached. This stream is fordable in July up to midday, but in the afternoon it is necessary to carry on up its left bank to the snout of the glacier and cross by ice and snow avalanche debris where the stream issues from the glacier. Then comes a steep climb over the enormous mass of moraine from which the glacier has now receded, after which there is a gentle drop to the camping ground at Gazikistan.

*Camping ground.*—For 1 bde.

ROUTE No. 29—*contd.*

*Water.*—Good from a small stream issuing from the rocks.

*Fuel.*—Limited supply of dwarf willows.

*Fodder.*—A little grass.

*Supplies.*—*Nil.*

2	SAD ISTRAGH	5 m.	Road	fit	for
<hr style="width: 10%; margin-left: 0;"/>			coolies.		
	PASS. (16,952').				
12 m.					

Cross to the right bank by a ford which is easy up to midday. Proceed up the hills by a steep slope which ascends 1,200' in  $\frac{3}{4}$  m. by zig-zags. Then follow an easy traverse to the Sad Istragh stream. Continue up its right bank by a series of terrace climbs to 2 m., where a broad dry *nala* comes in on its left bank. Shortly afterwards where the stream becomes blocked by old moraine, the route crosses to its left bank and rises very steeply for 500'. The path is then comparatively easy for two miles; snow is first met at about 15,500' in mid-July. At 4 m. the path turns sharply to the right up a side glacier; the snow surface of this glacier is hard and quite safe in July up to midday, but later in the day it softens and there is danger of falling into hidden crevasses. Then cross to the right bank to avoid a small ice fall, and continue up that bank; the last 350' is very steep and up a sliding shale slope.

There is another pass about a mile further up the glacier called the Chap An (17,210'); the view from this pass to the north and south is very extensive.

NOTE 1.—There is said to be another route into Badakhshan from the point where the Sad Istragh stream joins the Mandro Gol and the routes from the Khatinza and Nuqsan passes. Instead of turning right up the glacier to the Sad Istragh pass, continue left-handed across the main glacier and make for an easily-identified Gol.

NOTE 2.—The following is a description of the route into Wakhan :—

1	CAMP	..	15 m.	The descent on the
<hr style="width: 10%; margin-left: 0;"/>				north is some-
	15 m.			what easier and
lies at first over a snow-field, and then over a glacier, which is practicable for laden animals from the middle of July				

## ROUTE No. 29—concl'd.

till the middle of October ; at other times of the year it is dangerous owing to soft snow hiding the crevasses. At the foot of the glacier is a grazing ground, where firewood and fodder are said to be obtainable. Total distance from Garikistan, 9 m:

A gradual and easy descent down right bank of stream which issues from above-mentioned glacier. At 4 m. cross (always fordable) a lateral stream from the east, up the valley of which lies a grazing-ground called Chapkotal. At 6 m. cross (always fordable) to left bank of main stream to avoid some large boulders, then along the face of an easy cliff for 500 yards, and cross a grassy plain about  $1\frac{1}{2}$  miles long and  $\frac{1}{2}$  mile wide ; there are several springs in this plain and grass is plentiful. Cross to right bank at end of this plain ( $7\frac{3}{4}$  miles) by an easy ford, and enter a grove of archa trees, through which the road lies, over fairly level ground till  $14\frac{1}{2}$  miles, where there is a spring. Here ascend some 600 feet to avoid a cliff (along the face of which there is a foot-path) dropping again at once to level of stream. At 15 m. a large *nala*, with a considerable stream (always fordable) comes in on the right bank. Here are several grass plots and traces of old cultivation, and the place is used as a grazing ground by the people of Kazi Deh, Warg and Ashteragh.

2 KAZI DEH .. 14 m. Cross stream of  
above mentioned  
*nala* by an easy  
29 m.

ford and continue down right bank of main stream. At 7 and 9 m. plots of cultivation (no houses) belonging to people of Kazi Deh are passed ; at latter place there are the ruins of an old fort. At 11 m. the head of a water-course running towards Ashteragh is reached. Follow the watercourse till  $11\frac{1}{2}$  m. where there is a mill, *asya*.

Near the mill is a strong wooden bridge, practicable for laden animals, and never carried away by floods, which leads to Kazi Deh (12 houses) on the left bank of the Ashteragh stream near its junction with the Ab-i-Panja.

For the road from Kazi Deh to Zebak see Routes in Afghanistan N.E. No. 1-A., stages 1, 2 and 3.

## ROUTE No. 30.

DARBAND TO THAKOT *viâ* OGHÍ AND THE  
KIARKOT, JAL, AND DABRAI PASSES.

56½ m.

9 stages.

*Authority.*—Punjab route book ; Reports on Black Mountain Expeditions, 1888 and 1891 ; Hazara Field Force Reconnaissances, 1891.

*Epitome.*

A camel road as far as Oghi, unmetalled ; 10' wide, gradient easy, but in places 1' in 10'. From Oghi practicable for mule transport with a little labour. The Kiarkot, Jal, and Dabrai Passes are important only as affording tactical positions, and are easy obstacles for transport to surmount.

*Camping ground.*—For at least 1 div. at stages 5 and 6, for at least 1 bde. at stages 7 and 8 ; extensive at other stages.

*Water.*—Good and plentiful.

*Fuel.*—Scarce.

*Fodder.*— } None at stages 1, 2, 3, and 4, procurable at other stages.  
*Supplies.*— }

1 NIKA PANI .. 9 m. Camel road.

---

9 m. Pass Baroti at 3 m. where the road descends to the Unhar, and continue along its banks, crossing the stream several times. At 9 m. reach Nika Pani, a small village on right bank of Unhar in mountainous country.

*Camping ground.*—Near village.

*Water.*—Plentiful, from river.

*Fuel.*—

*Fodder.*—

*Supplies.*—None ; must be brought from Darband.

ROUTE No. 30—*contd.*

2 SHERGARH .. 7½ m. Camel road.

16½ m. Country as in last stage. Pass Chakal at 4 m. a small village on left bank of the Unhar.

*Camping ground.*—Extensive.

*Water.*—Plentiful, from river.

*Fuel.*—

*Fodder.*—

*Supplies.*—None ; must be brought from Darband.

3 Oghi .. 4½ m. Camel road.

21 m. Country as before. At 4½ m. reach Oghi, where there is a fort garrisoned by Frontier Constabulary 1 m. from village.

*Camping ground.*—Extensive round fort for 1 bde. : unlimited space in unirrigated fields.

*Water.*—From well in fort, and good spring 300 yards NW. of fort : also from Unhar river.

*Fuel.*—No cut fuel, but fir forest 2 m. E. in hills.

*Fodder.*—Grass in hills for 1 division for 2 months after rains. No camel grazing.

*Supplies.*—Ata, rice, and grain for men and animals of one mixed bde. for 2 days always stocked at Shandara 2 m. towards Ahal. Also goats, sheep and cattle.

NOTE.—From Oghi Route, Routes in Rawalpindi District lead S. E. to Mansehra.

4 MANA-KA-DANA. . 8 m. Mule road with preparation.

29 m. First 5 m. level through open plain to Dilbori : thence an ascent of 500' in 1 m. to top of Kungali (or Kiarkot) ridge at the pass of that name. Then turn W. and follow Kiarkot ridge for 2 m. to Mana-ka-Dana (6,000'), a large long-backed mount on the spur.

NOTE (a).—Alternative route *viâ* Chitabat.



ROUTE No. 30—*contd.*

Cross open country for 3 m. to foot of Barchar spur : thence steep ascent by the spur for 1 m. to village of Barchar : thence steep ascent for 2 m. to crest of range which is then followed for about 2 m. to Chitabat. Descend over some steep wooded knolls, affording good cover to an enemy, and then ascend to Mana-ka-Dana. Distance by this route about 11 m.

*Camping ground.*—For 1 bde.

*Water.*—For 1 bde.

*Fuel.*—

*Fodder.*—

*Supplies.*—

NOTE.—From Chitabak peak a little known track leads *via* Doda tank to Macha peak at 4 m. thence 4 m. further to Gantha peak, thence 5 m. to Kanesar peak.

5 CHIRMANG .. 4 m. Mule road with preparation.

33 m.

The road runs straight down along the lower continuation of the spur (a sort of cultivated plateau) as far as the meeting of the Tikari and Pariari water-courses. General direction NNW. On leaving Mana-ka-Dana the road is very steep and rocky in parts. Infantry traverse this stage in about 3½ hours and laden animals in 6 hours.

*Camping ground.*—For ½ div. on level ground on a spur running NE. from village.

*Water.*—Plentiful on both sides of spur : drinking water from pool in stream running N. from Jal pass.

*Fuel.*—Scarce.

*Fodder.*— } Procurable from Traad, Chirmang and  
*Supplies.*— } the Tikari valley.

6 MAIDAN .. 6 m. Coolie road, but  
(NANDIHAR).

39 m.

could easily be made fit for mules and even camels.

The road runs down the E. side of the Chirmang spur to the Tikari stream, which it follows for 500 yards and then crosses : then winds up the spur to W. peak of Shubora ridge (called Naoshera) down which it descends at 3 m. by

ROUTE No. 30—*contd.*

zigzags across fields to the village. Descend to the Nandihar stream, and ascend by a zigzag road over sand and shale rocks to the Maidan plateau.

NOTE (a) Alternative route from Chirmang to Maidan.

Descend the Chirmang spur, passing under and E. of Trand fort, and crossing at  $3\frac{1}{2}$  m. the stream which flows from Trank to the Indus. Then follow the bank of the stream, cross two spurs to the Nandihar stream, and bear N. to Maidan.

*Camping ground.*—For 1 div. on plateau, in fields between villages of Maidan E. and W.

*Water.*—Plentiful, from post below in the Nandihar stream,  $\frac{1}{2}$  m. above where the road crosses.

*Fuel.*—Scarce.

*Fodder.*— } Plentiful in villages of Maidan Karwar,  
*Supplies.*— } and Batgraon.

7	DABRAI	..	7 m.	Coolie road, but
—	(5,172').			could easily be
46 m.				made fit for
				mules and even
				camels.

Pass under the village of Maidan E. then under Karwar (leaving it on NE.), and straight up the spur along a good road with an easy gradient N. to Balola. (There is also a footpath that runs NW. up this spur to Balola, the only difficult part of which is the crossing of the stream 200 yards N. of the *ziarat*.)

*Water.*—Obtainable 100' lower down W.

Leaving Balola the road runs  $355^\circ$  to a large water-course at  $\frac{3}{4}$  m. which runs S.W. from main ridge of hills to NW. Proceed N. for 500 yards then at  $330^\circ$  along a fairly level road to next spur, then skirting W. of the hill pass the third spur from Maidan, descend into a small *nala*, and ascend the Dabrai Pass (5,172') at 1 in 7. Here on a saddle that runs E. and W. between the main hills lies Dabrai; the ground is level and cultivated, but in the centre a steep rocky *nala* runs down N. to Paimal.

*Camping ground.*—For  $1\frac{1}{2}$  bdes. on plateau.

*Water.*—Plentiful from Paimal *nala*.

ROUTE No. 30—*contd.**Fuel.*—Scarce.*Fodder.*—*Supplies.*—

} Procurable from Dabrai.

8 CHANJAL

.. 3 m. Coolie road, but  
could be made  
fit for mules.

---

49 m.

Descend Dabrai pass by a steep track down E. side of Paimal *nala* to Paimal 40' below N. end of pass : pass round SW. side of Paimal across 3 *nalas* to Shamsheer Ghat (Sarai) at the flat stony end of the spur.

*Camping ground.*—For 1 bde. The space from Taimal forts downwards must be utilized.

*Water.*—Plentiful and good in *nalas* to S, and from irrigation canal running along top of spur.

*Fuel.*—Scarce.*Fodder.*—*Supplies.*—

} From Paimal and Sarai.

Then descend NW. to Chanjal (30 houses) on a small flat promontory.

*Camping ground.*—For 3 bns., with transport and followers on hillside.

*Water.*—Plentiful, and good on all sides.

*Fuel.*—Scarce.*Fodder.*—*Supplies.*—

} From village.

9 THAKOT

.. 7½ m. Coolie road, but  
could be made  
fit for mules.

---

56½ m.

Descending to the stream follow a steep path to a gorge at ¼ m. ; then proceeding NW. to Nandihar stream (1½' deep with a slight current and rocky bed), cross it and wind up opposite slope (1 in 4 to 1 in 6) to village of Karg on a square plateau.

*Camping ground.*—For 2 divs.

*Water.*—None on spot : must be obtained from a small stream at ½ m. on road to Thakot.

ROUTE No. 30—*concl'd.*

*Fuel.*—Plenty of wood from spurs to W.

*Fodder.*—

*Supplies.*—From Karg village.

Road now goes W. to E. side of Jaundai spur, on which is Jaundai village.

*Camping ground.*—For 1 bde. on level ground.

*Water.*—Plentiful.

Descend to Lora on the Indus crossing the Nandihar stream (2' deep) E. of Lora.

*Camping ground.*—For 1 bde.

*Water.*—Plentiful.

Thence NE. along sandy banks of Indus to Thakot, where join Route No. X.

For camping ground, etc., see Route X, stage 3.

NOTE.—The troops which visited Thakot in October 1888, returned from Thakot to Chanjal by a track up the right bank of the Nandihar stream, and reported that this was easier than the Karg route..

## ROUTE No. 31.

## DARBAND TO SERI.

28 m.

3 stages.

*Authority.*—Hazara field force, 1891.

*Epitome.*

A second alternative route to Darbanai, and shorter than Route 32, which it joins at stage 2. The route as far as Tilli was hurriedly opened up for the advance of the right column in 1891, and was not subsequently improved, as a branch road was then made from Kanar to Tilli, which became the main line of supply for the column. Between Phuldar and Ril the gradients are steep and difficult; hence onwards it was made a good road, but it is impracticable for mules in its present state.

*Camping ground.*—For 2 bdes. in stages 2 and 3.

ROUTE No. 31—*contd.*

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful throughout.

*Fodder.*—Grazing in stages 1 and 2 ; fodder procurable in stage 3.

*Supplies.*—Good crops in stage 2.

1 PHULDHAR . 7 m. Coolie road.

7 m.

There are 2 routes, both steep, the eastern *via* Amboi and the right bank of the Unhar stream, the western, and better, up the centre spur due N. of Darband and along the Baraddar plateau : they meet at Phuldhar.

*Camping ground.*—Good, just N. of Phuldhar.

*Water.*—Plentiful in *nala* to E.

*Fuel.*—Plentiful.

*Fodder.*—Grass.

*Supplies.*—

NOTE.—From Phuldhar a bad track 4' wide, too steep for safe traffic leads to Bela, where join Route No. X, stage 1.

2 TILLI . 10 m. Coolie road.

(4,632').

17 m.

A difficult road runs N. for 2 m. then bends NW. and turning E. along the N. side of a spur, which runs down toward Tambai, reaches Palham at 5 m. Then ascends for 300 yards to the E. and crossing a passage N. for 1½ m. on the level, the road being often choked with rocks up to this point. Cross a neck, and descend by a bad and frequently steep track to a *nala* below Pabbal Gali. Here the 1888 track, a better but narrower line, branches off E. and leads *via* Phagora to 1½ m. N.W. of Bandi, where join Route No. 32, stage 2. The 1891 track descends to the W. at 17° into the *nala*, rises again steeply towards Tilli, and passing through fields emerges to the right of the cemetery.

*Camping ground.*—For at least 2 bdes. on fields liable to become sodden in wet weather.

ROUTE No. 31—*concl'd.*

*Water.*—Good and plentiful from spring E.N.E. at  $\frac{1}{2}$  m. also from stream N. of cemetery.

*Fuel.*—Available, but must be brought from a distance.

*Fodder.*—No grazing in April.

*Supplies.*—Crops plentiful.

NOTE (1).—From Tilli a track leads W. *viâ* Kunarai at  $3\frac{1}{2}$  m. to Kunhar 7 m. where join Route No. X. This was used in 1891, and is capable of affording a lateral communication if re-opened.

NOTE (2).—From Tilli another track which was used in 1891, leads E. to Bandi, 9 m. *viâ* Pabal Gali with a gradient of  $7^{\circ}$  to  $8^{\circ}$ . At Bandi join Route 32, stage 2.

3 SERI . . . 11 m. Coolie road.

28 m. Leave Tilli cemetery and turning N.E. descend at  $1\frac{1}{2}$  m. by a steep gradient into a *nala* with a water-fall. The track then passes up and round a spur under a village where there is another water-fall, and ascends by steep zigzags N.W. to Ril (5 m.). Keep level for a time, then rise by a slight ascent to Kungar,  $2\frac{1}{2}$  m. further on. This part of the road is much better than the first, and water is plentiful. The road now runs almost level in a *nala*, and passing under Tsili joins the road from Bandi to Seri. Follow Route 32, stage 2, and reach Seri at 11 m.

## ROUTE No. 32.

OGHI TO DARBANAI *via* THE BLACK MOUNTAIN.

26 m.

3 stages.

*Authority*—Punjab route book; Hazara Field Force Reconnaissance, 1891.

*Epitome.*

This route connects at Oghi with Routes in Rawalpindi District from Mansehra. It crosses the Black Mountain at a level of 7,250', and was made fit for mules in 1891, and

ROUTE No. 32—*contd.*

could be made so again. There is an alternative route from Oghi to Seri (distant  $7\frac{1}{2}$  m. as the crow flies) *via* Pabal Gali, Tilli, Ril, and Kungar, which is however, 13 m. longer. There is also a higher and considerably more difficult route *via* Kaim Gal, and Akhund Baha.

*Camping ground.*—For 2 bdes. at stages 2 and 3.

*Water.*—Plentiful at stages 2 and 3.

*Fuel.*—Scarce, except stage 2.

*Fodder.*—Scarce.

*Supplies.*—

1	BANDI	8 m.	Coolie road, but could be made fit for mules.
3 m.			

Follow the Sherpur road, and at about 3 m. just before reaching the small village of Banjna, which is seen on the right hand side, turn to the right along the mule track made in 1891, and passing by Samail Bandi and Shoshni reach Bandi at 8 m.

*Camping ground, etc.*—No details.

2	SERI	9 m.	Coolie road, but could be made fit for mules.
17 m.	(5,900').		

Just beyond the village cross a *nala* which runs S. into the Unhar and is unfordable after heavy rain. Beyond it the track to Tilli *via* Pabal Gali [Route 31, note (2) at end of stage 2] branches off left. Keep straight on, passing to the right of Shingli fort, and then zigzag up the lower slopes, ascend at a gradient of nearly  $15^\circ$  to Panj Gali at  $4\frac{3}{4}$  m.

*Camping ground.*—Sufficient for 3 bns. to bivouac.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

The track continues on the level for a short distance, then descends the N.W. slopes for  $\frac{1}{2}$  m.

*Camping ground.*—For  $\frac{1}{2}$  bn. on the spur below the *gali*.

ROUTE No. 32—*concl'd.*

Pass round the spurs, and descend through fields to a neck near Tsili ; cross it and descend again and meet Route 31 proceed *viâ* Karun and reach Seri on a plateau of cultivated terraces.

*Camping ground.*—For at least 2 bdes.

*Water.*—Good and plentiful from several perennial streams.

*Fuel.*—Plentiful.

*Fodder.*—  
*Supplies.*— } In fair quantities.

Here a number of footpaths or muletracks made in 1891 branch off as follows :—

NOTE (1).—Seri to Kaima, about 2½ m. The path leaves Seri above clump of fir trees on the Karun road, and, ascending the spur, passes at a good gradient on a zigzag up the right hand wooded slope, then doubling back to a shepherd's hut on a bare spur zigzags up to the rocky spur below Kaima. Snow lies at this level till the beginning of May. From Kaima a track was made by Akhund Baba to Kaim Gali and thence down the Shambalbat spur to Oghi, distance about 10 m. The crest was also made traversable from Paba Gali through Punj Gali and Kain Gali to Chitabat.

NOTE (2).—Seri to Biran : a good native track difficult for mules in places. It passes on the level eastwards into a *nala*, then ascends slightly and again descends into the Kain Gali *nala*, where there is plenty of water, then rises very steeply by rocky steps to Sataribanda at 3 m. Hence it descends into the Shal *nala*, crosses at a ford, and ascends steeply to Larai 1½ m. further on. Biran is about 1<sup>6</sup>m. beyond Larai by a winding path with several ups and downs.

NOTE (3).—Seri to Kan, about 3 m. Descend by steep zigzags immediately below Seri in a north-westerly direction cross the Shal *nala* by a bridge above a waterfall, then go round a conical hill and up to Kan past the right of the cemetery.

3	DARBANAI	9 m.	Coolie road, but could be made fit for mules.
26 m.			

Leaving Seri by the clump of trees on the Karun road, descent by the N. side of Karun for nearly 2 m. through fields, passing on the left of a small hamlet called Banj ; then go down somewhat steeply into the *nala* to S.W. and crossing it ascend to Maira at about 3 m. Descend N.W. into the Shal *nala*, and fording it ascend to the Ching Kotal. Then passing round by Surmal below the crest of the spur, reach Darbanai at about 8 m. or 9 m. From a point about 1 m. past China an alternative route branches right, and



ROUTE No. 32—*concl'd.*

Follow the crest of the hill past Peza, reaching Darbanai at about the same distance. Darbanai (40 houses) is situated on a hill about 1,500' above the Indus. Here join Route No. X, stage 2.

*Camping ground.*—For 2 bdes. on terraces.

*Water.*—Good and plentiful from stream brought down from *nala* above the village of Najorian.

*Fuel.*—  
*Fodder.*— } Scarce.

*Supplies.*—

## ROUTE No. 33.

DUBER TO KOTGALA *via* GAYAL.

56½ m.

4 stages.

*Authority.*—Biddulph,—and the Mullah.

*Epitome.*

A difficult route, only fit for men on foot, connecting Route No. X with No. VIII (Swat and Indus Rivers). The distances cannot be relied on.

*Camping ground.*—

*Water.*—  
*Fuel.*— } Plentiful throughout.

*Fodder.*—  
*Supplies.*— } Nil.

1 PATAN . 16 m. 6 f. Coolie road difficult  
DARA. over the Duber  
16 m. 6 f. Pass. Leave  
Route VIII at Duber. First ½ m. pretty level road followed by ½ m., gentle descent. Reach Duber Dara on left bank of which are about 20 houses. Valley is open for about 3 m. Cross Dara by a wooden bridge and ascend by gentle slope for ¾ m. reaching bed of dry *nala*. Next 1½ m. a stiff ascent to a small stream, followed by a difficult ascent along a spur for about 2 m. to the Duber Pass. After

ROUTE NO. 33—*contd.*

crossing pass there is a difficult descent for 1 m. After which route continue along hillside with gentle rises and falls for 2 m. Later a stream crosses the road and joins the main stream about 3 m. to the right of the road. Fairly level going for the next 2 m. along the hillside, after which there is a descent of  $\frac{1}{2}$  m. to the real Patan Dara which flows past Patan on the Indus with a road on the left bank of the stream. For next 2 m. ascend to Hazdar Pass, and then descend for  $\frac{3}{4}$  m. to a stream. Cross to left bank and continue along this for another  $\frac{3}{4}$  m. meeting Sagon Dara stream. Continue up its right bank for  $\frac{1}{4}$  m. and cross by a wooden bridge. Ascend for 1 m. to Kahal Pass where is a shrine and descend for 1 m. to Kamal Dara. Follow gentle descent along left bank for  $\frac{1}{2}$  m. and cross, following a steep descent on right bank for  $1\frac{1}{4}$  m. to a wooden bridge over second Patan Dara, which cross.

*Camping ground.*—

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*— } Nil.  
*Supplies.*— }

2 GEDAR . 17 m. 4 f. Coolie road.

BANDA.

34 m. 2 f.

There is an ascent of 5 m., steep in parts and gentle in others, to Enalkhand Pass. Cross and descend for  $\frac{3}{4}$  m. to a stream which cross. Continue 1 m. switchback followed by  $\frac{3}{4}$  m. descent to get another Patan Dara. Ascend gentle slope to Shamalda Pass and descend for  $2\frac{1}{2}$  m. to main stream which cross and ascend for  $\frac{3}{4}$  m. Descend next  $\frac{1}{2}$  m. and ascend  $\frac{1}{2}$  m. to Zelai Pass. Descend gently for 3 m. through a forest to Gedar Banda (40 houses).

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—Nil.

*Fodder.*—Indian corn.

*Supplies.*—Nil.

ROUTE No. 33—*contd.*

3 SUR BANDA . . 8 m. 4 f. Coolie road.

42 m. 6 f. Ascend Zelai stream for  $\frac{1}{2}$  m. For next  $3\frac{1}{2}$  m. descent is gentle crossing 4 streams to another small stream. Ascend steeply for  $\frac{3}{4}$  m. and then descend 300 paces crossing a stream which descends from a pass along the left of the road from this point. Ascend steeply for  $\frac{3}{4}$  m. to Yara Pass, later descend easily for 2 m. to Sur Banda through a valley 200 paces wide.

*Camping ground.*—

Fuel.—	} Plentiful.
Water.—	
Fodder.—	} Nil.
Supplies.—	

4 KOTGALA . 13 m. 6 f. Coolie road very difficult for last 2 m.

56 m. 4 f.

Proceed for  $3\frac{3}{4}$  m. crossing two streams *en route*, tributaries of a third which (draining Yara Pass and spanned by a bridge at Sur Banda) fall into a lake  $\frac{1}{2}$  m. long on left road. Reach Dand Banda (10 houses) where Duga Dara flows to Indus. Ascend for  $1\frac{3}{4}$  m. steeply to S. of summit Air Bak Pass. Thence a difficult descent of 1 m. down a ravine, clay soil covered with stones. Continuing pass over gently falling ground for  $2\frac{1}{4}$  m., through a valley 200—250 paces wide to right bank of stream and cross to Gayal (40 scattered houses) nearing Gayal descend steeply for  $\frac{1}{2}$  m. to a grove of tall trees. Proceed down Gayal valley for  $1\frac{1}{4}$  m. path crossing from one bank to the other and falling gently whole way—valley very narrow here. Thence for  $\frac{1}{2}$  m. over face of the hills along fairly level road with some 20 houses scattered on either side of stream. For next mile a difficult descent down right bank of Gayal reaching a small hamlet with a watermill and some cultivation. Proceed down right bank of Gayal Dara for another  $\frac{1}{4}$  m. to its junction with Indus, Cross Gayal Dara, after which road, very difficult even for foot passengers and therefore little used, proceeds along the

ROUTE No. 33—*concl'd.*

face of the hills on right bank of Indus for 1½ m. to Kotgala at junction of Indus and Kandia rivers latter 50 yards wide and 15 feet deep at its mouth.

*Camping ground.*—Near junction of rivers.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Nil.

NOTE.—According to the Mullah a better route leaves the above route somewhere near the Duga valley in stage 4 and joins route 56 near Heli (probably Halil in Kandia valley between Kotgala and Karang).

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 ROUTE No. 34.

LAMUTAI (BASHKAR) TO SOR LASPUR *via*  
TAL OR SHOHI\* PASS (14,500').

*Maps.*—43A and 42D 1" to 4 m.

64 m.

6 stages.

*Authority.*—Douglas, 1894 : Ghulam Nabi, 1895.

*Epitome.*

A bad road connecting route VI with route IX. It is chiefly over stone or shingle, and slopes through a cramped valley ; it is used for cattle but is unfit for laden animals. The pass itself is easy, but there were small crevasses on both of the glaciers in July 1914. There is 1 bridge in stage 1, and 2 glaciers in stage 4.

*Camping ground.*—

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful in stage 3.

*Fodder.*—

*Supplies.*—Procurable in stage 4.

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\*Not to be confused with Shui pass over Chitral-Kafiristan watershed.

ROUTE No. 34—*contd.*

1 TAL . . . . . 5 m. Mule road with preparation.

5 m.

The path to Tal and the Upper Panjkora valley crosses the bridge at Lamutai, and continuing N. up the right bank is good to Tal at 5 m. Tal (1,500 houses) is the largest village in Kohistan  $\frac{1}{2}$  m. N. of Tal the path towards the Tal pass crosses to the left bank of the Panjkora, here called the Tal *nala*, the stream being fordable above its junction with the Zhandari *nala* except in July and August.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Nil.

2 GUMASHAYAT . 15 m. Coolie road.

20 m.

Cultivation for 4 m.

Road fairly good.

*Camping ground.*—On grassy ground.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

}

3 PASPAT . 11 m. Coolie road.

31 m.

At about 4 m. is a summer grazing ground called Azgologh, where a path from the Shishi Kuh comes in. This path leads over the Andotheran (locally Andowir) pass to Madaglasht, see Route 10, stage 3. The path is through forest on the left bank of the stream.

*Camping ground.*—

*Water.*—

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Plentiful.

ROUTE No. 34—*contd.*

4 GOKI SHAHI . 11 m. Coolie road.

42 m. At 3 m. pass a small lake, whence a stream issues, and at  $3\frac{1}{2}$  m. reach the crest of the Shohi Pass (14,500'), then descend for  $\frac{3}{4}$  m. over a glacier, and then to  $4\frac{1}{2}$  m. over stones. At  $5\frac{1}{2}$  m. reach Zhugi lake, and follow a bad stony path along its bank to its outlet at  $6\frac{1}{2}$  m. where is a small open space called Gharibshogh.

*Camping ground.*—Sometimes used as a halting place.

*Firewood.*—None.

Thence a stony path leads to another smaller lake, and ascends along the hillside to a glacier at  $8\frac{3}{4}$  m. which extends for  $\frac{3}{4}$  m. then descend over hillside to bed of stream, where the valley is blocked by a large glacier coming down a side *nala* from the S. Continue down left bank over stones for  $1\frac{3}{4}$  m. to Goki Shahi.

*Camping ground.*—Small.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

5 SATKI . 7½ m. Coolie road.

49½ m. Proceed down bed of stream, and at  $1\frac{1}{2}$  m. ascend and descend over a stony fan; thence follow left bank of stream which is here broad, over stones and shingle to  $3\frac{1}{2}$  m. where is a small patch of jungle called Mutimul. Here the Manial stream comes in from the E. and the ground is a network of channels which must be forded to opposite bank (this was found difficult at end of July 1914) Pass over low ground to a large lake; at the head of this at  $6\frac{1}{2}$  m. ford a small stream and follow the shore of the lake over stony slopes; the last 2 m. are bad. At  $7\frac{1}{2}$  m. reach Satki.

*Camping ground.*—At foot of lake.

*Water.*—Plentiful from the lake and a spring.

ROUTE No. 34—*contd.**Fuel.*—*Fodder.*—From grass jungle.*Supplies.*—

6 SOR LASPUR . 14½ m. Coolie road.

6¼ m. Path is at first bad and stony, then level and fairly good. At 2½ m. pass the *Ishparili nala* on right bank : up it is footpath with a pass at its head leading by the Roshun Gol to Balm in the Laspur valley. At 4 m. cross a small Stream, then pass behind low hills to 4½ m. where is a small open space called Nangodardiru (11,350').

*Camping ground.*—*Water.*—Plentiful.*Fuel.*—Some trees.*Fodder.*—Some grass.

The path now keeps close to the water and is very bad : then there is a steep stony ascent followed by a descent of 800' in 1 m. At 8 m. reach the mouth of the Kachi Koni stream up which is a footpath to Kandia : this must be forded as there is no bridge. Then pass a strip of open ground.

*Camping ground.*—Suitable.

*Water.*— } Plentiful.  
*Fuel.*— }

From 9 m. road lies entirely over debris of mud floods and is bad. At 11½ m. reach Nalgah (10,200').

*Camping ground.*—*Water.*—Plentiful from stream.*Fuel.*—Plentiful supply of trees.*Fodder.*—Some grass and a little cultivation.

At 12 m. cross the stream down *Minga nala*, and at 12¼ m. cross stony fan of that *nala*. Path is then good over level ground in bed of stream : at 13½ m. leave the bed

ROUTE No. 34—*concl'd.*

and go over a stony path through fields. At 14 m. ford Gholchar stream, which flows from Shandur pass: thence through the fields of Laspur, where join Route No. IX stage 12 (q. v. for camping ground, etc.).

NOTE (1).—It is difficult to do the journey from Satki to Sor Laspur in one march. It would be better to divide it into two, thus:—

- (a) Satki to camping ground below Kachi Koni stream 8½ m.
- (b) Kachi Koni camping ground to Sor Laspur, 6 m.

NOTE (2).—The valley from Sor Laspur looks excellent for grazing and has a plentiful supply of wood, but owing to the heavy rainfall it is seldom used.

## ROUTE No. 35.

GABRIAL (GANDIA VALLEY) TO KALAM  
(SWAT VALLEY).

1 stage. KALAM . . . 20 m. Coolie road.

The track follows the Aspedara up to the first *kotal* of the Mateltan pass which is reached at about 8 m. About 1½ m. further on a second and higher *kotal* is reached with a lake about 300 × 150 yards near its summit. Both *kotals* were covered with snow early in September, but their heights are not known. At about 11 m. the track joins the little Ushu *nala* which runs into the big Ushu *nala* about 150 yards above the village of Ushu, 700 houses.

Here join Route No. VII which follow down to Kalam, where Route No. VI comes from Chutiatan and another road leads down the Swat valley, *vide* Routes N. of Kabul river.

For camping ground, etc., *vide* Route No. VI, stage 5.

NOTE.—There is another route from Gabriel to Ushu *via* the Palozai pass and *nala*, and a third *via* the Palesar pass longer and more northerly but said to be best.



## ROUTE No. 36.

KOSHT TO ZONDRANGIAM *via* ZANI AN PASS  
(12,789').

16½ m.

2 Stages.

*Authority.*—Bennett, 1910.

*Epitome.*

The track is practicable for laden mules except at Mujh Gol, where loads would have to be man-handled across the stream for about 30 yards.

*Camping grounds.*—No details.

*Water.*—Plentiful.

*Fuel.*—Plentiful.

*Fodder.*— } No details.  
*Supplies.*— }

1 UTHUL . 6½ m. Fit for laden mules.

6½ m. Leaving the Drasan road turn N. to the Kosht Gol along a level road. The approaches to the Kosht Gol require improving for laden mules. At 2 m. reach Mardar by an easy ascent, it is situated among orchards and poplar plantations. Leaving Mardar rise steeply to the watershed between the Mardar and Mujh Gols. Down the apex of this ridge is a water channel, which crosses the track by an aqueduct, supported on a stone pillar 10' high, which makes a good land-mark. Thence descend easily from the watershed to Mujh village. The approaches to the Mujh Gol are bad and loads would have to be man-handled, five men, however, could make it fit for laden mules in about one hour. Cross the spur on the left bank of the stream and, after a steep ascent, reach Uthul at 6½ m., lying among cultivation and orchards. A lower road, better for mule transport, goes along the Drasan road for about 3½ m., and thence through Chatt to

ROUTE No. 36—*concl'd.*

Uthul. In case of opposition the passage along the Mulikho river would be difficult, as at about 2 m. from Kosht, the Mardar spur, a strong position, commands the road.

*Camping ground.*—For 1 bn., when crops are cut.

<i>Water.</i> —	} Plentiful
<i>Fuel.</i> —	
<i>Fodder.</i> —	

*Supplies.*—*Nil.*

2 ZONDRANGIAM . 10 m. Mule road, difficult in places.

16½ m. For 1½ m. ascend gradually by a good road, suitable for laden mules, to Uthul *nala*. Owing to the steep gradient for 1 m. from this point, the track is only suitable for laden donkeys, but could easily be made suitable for mules without any blasting. After this the road continues less steep to the Zanian pass at 3 m., about 3,500' higher than Uthul. Here in June two large cornices of snow had to be cut through to get a pony across. For ¾ m. from the pass the descent into Tirich Gol is easy; there is a small spring at this point. The descent then becomes rough and the gradient severe, but as rocks are few, a fair road could easily be made. This pass is in constant use, even during the winter and spring; it is quite safe when there are no clouds. It is an excellent pass to ski across in the spring, particularly from north to south. At 5 m. reach Shushkdeh where there is room to camp a small force, then continue down the right bank of the Tirich Gol to Zondrangiam at 10 m.

*Camping ground.*—For 1 bn. on the polo ground.

*Water.*—From Tirich Gol.

*Fuel and fodder.*—Obtainable.

*Supplies.*—Obtainable, if due notice is given.

## ROUTE No. 37.

DRASAN TO ANDRINO ATRAK GOL *via* TIRICH  
GOL.

*Map.*—42 D|S.W. 1" to 2 m.

38 m.

3 stages.

*Authority.*—White, 1940.

*Epitome.*

This route is easy and practicable for animal transport throughout.

1      WARKUP      .    11 m. 6 f.    Good mule road.  
\_\_\_\_\_ (7,750').

11 m. 6 f.

For details see Route V, stage 1.

2      ZUNDRANGRAM    .    13 m. 2 f.    Good mule  
\_\_\_\_\_ road.

25 m.

Recross to the right bank of the Turikho river and continue up it along a good path. At 2 m. pass through Nishku, a scattered village of some 50 houses. At 4 m. pass Rain village on the left bank. Continue rising slightly and at 6 m. turn up the Tirich Gol: the road is about 600' above the river. At this point the Governor of Mulikho has a small bungalow. Continue up the Tirich Col, the road rising gradually for another 1½ m. till the village of Lunkhu, on the opposite bank, is passed at 8 m. There is a good bridge fit for animals at this point. The old orpiment mines are 4 m. up the Lun Gol. A path from Lunkhu crosses the Razdan ridge (10,800') and joins Route V at Washich by a rope bridge. Continue up the right bank of the Tirich Gol by a good road which is, however, very up and down with climbs and drops of 300'; small villages are passed every mile or two. At 11 m. enter the

ROUTE No. 37—*concl'd.*

village of Zudrangram ; this is a large village extending 4 or 5 miles. For details of camp site, etc. See Route 36, stage 2.

3 BANDOK . . 13 m. Good mule road.

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38 m.

Follow the right bank of the Turikho river to Shushkdeh. For details see Route 36, stage 2. Cross to the left bank by a country-made cantilever bridge and move up that bank to the large hamlet of Shagrome at 6 m. At Shagrome there is camping space for a large force with plenty of water and some fuel ; a footpath leads up the left bank into the Atrak Gol. Pass through the village and cross to the right bank by a country bridge, at 9 m. pass the junctions of the Tirich and Atrak rivers. Cross three small streams before reaching Bandok, and camp by the river bed half a mile short of the junction of the Andrino and Atrak Gol.

*Camping ground.*—Small.

*Water.*—From Tirich Gol and a small spring.

*Fuel.*—A little dwarf willow.

*Supplies.*—*Nil.*

NOTE.—It is possible to cross from the Andrino Atrak Gol to Gokhir and Reshun by a pass of about 16,000'. This journey takes two days as a rule, but a lightly laden man could reach Gokhir in one. Follow up the right bank of the Andrino Atrak Gol to Pt. 13,080, where there is good water and camping space, but no fuel. The route from this point to the pass, just west of Pt. 16,349, is fairly level till the snout of a small glacier is reached. Keep to its right moraine as far as a side *nala* filled with hard frozen snow. Strike up and across this, and then up a steep shale and rock slope to a little bluff overlooking the glacier. Traverse across the shale hillside until underneath the easily distinguishable pass, when the best route is straight up the glacier to the crest. In late August the surface of the glacier may be bare ice in which case the only route is along the shale hillside. The descent to Gokhir along the crest of the Mahmud Panji Dhar ridge to the river junction at Pt. 9,173 is easy. Continue along the left bank of the Bindo Gol until a village path is reached which leads to Gokhir.

## ROUTE No. 33.

## WARKUP TO CHARUN.

15½ m.

Map 43-D., 1" to 4 m.

1 stage.

*Authority* :—Goadly 1934.*Epitome.*

A good mule road, and much used, connecting Route V up Turicho valley with Route III in Mastuj valley at Charun in Stage 4 (Stage 17 of Route IX Reversed).

1 CHARUN .. 15 m. 4 f. Mule road.

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15 m. 4 f.

Descend 50' fairly steeply to cross Kao Gol by ford or country bridge (20' span—fit for laden animals) and, leaving Warkup fields at ¼ m., rise easily along hillside to keep at some 400' above level to 2½ m. Descend fairly steeply with 'paris' round rock face for ¾ mile, and pass through fields to cross Isterwan Gol at 3¼ m.—little water, approaches good. Continue through Istar village and, crossing dry Patkar Gol—well-graded approaches—pass easily round hillside at 5¼ m., when ascend about 700' steeply with zigzags across alluvial cliffs to the crest of the Kagh Lasht ridge. The ridge is a broad undulating plateau, entirely unwatered. It contains two possible sites for landing grounds; one at the Istar end and one in the middle just north-east of the Twin Pts. 8341 and 8221. Both sites run north-north-east and are about 1,200 × 300 yards; the prevailing wind is up and down the plateau and not across. Continue over the dry slopes of the plateau to Muli Jinali Kach fields and follow the right bank of the Masting river along the hillside to the Charun bridge at 15½. See Route III stage 4. In summer months this and the Kosht bridge are the only exits from the west edge of the plateau.

## ROUTE No. 39.

FROM SANOGHAR TO DRASAN.

Map 42-D., 1" to 4 m.

12 m.

1 stage.

*Authorities* :—Fisher 1908, Bennett 1910, Goadly 1934.

### *Epitome.*

A route connecting Route No. IX stage 15, with Route No. V fit for coolies but difficult for laden animals of country. By following Route IV from Drasan to Koghozi a very inferior alternative to stages 16, 17, 18, 19 of Route No. IX is obtained. This route can only be used during winter, as the bridges over the Turicho R. in the Drasan area are dismantled in May prior to summer floods.

1 DRASAN .. 12 m. Coolie road.  
 ——— (6,640').

12 m.

In winter follow Route No. IX stage 16 to Awi, 5½ m., when ford to right bank of Mastuj river or cross by a foot-bridge. In summer follow Route No. IX for last 1½ m. of stage 15, across the suspension bridge to the right bank of the Mastuj, at the mouth of the Nisr Gol. Thence ascend to the Parwak plain at 3 m., and by a further ascent reach some open barren ground opposite Miragram at 4½ m. Descend sharply, passing over a *pari* at 5½ m., round the cliff of which the road might easily be carried, to some shale slopes, where the winter route comes in (*see* above). Then for 1 m. along right bank of the Mastuj when ascend steeply over a narrow *pari*, where loads must be man-handled, to at 9½ m., the Kaghlasht plateau, separating the Turikho and Mastuj rivers. Crossing the plateau's grassy, but waterless slopes, descend 1,200' to Turikho river, which cross to right bank at 11 m. Then through a *nala* and round a cliff reach at 12 m. Drasan, where Routes No. IV and No. V are joined.

*For camping ground, etc.*—See Route No. IV.

## ROUTE No. 40.

MASTUJ TO BARSAT *viâ* THE CHAMARKHAN PASS (14,252').

*Map* :—42-D. | S.E., 1" to 2 m.

27 m.

2 stages.

*Authorities* :—Nangle and Oldham 1935, White and Edleman 1940.

*Epitome.*

This route is an alternative to Route IX, which crosses the Shandur Pass. The road is not so good as the Shandur road but for a lightly-laden party it is quicker. Men of the country, often on foot, cross from Marting to Batsat in one day, whereas the Shandur route takes two or three. In July 1940 the road from Chapalli to the crest of the pass was made fit for horses ; on the Gilgit side the track is not so good, but it is fit for laden animals of the country and could be made practicable for mules.

1 GAROTIAN SHAL 13 m. Mule track.  
 ————— (12,400').

13 m.

Follow Route III from Mastuj to Chapalli then strike up the left bank of the Chamarkhan Gol for one mile. Cross the right bank by a footbridge, near which there is a ford for animals. Ascend gradually along the right bank for 1½ miles, then follow a mile of difficult road to the junction of the Malo Gol. Animals may have to be unloaded at the bad parts in this stretch. The road continues along the right bank for another two miles to the Zagar-o-Gol, which is crossed by a bridge fit for animals. The approaches to this bridge are steep and bad ; it is occasionally washed away by summer floods. Route 41 branches off here up the Zangar-o-Gol to Yasin. From this bridge the road bends south-west along the right bank of the Chamarkhan Gol ; the country is more open and the going easy. 1½ miles from the bridge, Garotian Shal is reached, a small stone-built Gujar encampment on the left bank ; the stream is easily fordable.

ROUTE No. 40—*contd.*

*Camping ground.*—For 1 bn., but very dirty.

*Water.*—Pelntiful and good from stream.

*Fodder.*—A little grazing.

*Fuel.*—Nil.

*Supplies.*—Sometimes a little milk from Gujars.

2	BARSAT	..	14 m.	Track,	fit	for
—————	(11,000').				animals	of the
27 m.					country.	

Continue up the right bank of the Chamarkhan up an easy ascent for 2 miles when a long narrow plateau is reached. This strikes for  $1\frac{1}{2}$  miles to the crest of the pass (14,252'). The descent to Barsat is easy and the track fairly good ; 3,300' is descended in  $9\frac{1}{2}$  miles. The track keeps to the left bank of the (Gilgit) Chamarkhan Gol and joins the Shandur route at milestone 120 see Route IX, stage 10.

*Camping ground.*—Unlimited in fields, but no shade.

*Water.*—Ample.

*Fuel.*—Can be collected in Chamarkhan Gol by previous arrangement.

*Fodder.*—Sometimes some milk and meat on hoof in summer.

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**ROUTE No. 41.**

FROM MASTUJ TO YASIN, *viâ* THE ZAGAR  
(16,800') AND NASBUR (16,900') PASSES.

67½ m.

5 stages.

*Authority* :—Fulton, 1902 ; Pike and Gore, 1911 ;  
Shea (part native 1915).

*Epitome.*

A difficult route and very little used, the road *viâ* the Thui, pass being preferred (*vide* Route No. 49).



ROUTE No. 41—*contd.*

Open from the end of July to the middle of October and practicable for laden ponies of the country, but very difficult over the actual passes.

*Camping ground.*—

*Water.*—Plentiful at all stages.

*Fuel.*—

*Fodder.*—Grazing at all stages.

*Supplies.*—

1	KULUKSHAL ..	13 m. 4 f.	Road fit for laden ponies of the country.
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13 m. 4 f.

Follow Route No. III to Chapalli 6 m., when turn E. up the Chamarkand valley. At 8½ m. cross by a foot bridge to the right bank of the Chamarkand stream, which is always fordable by ponies and at 11 m. reach the ruined hamlet of Chamarkand, situated on a grassy plateau. Whence a path leads E. to Chashi in Ghizr valley, only open to men on foot, and Route No. 40 comes in from Barsat which see for camping ground, etc. At 12¾ m. the Zagar stream comes in from N.E. and at 13½ m. reach Kulukshal.

*Camping ground.*—Ample space for 1 bde.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

*Fodder.*—Procurable.

*Supplies.*—*Nil.*

2	CAMP AT FOOT OF ZAGAR PASS.	13 m. 4 f.	Road fit for laden ponies of the country; difficult over pass.
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27 m. (14,400').

Path descends past the grazing huts of Dokshal and Guekshal by an easy gradient to the left bank of the Zagar stream, which is crossed by a small temporary bridge to the right bank at 2 m. By a good cattle track across a stony fan pass at 3½ m. the Jambur *nala* on the left bank, and the Chillat *nala* on the right bank. Continuing along the right bank pass Jamburshal, a collection of grazing huts

ROUTE No. 41—*contd.*

on the left bank, elevation 12,800', and reach the bottom of the *débris* up which the path ascends steeply, and passes the *Uzziar nala* on the right bank at 5 m. (elevation 14,500').

At 6 m. the Zagar stream bifurcates. From here on the track ascends steeply on to a boulder stream moraine\*, elevation 15,900' where the foot of the snow (in August) is reached. The ascent from here though practicable for laden animals of the country, is very steep over frozen snow to the top of the Zagar pass, reached at 9½ m. ; elevation 16,800'.

The pass may also be reached by following the right hand stream from the bifurcation of the Zagar but this route though easier in the initial stages is more difficult and longer in the end, and can only be used when the main stream is fordable or has a snow bridge across it.

The descent is difficult down a very steep shale shoot, over which a path could easily be cut though at present loads have to be man-handled.

The foot of the pass is reached at 10½ m. and at 11½ m. the *Mashurgan Gol* comes in from the S., after which the path descends over grass covered *débris*, with occasional steep gradients, to 13½ m.

*Camping ground.*—Good for 2 bns.

*Water.*—Plentiful.

*Fuel.*—Very scarce.

*Fodder.*—Grazing procurable.

*Supplies.*—None.

3 HARANGOL .. 6 m. 6 f. Road fit for laden  
 ——— (11,600'). ponies of the  
 33 m. 6 f. country.

Path leads down right bank of the northern Zagar stream, at an easy gradient, over grassy slopes intersected by boulder stream spurs, and then drops steeply in zigzags

\*Great care should be taken in crossing the moraine, especially if animals are being used. The moraine is honeycombed and gives way in places if called upon to bear any weight.

ROUTE No. 41—*contd.*

to the Baushtar Gol at  $3\frac{1}{2}$  m., where cross the Baushtar by a small bridge or ford to the left bank. The path continues through willow and birch bush, over river flats to the edge of the Jubar or Anogol stream, which here joins the Zagar stream to form the Banshtar Gol. Here a road practicable for laden ponies leads down stream to Chashi. The road to Yasin turns up the Jubar stream, which is forded at  $5\frac{1}{2}$  m. to right bank, and just below Harangol (cultivation and huts) cross by a bridge to left bank.

*Camping ground.*—For one bde., rather stony.

*Water.* } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

4	ANOGUCH	..	16 m. 6 f.	Road fit for laden ponies of the country. Very difficult over the pass.
(13,000').				
50 m. 4 f.				

From Harangol cross the stream and proceed up the right bank, by easy road reaching at 2 m. the junction of the Ano-Gol and Jubar streams; where cross by a difficult ford to the left bank of the Jubar stream. The road then passes a camping ground 300 yards up Jubar stream, and crosses a flat, 200' above the stream elevation 11,800', then rises steeply by zigzags over the shoulder of the hill and passing over grassy hillsides continues along the right bank of the Ano Gol.

At  $3\frac{3}{4}$  m. the Warbar *nala* comes in on the left bank of the Ano Gol. Continue over level and easy ground and at 6 m. cross by a ford to left bank and reach Ambesh (13,400'), where there is a good camping ground. Ascend a fairly steep hill by zigzags and at 8 m. reach the Zerch Gol, which is fringed with birch and willow, on the right bank of which:—

*Camping ground.*—Good, on open flat ground  $1\frac{1}{2}$  m. by 300 yards.

ROUTE No. 41—*contd.*

*Water.*— } Abundant.  
*Fuel.*— }

*Fodder.*—Grazing abundant.

Up the left bank of the Ano Gol the route, a mere cattle-track, leads over stiff grassy soil, passing Ispaho Gol on the left bank at 9½ m., and across foot of débris, to right bank: then through a rough rocky trench between the hillside and débris, then over glacial débris consisting of large rough rocks, where there is no path, to 10½ m., reaching the foot of the Nasbur pass, elevation 13,900'. From here the ascent at first is fairly easy but the last ¼ m. is difficult and steep to at 11½ m., the top of the Nasbur pass (14,500') under permanent snow, but fit for laden animals of the country.

The descent at first steep over snow, soon becomes easier to the foot of the pass at 12 m., elevation 13,600'. Descending over glacier, snow and débris, reach the foot of the glacier at 13½ m. (elevation 12,700') and cross to the left bank of the valley. Thence passing three small glaciers on the right bank continue along the slopes of an old grass covered moraine and cross to the left bank at 14 m., and continue to 15 m. through a fairly flat valley.

Descend by steep zigzags, passing Mashpa on the left bank and over grassy slopes. Cross the Anoguch stream by a small bridge or by fording to Anoguch at the junction of the Khaimit and Mashpa valleys.

Room to camp either here or 1 m. lower down.

*Camping ground.*—For 2 bns.

*Water.*—Plentiful.

*Fuel.*—Bushes plentiful.

*Fodder.*—Grazing plentiful.

*Supplies.*—Nil.

5	YASIN	..	17 m.	Road fit for laden
67 m. 4 f.	(7,300').			ponies of the
				country.

Follow the left bank of the stream over easy grassy slopes, then descend to the Yalti, a large stream at 1 m.,

ROUTE No. 41—*contd.*

which, easily fordable, cross by a small temporary bridge. Continue by a gradual descent to Shakhan Ghari (12 gujar huts 12,100') reached at 3 m. At 4½ m. the Khabar joins in on the right bank, with a cantilever bridge 20' span, 3' wide, across the river leading to Lasht Ghari.

Pass the Mostan Balang valley on the left bank at 4 m., whence is a little used pass into the Thui valley, *via* the Shatubar valley, down to the village of Khaimit. Above the junction there is a collection of grazing huts known as Galpahar Ghari, and a bridge, across the Nashbur 18' span.

Continuing on past Darband Bar and Hoyu Bar on the left bank, and Normal Gol and Khappar Bar on the right bank, reach Patta Kush Bar Ormas stream on the left bank at 6½ m.

The valley is now open undulating arable land, cultivated every second year, where there is room for good camping-grounds with wood, water and grazing in abundance.

Descending past the junction of the Basa Bar on the right bank and Panji Bar on the left bank reach the fields of Yaus and Kumari (4 huts), at 8¾ m. Pass Ghas Bar *nala* at 10¾ m. and Shambal Bat *nala* at 11½ m. At 12¼ m. the river is crossed to its right bank by a strongly built cantilever bridge, (50' span; 3' 6" wide) practicable for laden mules. The stream is fordable about ¼ m. higher up, and there is a path up the right bank suitable for laden animals for 6 m.

At 13 m. there is a foot-bridge over the Nasbur at the upper end of Nasbur (village 14 houses) and at 13½ m. another of 20' span. Passing Thelangbar, at 14 m. cross by a bridge (10' span) and ford the Bullibasht stream, then through the straggling village of Nasbur and past the hamlets of Khachchar and Ghain (6 huts) at 14½ m. The path continues down the right bank of the Nasbur, over stony slopes through a gorge, then through the Yasin plain by an easy path through fields to Yasin where Route No. 73 is joined.

For camping ground, etc., *vide* Route No. 73, stage 2.

## ROUTE No. 42.

FROM SHAMRAN TO TERU *viâ* THE BAUSHTAR GOL.

27 m.

3 stages.

*Authority* :—Cumming, 1923.*Epitome.*

*General description.*—This route is practicable but difficult in two places for laden animals and is very seldom used. The Pass, about 16,000', is always under snow and animals can only be taken over it with great difficulty and packs have to be man-handled.

1 DONJ .. 7½ m. Difficult mule road.

---

 7½ m.

Leaving Shamran the Chashi stream is crossed by a strong cantilever bridge and the Ghizar stream by a country made bridge. The track leads through a narrow gorge, out of which the Baushtar Gol issues before it enters the Ghizar river, and leads along the right bank of the Baushtar Gol crossing a succession of jungles. At 3 m. cross a bridge, called Baposer, to the left bank and at 7½ m. ford the river to reach Donj which is on the opposite bank. Donj consists of a collection of sheep pens, goat houses and a few huts.

*Camping ground.*—For 1 bn.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

2 ANOSHAL .. 8 m. Coolie road.

---

 15½ m.

From Donj proceed W. up the Gathar Par stream, which is fordable, to Shotar, an open sandy patch of ground covered with scrub, at the foot of the Pass. The ascent of the pass is easy for three

ROUTE No. 42—*contd.*

quarters of its length but the last 300' are difficult owing to ice. The summit of the pass is knife-edged the descent from which is over a shale slope for 300' and thence over piled snow to within  $\frac{1}{2}$  m. of Anoshal which is a fairly level piece of marshy ground forming the source of the Masho Lang Gol stream.

*Camping ground.*—No details.

*Water.*—Plentiful.

*Fuel.*—Nil.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

3 TERU .. 11 $\frac{1}{2}$  m. Mule track.

---

27 m.

The track descends the valley between smooth grass covered hills, frequently crossing the stream from bank to bank. At 5 m. the Gapat Gol joins in from the neighbourhood of the Zagar Pass. There is a very difficult coolie track up this stream which joins Route 41 at the Zagar Pass. At 8 m. the track leads round difficult cliffs and after passing through cultivation reaches Teru at 11 $\frac{1}{2}$  m.

*Camping ground.*—For 1 bde.

*Water.*—Plentiful.

*Fuel.*—Scarce.

## ROUTE No. 43.

FROM DIZG (YARKHUN VALLEY) TO KHOT (TURIKHO VALLEY) *via* KHOTAN (14,195').

12 $\frac{1}{2}$  m. Ref. Map 42-D|SE, D|NE 1" to 2m. 1 stage.

*Authority* :—Cockerill 1894, Kembal 1900, Hall 1902, White and Hemming 1941.

*Epitome.*

This is an important and regularly used pass connecting Route III with Route V. It is practicable though steep.

ROUTE No. 43—*contd.*

for lightly laden animals of the country when there is no snow (from June onwards) but quite impracticable in its present state for government mules as even animals of the country must be unladen in two or three places.

In an early year, by the middle of October, snow may lie for 1,500' on the Yarkhun side of the pass as far down as the upper hamlets of Khot on the Turikho side.

1	KHOT	..	12½ m.	Road difficult but
—————	(10,900').			practicable for
12½ m.				lightly laden ani-
				mals of the country. Very steep on Yarkhun side.

From Dizg (Route III, Stage 8B) cross over the Khotan Gol fan and enter the dry, Golash gully. There is a steep zig-zagging ascent for 1,200' in the middle of the dry gully where laden country animals may have to be unloaded. On emerging from the gully the path continues up very steep slopes for another 1,300' but over light soil capable of improvement. At 4 m. there is a short gully between rocks where animals must be unladen but which could be made passable by sappers in a short time. A small camping ground called Bohrt (12,560') is now passed. It is very confined and water can only be procured with difficulty by dropping 2,000' to the Khotan stream. The path continues up the main spur zig-zagging, steeply at first and then over more gentle slopes for 1,000' to another small camping ground called Uts. There is room to bivouac here and water is procurable from springs and a stream. This is the only water available between Dizg and the crest of the pass. Cross the stream and ascend steeply to the right bank of the Khotan stream whence the path is fairly level over grassy slopes to the foot of the pass. The final ascent is up a steep shale slope. The path descends steeply in a series of zig-zags for 2,000' to the valley of the Warmin Gol. A little lower down it is joined on its right bank by the Ghoehbar Gol, up which a rough track runs to the Bang Gol crossing a 16,000' pass. The Zharo Gol on the left bank is forded, the path now running over slopes of rolling downs.



ROUTE No. 43—*contd.*

There is a flat plain called Shah Lasht where the inhabitants of Khot congregate in spring each year to play polo. Shortly afterwards the village line is reached. The path improves and keeps along the left bank of the Khot Gol to Nichhagh where it drops 300' by zig-zags and crosses the river by an 8' bridge. It then follows a large irrigation channel for one mile and continues through fields and scattered hamlets for a further 2 m. to Khot. Here the Governor of Turikho has a large bungalow. There are two large polo grounds and ample space for camping. Supplies, fuel and water are all available.

The village of Khot comprises a number of hamlets stretching over a length of 4 m. As such it supports a population bigger than any other village in Northern Chitral. From it good tracks fit for animal transport lead to Shagram, Sanglasht and Ujhnu in the main Turikho Valley where Route V is joined.

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 ROUTE No. 44.

BANG TO MORICH *viâ* THE BANG PASS (15,600').

Map :—42-D|NE.

17 m.

2 stages.

*Authority* :—White and Edleman 1940.

*Epitome.*

A practicable, but difficult, route connecting the Yarkhun and Turikho rivers. Animals of the country can use it with difficulty, but must be unloaded for the stretch beyond Hinehk in stage 1, and for the descent from the pass in stage 2. This route connects Route III with Route V stage 3 at Morich, either by crossing the rope bridge between Minagram and Bang or by following the right

ROUTE No. 44—*contd.*

bank of the Yarkhun from Brep. It is open from May to October, but never free from snow on the eastern side of the pass.

1	GARAGAR	..	6½ m.	Track possible for
—————	(13,000').			animals with diffi-
6½ m.				culty.

Follow a high irrigation channel out of Bang village; the path is rough and steep, but possible for animals. Cross 50 yards of stone chute, after which the track is rather better for a mile. The ascent then steepens and the track mounts to 10,500' then continuing easily along the hillside to a broad fan called Ganjuri where there is ample camping space and fuel is available. Cross two ravines where avalanche snow blocks the flow of water, and at 3 m. cross the Kishindar stream and descend gently over the end of the fan. Pass under an 11,000' pari, and continue easily up the river bank until the track climbs very steeply 350' and becomes difficult for animals. At 4½ m. pass over a pari where the valley narrows; the descent from this pari is steep and rough for a few yards, but could be improved. The valley now opens out again and the path ascends easily along the grassy hillside. At 5 m. cross to the left of the Ocharantek Gol by a snow bridge and continue easily to Hinchk (12,000') at 6 m., where the path crosses to the left bank by a 9' bridge or ford. Here there is room to camp. After a level stretch of 600 yards at Hinchk the track rises steeply for 1,000'. Animals will have to be unloaded for this ascent. Then cross the Lanadok stream which comes in on the left bank and reach the Ghari of Garagar.

*Camping ground.*—Unlimited.

*Water.*—Plentiful.

*Fuel.*—None above 11,000'.

*Grazing.*—Plentiful.

*Supplies.*—Milk and mead on hoof in summer.

ROUTE No. 44—*concl'd.*

2	MORICH	..	10½ m.	Track possible for animals with difficulty.
17 m.				

Four streams unite near Garagar; the Shah bang and the Khotan on the right bank the Lassadok on the left bank and the main Bang Gol stream. A track leads up the Khotan stream over a 16,200' pass to Khot in Turikho, and another leads up the Larradok stream over a 15,627' pass to the Paur Gol. The latter continues over the An-o-Ser (15,222') and Shah Jenali passes to join Route V, stage 6 at the Siru Gol—Ishperu Dok Gol junction.

From Garagar continue on the left bank of the main Bang Gol stream, along an easy path mostly over open hillsides. At 2 m. cross to the right bank by a ford and ascend the open hillside fairly steeply. The Bang Gol stream turns off to the north and the path follows a small tributary crossing in from the south-west. The final ascent to the pass is up the snow-choked bed of this stream to a small névé plateau; it is easy and not crevassed. The descent starts abruptly at the far end of the plateau at 3 m. The first 350' is down very steep shale slopes, and animals must be unloaded and loads rolled down. After another steep descent of 300', animals can be reloaded, and the descent continued over spurs of varying steepness along the right bank of the Chakosh Gol which falls in cascades until at 5 m. an elevation of 13,000' is reached. There is room to camp at this point, but no fuel or supplies are available. Here the river divides into several small streams and the path crossed to the left bank. The track then continues down the open but stony valley, descending a small underlying spur along the hillside to Ghari Chan (11,200') at 7½ m. Continue through some fields and drop steeply to the river bank. Continue descending steeply along the river bank to Sorrich. Then turn down an easy 8' made road to Morich. For details of camping ground, etc., see Route V.

**ROUTE No. 45.**

**FROM RICH TO THE KACH OR ANOSHAH PASS**  
(17,600').

21½ m. Ref. Map 42-D|NE, 2 or 3 stages dependent  
on weather.

*Authority* :—Cockerill 1894, Davidson 1896, Kembail  
1900, White 1941.

*Epitome.*

An utterly impracticable and dangerous pass for any but a lightly laden properly equipped climbing party; of no military significance whatsoever. The crossing of the Noroghikuh stream in Stage 1 can normally only be done in the early morning owing to the strength of the current and depth of water, and the pitch from the Kach to the Anoshah glacier in Stage 2 should only be attempted very early in the morning as the only practicable route is a natural stone chute during the hours of sunlight.

1	NOROGHIKUH GOL. 11½ m.	Track practicable for animals the whole way.
<hr style="width: 10%; margin-left: 0;"/>		
11 m.		

From Morich follow Route V stage 4 for 9'm. to the country cantilever bridge at the far end of the Phurghaz fan. Do not cross the bridge but continue up the right bank of the Rich Gol to the Noroghikuh Gol. The path is easy and flat. During July and August it is most improbable that this stream can be crossed after 10 A.M. and it will be necessary to camp by the junction. In the event of its being fordable owing to a cold spell Stage 2 can also be done in the first day.

Camp in the shelter of the rock bluff on the right bank. Clean drinking water can be obtained through seepage in the sand of the main river bed. The river water itself is undrinkable.

ROUTE No. 45—*contd.*

2 FOOT OF ANOSHAH 4 m. Coolie track  
GLACIER. throughout.

15½ m.

Cross the Noroghikuh stream by fording. If this is not possible it will be necessary to make a long detour up the valley to cross by the snout of the glacier. On the left bank is a small willow grove with a stream of clear water flowing through it. Keep to the left skirting above the willow grove to avoid wading the stream which issues from the rocks where the willows end. The route (there is no path) keeps up the right bank of the Rabozon Gol mainly over moraine debris. Keep left handed round precipitous cliffs and rise steeply to the moraine snout of the Kach glacier. Keep up its right bank for a short way and then cross it diagonally to the snout of the Anoshah glacier which can be seen on the far side. It is not badly crevassed and is covered with moraine. On the far side is an embankment of moraine 200' high having crossed which drop into a small side valley down which runs the stream from the Anoshah glacier. Follow up the right bank of this stream over fairly difficult country as the stream is inclined to undercut the bank in three or four places. Bivouac about Pt. 12248 where the stream issuing from the glacier changes from a southerly to an easterly direction. Progress beyond this point except in the very early morning is not advisable. In August 1941, it was only possible to pass the Anoshah ice-fall up the right bank and this was a natural stone-chute by day. A large ice avalanche came off the centre of the ice-fall and penetrated almost to the floor of the valley a drop of nearly 2,000'.

3 ANOSHAH (KACH 6 m. Route follows a cre-  
PASS). vassed glacier the  
(17,600'). whole way passing  
two ice-falls.

21½ m.

Surmount the ice-fall at the snout of the Anoshah glacier by the small gol between its right bank and the side of the hill but beware of stone-falls. (N. B.—A long easy slope encloses the left bank of this glacier. It is not

ROUTE No. 45—*concl'd.*

recommended as it leads to a maze of crevasses). Keep up the side of the hill until the level of the glacier is reached. A short distance ahead the valley seems to be closed by the slopes coming down from Pt. 19752 meeting a rock ridge running down from the south-west. This is not the case and the ice-fall clearly shown on the map must be surmounted. This is a difficult fall and probably easier passed along the left bank. One now enters an upper glacier basin which is fairly badly crevassed. A rope is necessary. The pass is easily visible and cannot be mistaken. The final ascent of 750' is up an almost vertical wall of rock and is difficult climbing.

N. B.—The following alternative route for the descent from this pass is recommended in order to avoid the dangerous stone-fall by Camp 2. After descending the ice-fall from Pt. 19752 turn right handed up the small glacier west of Pt. 16181 to the Col at the top of it. Drop from here down the extremely steep shale slopes to the Kach glacier and follow it down. This route is not recommended for the ascent owing to the steepness of the shale slopes. The journey from Camp 2 to the Pass and back to Camp 2 took a very lightly laden party of three climbers 13 hours in 1941.

## ROUTE No. 46.

FROM RICH TO THE PHUR NISINI  
(SHAHGOLOGH) PASS (17,202').

21 m. Ref. Map 42-D|NE. 2 or 3 stages dependent on weather.

*Authority* :—Hall 1902, White 1941.

*Epitome.*

The best of the three passes leading from Upper Turikho to Wakkhan. On the Chitral side to the crest of the pass the route is nowhere difficult and fit for coolies. The

ROUTE No. 46—*contd.*

descent on the Wakkhan side is a snow and ice precipice for almost 3,000' and looks extremely difficult.

1 NOROGHIKUH 11½ m. Track practicable  
GOL. for animals the  
11½ m. whole way.

See route No. 45, Stage I.

2 FOOT OF PHUR, 5½ m. Passable for laden  
NISINI GLACIER. coolies.  
17 m. (12,800').

Follow route 45, stage 2 as far as the snout of the Kach Glacier. Cross this so as to hit the stream from the Anoshah Glacier just above its junction with the stream from the glacier which falls from Pt. 21332 west of Balo Bughdu. Cross both these streams by fording. They are passable except late in the afternoon. Balo Bughdu is a flat expanse with a few small bushes and could be used as a camping ground. Carry on east up the right bank of the Shah Gol to its junction with the stream from the Phur Nisini glacier. Ascend this for 800' to where a small spring of clear water issues from the rock on the extreme west edge of the valley. There are some stunted willows here for fuel and space to bivouac.

3 PHUR NISINI 4 m. Glacier throughout.  
PASS.  
21 m. (17,202').

Climb steeply up the terminal moraine of the glacier and reach the true glacier about 14,000'. The surface is easy being either lightly covered with moraine or névé for the next 1,500'. It is best to keep in the centre of the glacier. Between 15,500' and 16,000' there are some big crevasses which are easily crossed. At 16,000' the main glacier branches off to the right and a small side one coming in from the north is followed. The pass can be seen from here. The final ascent of about 300' is over shale but just before the foot of it is reached there are a few big crevasses to be crossed. The final bergschrund is dangerous and care should be exercised in crossing it.

ROUTE No. 46—*concl'd.*

The descent on the Wakkhan side is a sheer precipice of ice and rock for nearly 3,000'. A very wide flat glacier is then reached which stretches out of sight and seems to be easy. The initial descent down the precipice however would be difficult.

## ROUTE No. 47.

FROM RICH TO SHAH GARHI *viâ* RAHOZON  
GOL AND SHAH GOL PASS (15,900').

30 m. Ref. Map 42-D|NE. 2 or 3 stages dependent  
on weather.

*Authority* :—Hall 1902, Wihte 1941.

*Epitome.*

An alternative to Route V Stages 4 and 5 but 7½ m. longer and more difficult. Quite impracticable for laden animals as there is no track but fit for fully laden coolies.

1 NOROGHIKUH 11½ m. See Route 45,  
GOL. Stage 1.

11½ m.

2 CAMP IN SHAH 7½ m. Fit for laden coolies.  
GOL.

19 m. (12,800').

Follow Route 46, stage 2 to foot of Phur Nisini glacier. Cross the stream issuing from the glacier fordable until midday after which time a detour over the snout of the glacier will have to be made. Continue up the right bank of the Shah Gol stream and camp in it opposite the snout of the glacier, running north-west from Pt. 17058 at a height of about 12,800'.

3 SHAH GARHI. 11 m. Coolie road.

30 m.

Ascend easily up the right bank of the Shah Gol over grass and shale slopes to just below where the stream



ROUTE No. 47—*contd.*

issues from the black snout of a glacier coming in from the north at a height of 14,200'. Cross the small stream and continue over moraine boulders and debris to 14,800' where a small glacier running west from the pass is followed. The going over debris and snow to the foot of the pass is easy. The final ascent of 500' is an extremely steep shale slope clear of snow after July.

The descent is easy at first over a gentle uncrevassed glacier to the right lateral moraine bank of the large Shahjenali glacier. Follow down this moraine bank and later the right bank of the stream to where it turns due south at about 13,000'. In order to avoid a steep rock precipice here keep along the bank of the stream and do not try and cut the corner across country.

It is best from here to continue down the right bank of the river now forming from the converging of glaciers at this point. The stream from the unnamed glacier coming in from Pt. 16913 has to be forded. Continue over grassy slopes and cross the main river about a mile lower down by a snow bridge which is still safe in the beginning of August. (If a snow bridge is not in existence it will be necessary to go all the way down to the country bridge at Shah Jenali to cross). Continue down to Shah Garhi Route V, Stage 5 which see for camping ground, etc.

*N. B.*—It is possible but extremely difficult to cross the streams from the converging glaciers at 13,000' and come down the left bank to Shah Garhi. The two streams from the Shah Jenali glacier are with difficulty fordable upto midday. After that they can be passed by traversing across the snout of the glacier but its left bank is a black ice precipice involving step cutting. The stream from the glacier from Pt. 19600 is crossed where it runs under the ice of teh Ochhili glacier and the stream coming from Pt. 17305 is easily crossable just below the snout of the glacier. This detour is not advisable and it is easier to carry on down the right bank.

## ROUTE No. 48.

FROM SHAH GARHI TO THE OCHHILI PASS  
(17,350').

8½ m. Ref. Map 42-D|NE, 1" to 2 m. 1 stage.

Authority :—Cockerill 1894, Kemball 1900, White 1941.

*Epitome.*

The most easterly of the passes from Turikho into Wakkhan. It is a very long pass and owing to the dangerously crevassed state of the glacier should only be attempted with rope and ice-axes.

1 OCHHILI PASS 8½ m. Passable to men on  
——— (17,350'). foot with ropes  
8½ m. and ice axes.

From Shah Garhi keep up the left bank of the river over open grassy slopes for 1½ m. along an easy path which now ceases and the going becomes extremely difficult for the next mile. The slopes of dried mud descend at a very steep angle to the river. It may be possible to find an Ibex track across them otherwise step-cutting into the mud becomes necessary. Having crossed them turn right-handed up the left bank of the stream running south of Pt. 14239. Cross it below the snout of the glacier falling from Pt. 17305. Mount steeply left-handed up the left lateral moraine bank of the Ochhili glacier striking the level glacier about 14,600'. Keep up the central (white) medial moraine band to 15,200' and then cross over to the left centre of the ice-fall falling from the upper glacier leading to the pass. The rope must be worn from here on. Though the crevasses in the ice-fall are very wide they are all safely crossed by snow bridges. Having passed the ice-fall proceed up the centre of the glacier to the East inclining to the left continually jumping crevasses. From about 16,400' onwards the glacier is covered with wind-furrowed snow which makes the going more difficult as the crevasses are harder to jump. The last 300' to the crest of the pass are up a very steep snow and shale slope.

ROUTE No. 48—*contd.*

From Shah Garhi to the crest of the pass will take a full 8 hours and the return descent another 5.

The descent into Wakkhan is at first extremely steep for 2,000' to a broad flat bottomed glacier. There is said to be the valley to Kala Yust on the Ab-i-Panja where join routes in Afghanistan N. E.

## ROUTE No. 49.

FROM WARSAM TO YASIN *Via* THUI PASS  
(14,680').

45½ m.

4 stages.

*Authority.*—Fulton, 1902 ; Widdicombe, 1911 ;  
Shea (part native) 1915.

*Epitome.*

The route is most frequented in the summer, as by it are avoided the numerous river crossings of the Mastuj-Shandur-Gilgit route (Route No. IX). This route is also an alternative for Route No. 41. By Chitralis it is reckoned 5 days' march from Yasin to Mastuj by the Thui pass, which is open to men on foot from April to the end of November, to laden animals of the country from the end of June to November, though difficult, in parts on the Yasin side of the pass.

1	SHAH JANALI	8 m.	Road fit for laden
(12,700').			animals of the
8 m.			country.

Follow Route No. III to 1½ m. when turn up the left bank of the Bazin *nala*, reaching at 3 m. Rakshin (2 or 3 houses, remainder destroyed by mud flood). At 3½ m. cross to river bank by a cantilever bridge, 24' span, elevation 9,000', unfit for laden mules ; stream fordable in June. Pass through the fields of Gazin and rise easily up right bank of river-bed (alternative path on steep hill slopes above).

ROUTE No. 49—*contd.*

At 4 m. rise steeply for 3 yards on to an open fan and passing on the left bank the village of Nichar (4 houses) (also being reduced in size each year by the encroachment of a mud *nala*). Cross the boulder strewn bed of a well wooded *nala* and at 5 m. cross the Golash by a ford and emerging from the bed at 5 $\frac{3}{4}$  m. rise steeply on to the grassy slope of the hill to 11,800', where the Yaddich Gol joins the Gazin *nala* on the left bank. Pass into a narrow *nala* between the moraine on the S. and the steep hillsides on the N. and rise by terraces to Shah Janali, a stony undulating plateau 300 yards wide between the steep hill slopes and the glacier, at the junction of the Nasir Gol.

*Camping ground.*—Ample for large force.

*Water.*—Scarce under ice.

*Fuel.*—A small quantity.

*Fodder.*—Grazing scarce.

*Supplies.*—Nil.

2	RAMACH	..	12 m.	Coolie road. Laden
(10,400')				animals were taken
20 m.				over it in August
				1940, but it is ex-
				tremely difficult ex-
				cept for yaks.

The track runs east over the Shah Jenali plateau, crosses the Nasir Gol at the far end of the plateau, and continues up the right bank of the Gazin glacier along open hillsides and later over moraine. The Gazin glacier itself is formed by the junction of the Thui glacier from the north and the Zang Tek glacier from the south. The route avoids the Thui stream by crossing the moraine; this is a very difficult place for animals, but a track could be made. Continue east over a flat plateau between the Thui and Zang glaciers, then turn north along the hillside above the left bank of the Thui glacier. At 4 m. again turn east and climb over very steep shale slopes which are very difficult for animals, to the crest of the pass (14,760'). The descent is at first down shale slopes which are very steep in places  $1\frac{1}{2}$  miles from the crest the path crosses the Kachili stream which comes in

ROUTE No. 49—*contd.*

from the north. The route then continues along the hillside above the left bank of the Aghost Bar glacier for 2 miles, after which it is best to strike down into the glacier and follow it down to avoid crossing the snout of the Qalander Gum glacier which comes in on the left bank, and in August 1940 was a deeply crevassed cliff of ice carrying much moraine. A wide detour is likely to be necessary to cross above the snout. The main glacier, which in August 1940 was dry ice with a few narrow easily-jumped open crevasses, is followed until the snout of the Qalander Gum is passed. Then climb steeply to the crest of the left lateral moraine and follow it down easily for two miles to the junction of the stream from the Borum Bar glacier (10,990').

In August 1940 this stream was not bridged and had to be crossed by again taking to the moraine of the main glacier just above its snout. The path here turns from east to south east and rises steeply from the bed of the stream.  $6\frac{1}{2}$  miles from the summit of the pass, just below the snout of the glacier, reach Sholtali, where there is a small camping ground and a little fuel and grazing is available. Following the river bed and hillslopes over stony ground after  $1\frac{1}{2}$  miles the route reaches the stream issuing from the Kesun Bar glacier crossed by a 20' span bridge. Animals ford the stream  $\frac{1}{2}$  mile below the bridge. Then turn south across level ground and enter Ramach.

*Camping ground.*—Ample for 1 bde.

*Water.*—Plentiful.

*Fuel.*—Birchwood and bushes plentiful.

*Grazing.*—Scarce.

*Supplies.*—Nil.

3 DRACH

.. 14 m. Road fit for laden  
animals of the  
country.

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34 m.

A good path running almost S. leads down the left bank of the Thui river, through birch bush passing a *darband* at  $1\frac{1}{2}$  m., through *Lasht Ghari* (6 houses) at  $3\frac{1}{3}$  m. where the Shatuban comes in on the right bank.

ROUTE No. 49—*contd.*

Pass through Koch *Ghari* (4 houses) at  $5\frac{1}{4}$  m. opposite which the Mus-ka-bar joins the Maiu river up the former of which well-defined track leads to some grazing uplands. Continue over a boulder strewn ravine, passing the hamlet of Chuish on the right bank of the Thui river at  $5\frac{3}{4}$  m., then cross a stony plateau and reach Das (Hirundas), 4 houses, at  $8\frac{1}{2}$  m. Opposite on the right bank is Thialti (8 houses) at the junction of the main stream with the Khainet Gol, which is bridged at Thialti, elevation (9,400'). Continuing on across the Dasarchi or Nailti Har stream, easy to ford, cross to the right bank of the Thiu stream at 9 m., by a good cantilever bridge, fit for laden animals, and at  $9\frac{3}{4}$  m. reach Nailti (12 houses).

*Camping ground.*—Possible.

The path now follows the right bank, passing Draskin at 10 m. (16 houses) on the left bank, through which flows the Daspar Gol, up which a summer route leads to Darkut valley bridged about  $\frac{1}{4}$  m. above its junction with the main stream, and at  $10\frac{3}{4}$  m. Shot (6 houses) also on the left bank, where the river is crossed by a bridge 40' span. At 11 m. pass Chhariat (10 houses) on right bank. The river is here unfordable with extensive cultivation on both banks, but there is a good bridge.

At  $11\frac{1}{2}$  m. cross the Kunobar stream, and pass the hamlet of Harun, and Chikidas (7 houses) and the Chikidas stream on the left bank. Thence across a stony plateau and through the cultivation of Harf (50 houses) then crossing the Harf-o-Gol at  $13\frac{3}{4}$  m. reach Dapas (22 houses) on the left bank, where there is a bridge (52' span) fit for laden animals of the country, thence to Drach (20 houses).

*Camping ground.*—Restricted.

Water.— } Plentiful.  
Fuel.— }

*Fodder.*—No grass, a little *bhusa*.

*Supplies.*—Scarce, procurable.

ROUTE No. 49—*concl'd.*

4 YASIN .. 11 m. 6 f. Road fit for laden animals of the country.  
 45 m. 6 f.

A good, easy path passing the village of Dalkoi (6 houses) on the left bank leads over the bare stony slopes of the valley to 3½ m. where Barandars is passed on the left bank. Here at the junction with the Yasin is a bridge, 42' span, fit for laden animals but frequently washed away, and a dangerous ford. Thence follow Route No. 73, stage 3 to Yasin which see for camping ground, etc.

### ROUTE No. 50.

MAIDAN TO POKAL (ALAH) *viâ* THE GORAPHER PASS (9,134').

21 m.

3 stages.

*Authority* :—Carter and Mason, 1888.

#### *Epitome.*

A route used in 1888 by Hazara Field Force : practicable for mule transport except at the Gorapher pass.

*Camping ground.*—For 1 division in stage 1, and 2 divisions in stages 2 and 3.

*Water.*—Plentiful, except stage 1.

*Fuel.*—Plentiful.

*Fodder.*—None in stage 2, procurable in stages 1 and 3.

*Supplies.*—None in stage 1 and 2, procurable in stage 3.

1 MAZRAI .. 6 m. Mule road, also fit  
 ——— (KANGRI-KI-DANA) for camels.

6 m. (7,000').

Leaving Maidan  
 (Route 30, stage

6) by the Dabrai road, branch to right on passing Maidan E. and go up the spur to Mazrai Kandao by a zigzag,

ROUTE No. 50—*contd.*

general direction  $10^{\circ}$  to  $15^{\circ}$ . Then pass the village of Karwar, where road is steep and soil sandy and shaly, to a white rocky point at  $2\frac{1}{2}$  m. N. of which—

*Camping ground.*—For 1 bde. to bivouac.

*Water.*—From a stream flowing out above the road.

*Fuel.*—Scarce.

Continue up the spur to Balarin point, leaving Khabai below to the right.

*Camping ground.*—Level space for men to halt on.

*Water.*—A pool fit for cattle.

Continue through firs and undergrowth to Mazrai (7,000').

*Camping ground.*—For 1 div. on ridge 1 m. beyond Mazrai.

*Water.*—Scarce, from spring N. W. of Mazrai  $\frac{1}{2}$  m. from ridge : and from spring N. of and 106' below ridge.

*Fuel.*—Plentiful.

*Fodder.*—Procurable from a distance.

*Supplies.*—

2	ALAH I (KAGE ..	7 m.	Mule road to Chaila
13 m.	OBA).		crag, thence coolie
			road.

Proceed along ridge round small spurs to W. peak of Chaila hill : road is fairly level, rising 1,000' in  $3\frac{1}{2}$  m. There is then a precipitous ascent, impassable for mules, to the crest of the Gorapher pass (9,134'), along which for 1 m. road is comparatively level. Then descend on the N. side in an Easterly direction to a *nala*, and on to the next spur, where is Kage Oba (Crooked waters) or Alahi.

*Camping ground.*—For 2 divs. in hollow of Kage Oba and on hills N. and S.

*Water.*— } Plentiful.  
*Fuel.*— }

*Supplies.*—None : no villages in vicinity.



ROUTE No. 50—*concl'd.*

3 POKAL 8 m. Mule road.

21 m. Pass through the *gali* to the W. and wind round the fir-clad hill N. of Kage Oba, crossing several spurs and *nalas* and gradually descending. At 2½ m. bear NNE. down a more open spur at a gradient of 1 in 6. Continue down the spur at an even gradient of 1 in 10, the road being fit for mules though there are precipices on either side, and reach a saddle, where just short of a wooded under-feature the road bifurcates. One road goes straight on to Behari, but is 4 m. longer to Pokal: the other bears to the left in a northerly direction, follow this down the spur NW. and through thick undergrowth to the spur running NNE. at the bottom of which is Pokal on S. bank of the Alahi. Here Route No. VIII comes in from the Chattar plain.

*Camping ground.*—For 2 divs.

*Water.*—Good and plentiful from a spring and from the Alahi stream.

*Fuel.*—Abundant.

*Fodder.*— } From village and neighbouring hamlets of  
Behari Banda, Nagraon and Rupani  
*Supplies.*— } all within a radius of 3 m.

## ROUTE No. 51.

CHATTAR PLAIN TO POKAL *viâ* THE SHAHID  
PASS (9,000').

29 m.

3 stages.

*Authority* :—Punjab Command Route Book ; N.-W.  
Frontier Gazetteer, 1887.

*Epitome.*

This route connects at Chattar with the route to Abbotabad *viâ* Mansehra ; see Routes in Rawalpindi District. After Banser it is a rough track over the range dividing

ROUTE No. 51—*contd.*

Nadihar and Alahi, impassable for mules and improperly explored.

1	BANSER	..	10 m.	Good mule road. From Chattar, road crosses the plain.
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10 m.

*Camping ground, etc.*—No details.

2	SHAHDI GALI	..	9 m.	Road practicable for laden mules of the country only.
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19 m.

In this cross the Shahid pass, 9,000'.

*Camping ground, etc.*—No details.

3	POKAL	..	10 m.	No information.
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29 m. From here a road goes *viâ* the Adrak pass to Palas on the Indus, where joins Route No. X, stage 7.

For *Camping ground, etc.*—See Route No. 50.

## ROUTE No. 52.

CHATTAR TO POKAL *viâ* THE BHISTI RIDGE  
AND MALIKI.

26 m.

3 stages.

*Authority*—Beley, 1887 ; N.-W. Frontier Gazetteer.

*Epitome.*

This route appears to be a rough mountain track along the Bhisti ridge and thence over the range dividing Nandihar and Alahi from the Maliki peak. It is an alternative to Route 51 ; it is impracticable for mules and has not been properly explored.

Distances are unreliable.

*Camping ground, etc.*—No details except at Pokal, for which see Route No. 50, stage 3.

ROUTE No. 52—*contd.*

1 BHISTI RIDGE 7 m. Coolie road.  
 (9,600').

7 m. From the Chhattar plain up a stiff ascent by an unmade road.

*Camping ground, etc.*—No details.

2 MALIKI .. 7 m. Coolie road.

14 m. 3 m. above Bhisti the crest is a small treeless plateau (10,000') about 1 m. long and  $\frac{1}{4}$  m. broad, with the Palaiju stream flowing through it. Keep along the ridge, which is probably difficult in places, by a mere cattle track. Maliki peak (12,465'), on which snow lies from September to May, commands an extensive view over the Alahi and Nandihar districts. Gangwal and Ganthar lie below.

*Camping ground.*—Fairly large, round top of Maliki peak.

*Water, etc.*—No details.

3 POKAL .. 12 m. Coolie road.

26 m. The descent is steep to Gangwal, which lies far down below the peak, then more gentle, following the bed of the Sirhan stream, which gradually widens and for the last 3 m. below Sehbin flows through a plain 4 or 5 m. in area all under rice cultivation. At Pokal join Route 51.

*Camping ground, etc.*—See Route 50, stage 3.

## ROUTE No. 53.

SHINKIARI TO CHOR *viâ* SACHEHA AND THE KANDAO GALI (11,000').

27 $\frac{1}{2}$  m. 3 stages.

*Authority* :—Beley, 1887 ; N.-W. Frontier Gazetteer, 1887.

*Epitome.*

This route connects at Shinkiari with Routes in Rawalpindi District, a route to Abbotabad *viâ* Mansehra. It is

ROUTE No. 53—*contd.*

A rough mountain track, impracticable for mule transport and not properly explored, and appears to be the most easterly route over the range dividing Nandihar and Alahi. Distances are unreliable.

*Camping ground, etc.*—No information.

1	SACCHA	..	12 m.	Road good for mule
				transport along
———— UTLA.				banks of Siran
12 m.				

river. Pass Bhugarmang at 7½ m.

*Camping ground, etc.*—No details.

2	MANA	..	7 m.	Coolie road.
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19 m. Hill track up E. fork of the Siran, crossing it by bridge made of poles covered with branches and mud. Path is fairly easy to Pinjul; thence the ascent is rapid and path rocky.

*Camping ground, etc.*—No details.

3	CHOR	..	8½ m.	Coolie road.
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27½ m. The usual route taken by traders leaves the stream and winds up the E. slopes to the summer hamlet of Panj Nadi through pine forests and across several petty streams: then passes over grassy slopes ending in a short steep ascent to the Kandao Gali or pass (11,000'). The descent thence to the Chor glen is easy. Here join Route No. 54. ●

*Camping ground, etc.*—No details.

## ROUTE No. 54.

BALAKOT (KAGAN) TO POKAL *viâ* THE MIRZA GALI PASS (11,755').

55¼ m.

6 stages.

*Authority* :—Beley, 1887; N.-W. Frontier Gazetteer, 1887.

*Epitome.*

This route connects the Kagan with the Alahi valley, starting from stage 6 of Route 63 of Routes in Rawalpindi.

ROUTE No. 54—*contd.*

District, and ending at Pokal, where it joins Routes 50 and 51. It is impracticable for mule transport except in stage 1, but is used by traders with lightly laden animals of the country.

*Camping grounds, etc.*—No information.

1 NADI NALA .. 13 m. Mule road.  
 \_\_\_\_\_ (7,000').

13 m. There is a stiff pull up the Tundi ridge, but it is practicable for mules. Pass Hangrai at 10 m. There is a Forest bungalow in the *Nadinala* near which there is room for a small camp. When the weather is very hot, it would be better to halt on the ridge above Hangrai, provided there is water; if there is drought and no water down in the Bagar valley, at its head W. of the ridge.

*Camping ground.*—Small.

*Water, etc.*—No details.

2 NAGA RIDGE.. 5 m. Coolie road.

18 m. There is a steep ascent to Naga from the *Sikian nala*, the track leaving the ravine up the left bank. Camp on a grassy hill. A track branches off to Ashran, beyond which laden animals cannot go.

*Camping ground, etc.*—No details.

3 DHER RIDGE.. 7 m. Coolie road.

25 m. There are several places between Mali and Dher where the track would require improvement before it would be fit for mules. Below there are dense pine forests passable for mules. It would be necessary to examine the water supply on Naga and Dher ridges before the march of troops.

*Camping ground, etc.*—No details.

4 CHOR .. 8½ m. Coolie road.

33½ m. The rise from Dher is gradual, and so is the descent to Chor, except the first

ROUTE No. 54—*concl'd.*

few hundred yards from the *Mirza Gali* pass which are steep. The pass is about 50 yards wide and 30 yards on the top.

A track goes from here to Kagan by the *Jab Gali*, and to Rajwal by the *Seri* and *Makra Gali*.

*Camping ground, etc.*—No details.

5 AZRI GALI .. 7 m. Coolie road.

———— (ABOUT 10,000').

40½ m. On the upper slopes of the glen around *Azri Gali* are a few pine and deodar trees. The *gali* is buried in snow from September to May. It would probably be advisable to continue to Gangwal for camp. See next stage.

*Camping grounds, etc.*—No details.

6 POKAL .. 15 m. Coolie road.

55½ m. Go down the Sirhan by a steep descent into the Alahi valley, and pass Gangwal at 4 m. Thence the descent is more gentle, the bed of the stream widens gradually, and for the last 3 m. below Sechbir it flows through a plain 4 or 5 miles in area—all under rice cultivation. For description of Pokal see Route No. 50, stage 3.

## ROUTE No. 55.

NARANG TO CHILAS *viâ* THE GHUNJA KATHA PASS (OVER 14,000') AND THE ZURE PASS (15,310').

76 m.

6 stages.

*Authority.*—Bettye, 1911; Turner, 1915 (partly from native information).

*Epitome.*

This route, which connects at Narang with Route in Rawalpindi District is used by unladen animals of the

ROUTE No. 55—*contd.*

country throughout, and stages 5, 6, and 7 are also fit for pack transport. Two passes and several bridges have to be negotiated.

*Camping ground.*—Ample for 1 bn. at all stages except 4 and 5, where ground is restricted unless fields can be used.

*Water.*—Plentiful.

*Fuel.*—*Nil* stages 1 and 6 ; otherwise plentiful.

*Fodder.*—*Nil* stage 6, scarce stage 5 ; otherwise grazing procurable.

*Supplies.*—A little procurable at stages 4, 5 and 7 otherwise *nil*.

1	SAPAT	.. 14 m.	Coolie road, very difficult for unladen animals of the country.
14 m.			

From Narang a very difficult path runs up the Bhunga Kath pass (over 14,000'). Sapat is the name given to a very extensive Pamir of rolling downs at the head of various branches of the Jalkot valley, a tributary of the Indus. There is no village and the Pamir, which lies at an elevation of from 10,000' to 14,000', is untenanted in the winter. Owing to its extent no two accounts agree as to distance. Sapat can be reached by several passes from the Chilas district and Kagan valley, *see* Routes 59 and 83, and Routes in Rawalpindi District.

*Camping ground.*—For any force.

*Water.*—Plentiful.

*Fuel.*—*Nil*.

*Fodder.*—Ample grazing.

*Supplies.*—A large number of sheep and goats.

NOTE (1).—From Sapat a track, practicable only for men on foot and coolies, goes to the Dhumdhuma *Gali* pass, 8½ m. *via* Randi-ka-Sirim and Malik-ka-Nar. The last 600' of the ascent to the pass is over a razor-back spur strewn with boulders.

NOTE (2).—From Sapat another path practicable only for men on foot and coolies goes to the Sapat pass, 3½ m. There is a difficult *nala* to cross at ¼ m. and the last ¼ m. of the ascent to the pass is along a very steep razor-back. The Sapat pass is considerably easier and much lower than the Dhumdhuma pass. The descent on the N.

ROUTE No. 55—*contd.*

side appears to be easy and leads into a valley the whole of which is known as Sapat or by Gujars as Kohistani Sapat: the general direction of the valley is NE. for 2 m. after which it bends to the N. About 3 m. down the valley is Gurj Baik or Burjan.

NOTE (3).—A track practicable for men on foot and coolies goes to Upper Bas, about 11½ m. For most of its length this route follows the Kohistan border to which it is quite close at Shush Gali. At ½ m. cross to left bank of *nala* by a snow bridge (August); and at 2½ m. turn E. up hill. At 2¾ m. reach a gentle grass slope which leads to a very steep grass ridge. At 4 m. the track crosses level stony ground, and then goes along the hillside to the crest of the hill between Sapat and Domel villages a very narrow ridge only a few yards broad and very steep on both sides, which is reached at 4¾ m. From the crest there is only a goat track leading along a very steep hillside; and at 6¾ m. descend to grassy slopes. At 7½ m. reach a small lake 50 yards broad, 300' below the Shush Gali pass: a zigzag path leads up to the pass, which appears easier than the Sapat pass on the S. side though the N. side as viewed from Bas Gali looks difficult. The Shush Gali leads to the Shush Katha, which flow into the Sapat valley below Burj Baik, *see* note (2) above. At 7¾ m. pass another small lake, after which cross rocky ground to the crest of the ridge above Upper Bas at 8 m. Descend at about 9 m. then for ½ m. pass a third lake, from here the descent is very steep, leading in a SSE. direction over grassy slopes for about 1 m. to the Bas Katha, and reach Upper Bas at 11½ m.

2 KOTGALI .. 12 m. Fit for unladen, unfit  
for laden animals.

26 m. The road runs over grass downs, and at 5 m. crosses the Kotgali pass, which is unfit for laden animals, the ascent and descent being steep and stony. Coolies can carry the loads over these 2 m. and the animals can then cross unladen. The remainder of the road is easy.

*Camping ground.*—Ample for large force.

*Water.*—Scarc.

*Fuel.*—Nil.

*Fodder.*—Grazing plentiful.

*Supplies.*—Nil, unless shepherds are encamped near.

3 TANDA BHEK .. 12 m. Practicable but difficult for laden animals of the country.

38 m.

Road at first is easy and grassy: then comes a long zigzag climb to the Zure pass (15,310'), followed by an easy



ROUTE No. 55—*contd.*

descent to camp near a few Gujar huts. From the Zure *nala* there is a footpath up the Jilsachogah *nala* to Jaglot.

*Camping ground.*—Ample, for 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Good grazing.

*Supplies.*—Milk, etc., procurable from shepherds.

4	THOR	.. 12 m.	Fit for unladen
50 m.			animals (though difficult), unfit for laden animals.

The road runs over a plain to 8 m. where the Makheli *nala* joins from the S.E. The valley then narrows, and the stream runs through steep hills or rocky gorges. Bridges fit for unladen animals of the country are always built to keep the road open where necessary, but their number and position change with the stream. A footpath leads down the right bank avoiding the river, which is unfordable in summer. Thor, a fort village of 100 houses, lies on an under-feature at the junction of a subsidiary *nala*.

*Camping ground.*—For 1 bde. on fields below fort : otherwise restricted.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Scarce : *bhusa* and lucerne procurable in summer.

*Supplies.*—Scarce but procurable.

5	HODAR	.. 18 m.	Mule road.
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68 m.	FERRY
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The road is now a mule road and from Maruski 7 m. where there is a bungalow (supplies scanty) kept up by the Kashmir P. W. D. Descend left bank to 2 m. ; then cross by truss bridge to right bank, and at 3 m. reach sand dunes at mouth of

ROUTE No. 55—*concl'd.*

Thor *nala*. Here route No. 56 continues down left bank of Indus while route No. X runs along right bank.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*—Scarce but procurable.

*Supplies.*—None.

Turn up left bank of Indus, and in next 2 m. cross 2 rock *paris* : then follow an easy route over plain and sandy hillsides to 8 m. The road now climbs rather steeply on to a ledge above a *pari*, descends into a deep ravine at 9 m. ; and continues over rock *paris* with one break of  $\frac{1}{4}$  m. to 12 $\frac{1}{2}$  m. then along a steep hillside to the edge of a big *maidan*. Here at the corner a track leads down to the river, where a *jala* ferry is always kept to communicate with Hodar, a village 1 m. from the Indus on the opposite bank : see route No. X, stage 13.

*Camping ground.*—Extensive, on sandy *maidan*.

*Water.*—Plentiful, but from Indus 300' below.

*Fuel.*—  
*Fodder.*— } *Nil.*

*Supplies.*—*Nil*, except a few procurable from Hodar opposite.

6 CHILAS .. 8 m. Mule road.

76 m.

Cross *maidan* for  $\frac{1}{4}$  m. ; then for 2 m. go along a winding *pari*. At 2 $\frac{3}{4}$  m. reach mouth of the Gichi *nala*, where there is a small patch of cultivation and a levy post. Then cross  $\frac{3}{4}$  m. of sand *maidan* and 1 $\frac{1}{2}$  m. of easy, hillside, and at 5 m. climb a little and gain broad *maidan* to 6 $\frac{1}{2}$  m. Here climb to 7 m. where the *serai* is passed, and  $\frac{1}{4}$  m. further on pass fort and turn up the Batogah *nala*, reaching the P. W. D. godown at 8 m. and the Assistant Political Agent's house  $\frac{1}{2}$  m. further on.

For details of camp, etc., see route No XI.

## ROUTE No. 56.

FROM CHILAS TO KAURANG.

100½ m.

6 stages.

*Authority.*—G. S. (Guides Infantry), 1914 ;  
Turner (first 3 stages only), 1915.

*Epitome.*

As far as stage 1, a good mule road ; thence, as far as Basha, fit but difficult for unladen ponies, thence a good pony road made and kept up by the Rajah of Tangir and Aarel to Harban *nala*, where the Indus is crossed, thence a good pony road to and up the Tangir *nala*, after which the road is a coolie road. Stages 4-6 inclusive are fit for coolies only, and there is no pack traffic of any sort in this part of Kohistan.

From Harban ferry to Sazin (stage 3) there is an alternative route down the left bank of the Indus, but it is a mere coolie track.

The first 2 stages are alternative to last stages of Route No. X on opposite (right) bank of Indus. After the three first stages the distances are only approximate.

*Camping grounds.*—Generally for 1 bn. to stage 3.

*Water.*—Plentiful throughout.

*Fuel.*—Scarce in 1.

*Fodder.*—Nil in 1, scarce in 2.

*Supplies.*—None.

1 MOUTH OF .. 18 m. Mule road.

———— THOR *Nala*.

18 m.

Follow Route No. 55, stage 7, and last 10 m. of stage 6, camping if necessary at Hodar Ferry (see Route No. 55, stage 6).

2 HARBAN .. 18 m. Coolie road, practi-

———— FERRY .. cable for unladen  
36 m. animals.

Continue down the left bank of the Indus, fording the Thor *nala* at the mouth, or if the *nala* is in flood, crossing

ROUTE No. 56—*contd.*

by a truss bridge 1 m. up stream. At 5 m. pass a small gujar settlement at Minar, and at 7 m. pass the mouth of the Khambari *nala* on the opposite bank of the Indus.

*Camping grounds.*—On open space for 3 bdes.

*Fuel.*—Wood procurable.

Leaving at 9 m. Chilas territory and, entering Tangir, pass at 9½ m. a ferry to Dudishal on opposite bank, *see* Route No. X, stage 12. At 10 m. pass Basha *nala*, up which lies fort village of Basha, after which the road becomes good and practicable for laden ponies as far as Harban *nala*, with a bridge at its mouth fit for animals, difficult to ford for 3 months in the year, 2 m. up which is Harban village. At the mouth of Harban *nala* is a good permanent ferry, where horses can cross singly on a skin raft, or swim, but in winter only. Here on the right bank of the Indus, Route No. 61 comes in down the Darel valley, which see for camping ground, etc.

3 DIAMI .. 14 m. 4 f. Easy pony road.

50 m. 4 f.

The road to Sazin *via* the left bank of the Indus is very difficult and practicable only for coolies. The proper road to take is to cross by ferry at Harban, and follow Route No. X, stage 12 to the mouth of the Tangir river and then Route No. 60 up the Tangir river, crossing the Darel stream at ½ m., leaving the Indus and turning up the Tangir river at 5½ m., crossing the Tangir to the right bank at 7 m., passing Luruz at 11½ m. and reaching Diami at 14½ m., a fort village of 100 houses.

*Camping ground.*—For 1 bde. on fields.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*— }  
*Supplies.*— } Procurable.

ROUTE No. 56—*contd.*

4 UTOR .. 21 m. Coolie road.

71 m. 4 f.

The route now leads 12 m. by an easy ascent to the Utor (Choti) pass, the height of which must be considerable, since the snow is said never to melt. The descent is more difficult, but could be made fit for mules. 9 m. beyond the pass reach Utor (40 houses), on the Utor *nala*, 4' to 10' wide, and crossed by several foot-bridges.

5 KOTGALA .. 14 m. Difficult coolie road.

85 m. 4 f.

Along a path, difficult even for footmen reach at 7 m. the right bank of the Indus, along which at 14 m. Kotgala, at the Junction of the Indus and the Kandia *nala*, 50 yards wide and 15' deep at its mouth.

*Camping ground.*—Near junction of rivers

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Nil.  
}

From Kotgala, Route No. 33 leads to Duber.

6 KAURANG .. 15 m. Coolie road.

100 m. 4 f.

Following up the left bank of the Kandia stream at 4 m. reach the Tuti Dara, 2' to 5' deep crossed by a wooden foot-bridge. At 5 m. reach Halil village (about 80 houses) lying on both sides of the Kandia stream, which is here crossed by a foot-bridge about 3' wide and 40 yards long. Following now the right bank at about 6 m. reach the scattered village of Swel on the Swel *nala*, which is fordable. At 7½ m. pass the village of Kingli (150 houses), lying up in the hills on the left bank of the Kandia, which is here bridged by 2 wooden bridges fit for ponies. At 8½ m. reach the

ROUTE No. 56—*concl'd.*

Dadshai *nala*, 3' to 7' deep and crossed by a foot bridge, and Dadshai village (80 houses). Here, where the Kandia becomes narrow, cross to the left bank and proceed along a bracketted track, to avoid some high and difficult spurs on the right bank.

At 9½ m. reach Darsai on the left bank (140 houses), where the road again becomes very bad. At 10½ m. is Trot (40 houses), and at 11 m. Jamra (20 houses) on the right bank. At 11½ m. reach Zimbela, where there is a bridge across the Kandia 3' wide, and at 15 m. reach Kaurang (180 houses) lying on both sides of the Kandia. Opposite it is the Bagru *nala*, 40' wide, unfordable but bridged, up which is footpath to Mankial in the Upper Swat. The Kandia itself is also bridged at this point.

From here routes lead to Khwaza Khela in the Swat valley, *vide* Route No. VIII; and to Kurangi in Tangir, *vide* Route No. 62.

*Camping ground.*—

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Nil.

## ROUTE No. 57.

SAPAT TO CHIAKAR *viá* THE CHACHARGAH PASS (13,400').

13 m.

1 stage.

*Authority.*—Battye, 1912; Turner (checked from native information only), 1915.

*Epitome.*

This route connects Route 55 and Route 59. Sapat is a *pamir* many square miles in extent, and every portion is called indiscriminately "Sapat". The route is fit for unladen animals of the country, but is closed for 6 to 8 months in the year.

ROUTE No. 57—*concl'd.*

**1 CHAKAR** .. 13 m. Fit for unladen animals.

13 m. From Sapat the ascent to the Chachargah pass is not steep and appears to be easy, grassy, and wooded. The summit (13,400') is reached at 1½ m. The first 500 yards of the descent is very steep and is over snow which continues to 2¾ m. as late as June. The path is to the E. side, but if the snow is soft the W. side would be the best. Where the snow ceases reach a shallow basin, whence a path runs S. E. round the hill, crosses the watershed between Keogah and Botogah valleys, and joins Route No. XI. Proceed down left bank of Keogah *nala*, and at 6¼ m. reach a camping ground near some Gujjar huts.

*Camping ground.*—"Good", elevation 11,400'.

*Fuel.*—Wood plentiful.

*Grass.*—Plentiful.

At 6¾ m. the Tosh Kol stream comes in from the S. W., and at 8 m. the valley closes in and the hillsides become steep and stony. At 10½ m. a small stream comes in from W. Pass through thick pine forest to the village of Udorbat at the junction of a stream up which a path leads W. to Thur, the combined waters are known as the Udorbat stream. Continue down right bank for ¼ m. from village, then cross to left, and passing the village of Seojat at 12¼ m. proceed to Chakar, where join Route 59.

*For camping ground, etc.*—See Route 59, stage 2.

## ROUTE No. 58.

THOR (ROUTE 55) TO THAK (ROUTE XI) *via*  
KHAN-KI-GALI AND PHILIAT PASSES.

22 m.

2 stages.

*Authority.*—White 1926.

*Epitome.*

This is an alternative route from Thor to Chilas to Route

ROUTE No. 58—*concl'd.*

No. 55, along the Indus River. It is unfit for laden animals, except near Thak.

1 GOCHAR .. 10 m. Track fit for coolies only.

10 m. Leave Thor and go East up the Patote *nala*. The cultivation extends for  $1\frac{1}{2}$  m. up the *nala*. Track repeatedly crosses the stream in the *nala* bed. After leaving the fields there are patches of good grass and stunted oak trees with a few small cultivated patches. At 5 m. all cultivation stops and the track climbs steeply through pine forest to the Khan-ki Gali Pass (10,000' approx.). For the last 2 m. of the ascent and 2 of the descent there is no water (August). At 10 m. reach Gochar 4 houses and a few sheep pens and cultivated fields.

*Camping ground.*—Ample.

*Water.*—Large Stream.

*Fuel.*—Plentiful.

*Fodder.*—Good grazing but small area.

*Supplies.*—*Nil.*

2 THAK .. 12 m. Track fit for coolies, except the last 5 miles into Thak which is fit for laden animals.

22 m.

Leave Gochar and go down the *nala* through pine forests. At  $1\frac{1}{2}$  m. join the Keogah *nala*. This *nala* is cultivated. Go down *nala* for  $\frac{1}{2}$  m. and cross stream by foot-bridge, and turn up side *nala* to the East. *Nala* cultivated until 4 m. after which thick pine forest. Cross the Philiat Pass (11,070'). Track then follows the contour of hill for  $\frac{3}{4}$  m. before descending steeply through pine forest to Juti, 11 houses, at 9 m. At  $9\frac{1}{2}$  m. enter fields of Babuna along scattered village of 30 houses. The fields of Babuna join up with those of Thak which is reached at 12 m. For supplies, etc., see Route XI.



## ROUTE No. 59.

THE BABUSAR PASS TO CHILAS *viâ* THE  
BOTOGAH NALA AND PASS (13,800').

31 m.

3 stages.

*Authority.*—Battye, 1911-12; Turner (checked from native information only), 1915.

### *Epitome.*

A means of communication between the Kagan valley and Chilas, and an alternative to the route over the Babusar (see Route XI). The road crosses the Botogah pass (13,800'), which is closed by snow for many months each year, and is fit for lightly laden animals with occasional off loading. It would require a good deal of work before it was thoroughly fit for mule traffic. Owing to the twists and turns in the Loi Halol valley snow lies much longer there than in Gittidas.

The country is mountainous, and in the last 2 stages there are bridges fit only for cattle.

*Camping ground.*—For 1 bn. everywhere.

*Water.*—Plentiful.

*Fuel.*—Plentiful on Chilas side of pass, none in the Loi Halol valley.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil at stage 1; scarce at stage 2; procurable at stage 3.

1 NORTH FOOT .. 8½ m. Road fit for lightly  
— OF BOTOGAH PASS laden mules.  
8½ m. (11,500').

Just S. of the Babusar pass is the junction of the Loi Halol and Gittidas streams, where the water is only 1' deep at the beginning of June. Follow left bank of Loi Halol, and at ½ m. cross to right bank passing Salig Beg (8 huts), a summer settlement of Chilasis. At 1½ m. a stream comes in from the W., up which is a cattle track to Sapat, and at 3 m. another stream from the Tatawai pass leading to Babusar

ROUTE No. 59—*contd.*

village. (This pass looks easy and is not much higher than Babusar). Here among rocks on the left bank of the Loi Halol are some 12 shepherd huts known as Bujh.

At  $3\frac{3}{4}$  m. another stream comes in from the W. with a cattle road to Sapat, and at  $4\frac{1}{2}$  m. yet another, up which there is a difficult footpath to Sapat. Here leave the bed of the Loi Halol stream. The valley is narrow and winding, and the lower slopes of the hills are gentle and afford excellent pasture. There is no wood in the valley and the only inhabitants are Gujars. The term "Loi Halol" is applied locally to the whole of the valley and its branches, and the latter appear to have no distinctive names.

The ascent to the top of the pass (13,800') is easy, though the gradient of the present road is rather severe near the top (about  $25^\circ$ ), and the ground is rocky.

The descent is very steep for the first 40' or 50', then gradual, 1,000' in 2 m. (all under snow in June). At 8 m. a stream comes in from the S. W., and up it is a track with a pass at the head leading to Sapat, but it is difficult and only practicable for men on foot. Thence continue by left bank to camping ground.

*Camping ground.*—Ample for 1 bn.

*Water.*—Plentiful.

*Fuel.*—Plentiful, from juniper bushes and cedar further on.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

2	CHAKAR	..	$9\frac{1}{2}$ m.	Road fit for lightly laden mules.
—	(8,250').			
18 m.				

At  $\frac{1}{2}$  m. pass the junction of a stream that comes in from the S. W., and follow an open road chiefly over grass and through sparse forest. At  $2\frac{3}{4}$  m. a large *nala* comes in from the S. W. The road follows the left bank of the stream, and is a mere cattle track, very rough and stony in places. At 4 m. cross to right bank and at  $5\frac{3}{4}$  m. recross to left by bridges of

ROUTE No. 59—*contd.*

pine trees thrown across the stream with planks laid across them. Just below the first bridge the Katai *nala* comes in from the S.E.; there is a fair-sized stream in it and good grazing. Cattle can be taken over the pass at its head into the Loi Halol, and there is also a road by the Koligah to Babusar village.

Road is now through thick pine forest and fairly good. At 7½ m. reach Sumhal, a Gujar village at the mouth of a ravine. At 8 m. the Dalupar *nala* comes in from the E.; there is a footpath up it to Thak descending by a branch of the Cherat *nala*. Road is now rough but practicable. Cross the Udorba stream by a bridge to Chakar, which stands on high ground at the junction of the Udorbat and Sumhal streams: here join Route No. 57.

*Camping ground.*—Limited space: for 1 bn.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass plentiful.

*Supplies.*—Small quantity obtainable.

3 CHILAS .. 13 m. Road fit for lightly laden mules.

31 m. At 1 m. pass the mouth of the Guehar *nala*, up which a road runs to Thor. Then traverse cultivation (7,700') and descend to lower ground as far as Thet at 2 m., this is on high ground opposite the mouth of the Philiat *nala* up which a road leads E. to Thak. The houses of Philiat are scattered up the *nala*. Just short of Thet pass the village of Gula with houses on both banks of the stream. At 2½ m. pass the small village of Chushbin where the road runs close to the stream. At 3 m. reach the mouth of the Basakkal *nala*, with a village of the same name at its mouth. All the villages hereabouts are very scattered, and some of the houses of Basakkal (7,000') are on the right bank ½ m. lower down; the river is bridged between the two. At 3¼ m. pass some houses of the scattered village of Doriphari.

ROUTE No. 59—*concl'd.*

At 4 m. reach Sehyun (6,500') on the right bank, and at 4½ m. a small hamlet of 2 or 3 houses called Talmut. At 5½ m. a track goes up a *nala* and over the hills to Giche. Valley is now open, and road passes through cultivation of Mashai for about ¾ m. to the scattered village of that name (6,000'), where it crosses to right bank by rather a shaky wooden bridge. At 6½ m. pass village of Barushki on opposite bank, and at 7 m. the mouth of the Dasar *nala*, where there is a small open space with some cultivation and a few uninhabited houses called Moti Singh (5,800'). The village of Dasar is about ¼ m. up the *nala*. There is then a gradual easy ascent over a sort of *pari* about 300' high, the top being reached at 7½ m., after which there is a descent of ½ m. to bed of stream: thence ascend over a spur and at 9 m. reach the village of Kaya at the mouth of the Katgah *nala* up which is a path to Thak. Kaya village contains 10 houses, a good deal of cultivation, and a few fruit trees, but is not permanently inhabited. For the next 2½ m. the valley is very narrow, and the hills on both sides are rocky and precipitous, and the road passes through large boulders and is very rough in places. At about 10¾ m. pass through a short tunnel formed by large rocks which have fallen from above; this place and another just before it are too narrow for any but small loads to pass. At 11¾ m. cross to left bank by a strong wooden bridge (elevation 3,950'). Road is now easy, leaving bed of stream and ascending gradually to Chilas fort. For description of Chilas see Route No. XI.

## ROUTE No. 60.

SAZIN (Indus) to PIOSOGOL (thence to Chashi on Ghizar River).

54 m.

6 stages.

*Authority.*—Turner (from native information),  
1915.

*Epitome.*

This is the main route between the Indus, Tangir and Gilgit Agency (Ghizar district). From the Indus to Sati

ROUTE No. 60—*contd.*

a good pony road, thence to Chashi (beyond Piosogol—see Route VIII) practicable but difficult for laden ponies. First part is kept up by Raja of Darel and Tangir whose Tangir headquarters are at Jaglot. There are several routes from Tangir valley to Kandia south of Route 62, but accurate information is lacking. Owing to the numbers of fairly good roads the inhabitants of the Darel, Tangir and Khanbari valleys are in touch with those of Gilgit Agency.

*Camping ground.*—For one battalion everywhere and often more.

*Water.*— }  
*Fuel.*— } Plentiful everywhere.

*Fodder.*—Scarce at stages 1 and 6, otherwise procurable.

*Supplies.*—Limited amount procurable in stages 1 to 4 only.

1 LURUK . . . 8 m. Easy pony road.

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8 m. Leaving Sazin, cross Indus by *jala* ferry (see Route X for details). Routes X and 56 from here go along right bank of Indus. Continuing two routes proceed up both banks of Tangir *nala*. Right bank road is a coolie road which joins main left bank road 1½ m. up *nala*, which here crosses to right bank by a good bridge. The valley from Luruk to the Indus closes in and there is no cultivation or large villages. Reach Luruk at 8 m., 60 houses and fort, situated in cultivated basin 1 m. wide and 2 m. long.

*Camping ground.*—Ample for large force.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—*Bhusa* procurable.

*Supplies.*—Procurable.

2 JAGLOT . . . 8 m. Easy pony road  
through continuous  
cultivation.

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16 m.

Pass by an easy path through small jungle to Diana Fort village of 100 houses at 4 m., situated on bank of small

ROUTE No. 60—*contd.*

torrent where main river is to be bridged. Ascend right bank to bridge, practicable for animals, and cross to left bank, proceeding to Jaglot, a scattered fort village of over 200 houses—Headquarters in Tangir of Raja of Darel and Tangir.

*Camping ground.*—Ample for large force.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—No grass, but *bhusa* and locerne procurable.

*Supplies.*—Procurable in moderate quantities.

3 KAMI . . . 5 m. Easy pony road  
through continuous  
cultivation.

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21 m.

The Tangir river is unfordable for about 4 months in the year below Kami but at all the main villages there are generally bridges. Nearing Jaglot road runs up left bank passing Gali at 2½ m. Thence to Kami (250 houses) in midst of cultivation. There is a bridge here across main stream fit for animals.

*Camping ground.*—Ample for large force.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Procurable—grass and *bhusa*.

*Supplies.*—In moderate quantities.

4 SATIL . . . 14 m. Easy pony road.

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35 m.

Leaving Kami, pass Palori (20 houses) at 2½ m. and Parbut (20 houses) at 3 m. on opposite bank. At 4 m. cross Kichlo stream up which is a path fit for laden animals to Kandia valley. At 6 m. pass Dabas (20 houses) and at 8 m. reach Kuranga (20 houses) the last village in Tangir where Route 62 down the Mechar valley from Kandia comes in. At 14 m. reach Satil at junction of Paiyeh and Barobas *nalas*. The latter

ROUTE No. 60—*concl'd.*

is unfordable for some months and is bridged at Satil. Here route No. 63 comes in.

For *camping ground, etc.*—See Route No. 63.

5	BAROBAS	. 7 m.	Road difficult	but
42 m.			practicable	for
			laden ponies.	

The road which is easy leads over grass and through forest up the Barobas *nala* to Barobas. The *nala* is unfordable for some months in the year. Barobas is a summer grazing ground at the head of the *nala*.

*Camping ground.*—Restricted—for 1 bn.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

*Fodder.*—Scarce—grass.

*Supplies.*—Nil.

6	PIOSOGOL	. 12 m.	Road difficult	but
54 m.			practicable	for laden
			ponies.	

Proceed to a *nala* running north at 3 m. and thence to a small lake immediately below the crest of the Gujarkoni pass on the south side. Ascend to the pass, steeply at first but easier later on. Summit (14,700') is fairly level though broken ground. The pass which contained little snow at end of July, is generally open to ponies for about 4 months from the middle of June. Descend from pass 650' for first mile reaching small lake at 6½ m. Thence a very steep descent for next 1½ m. (700') down west of hillside. Proceed down right bank of main stream by a good grassy path, marshy in places, for 5 m., crossing fair-sized stream from south-east, and reaching Piosogol.

For details of *Camping ground, etc.*, and continuance of route to Chashi (Ghizar valley) see Route VIII.

## ROUTE No. 61.

HARBAN FERRY (Indus) to GILGIT *via*  
DAREL.

71½ m.

6 stages.

*Authority.*—Douglas, 1894, Biddulph and Turner  
(from native information), 1915 and 1918.

*Epitome.*

This route is closed by snow between Yachot and Jut for some months.

As far as Yachot an easy pony road kept up by Raja of Tangir and Darel, passing through continuous cultivation between Yachot and Gaiah. From Yachot to Rundadar impracticable for laden ponies though animals of the country can proceed. From Rundadar down the Kangah valley practicable but difficult for laden ponies. The latter portion is through pine forest and grassy *maidans* and the road over the Baregah pass is now easy owing to improvements made by the Darelis. This route forms a good summer alternative to the Chilas route for a force entering Gilgit agency from the Indus.

*Camping grounds.*—Restricted at Jut and Rundadar—elsewhere ample for at least 1 bn.

*Water.*— }  
*Fuel.*— } Plentiful—fuel scarce at Rundadar.

*Fodder.*—None at Harban ferry and scarce at Jut.

*Supplies.*—*Nil* except at Gaiah.

1 GAIAH . . . 7 m. Pony road.

7 m. At Harban ferry horses can be placed on *skin* rafts or swum across the river, except for three months in summer. Crossing Harban ferry proceed down Raja's pony road towards Tangir. At 1 m. meet mouth of Darel *nala* where is a bridge. Proceed up *nala* to Gaiah. *Nala* at first closes in and there is little cultivation. Later through fields of cultivation to Gaiah, big fort village of over 100 houses.

*Camping ground.*—Ample on fields for 1 bde.



ROUTE No. 61—*contd.*

Water.— }  
 Fuel.— } Plentiful.

Fodder.—*Bhusa*, lucerne procurable.

Supplies.—Procurable in moderate quantities.

2 YACHOT . 16 m. Pony road.

23 m. At 2 m. pass Phomuch port village of 100 houses. At 4 m. reach Samigal, large fort village, while a little way off main road  $\frac{1}{2}$  m. above Samigal is Gumai, fort village, headquarters of Raja of Darel and Tangir. There are bridges at frequent intervals up valley practicable for horses. At 8 m. reach Manokal, large fort village in two parts, over 100 houses and at 15 m. pass Patial, small village. At 16 m. reach Yachot, fort village, 100 houses, where is a country bridge fit for horses.

Water.— }  
 Fuel.— } Plentiful.

Fodder.—Grazing and *bhusa* available.

Supplies.—Procurable—moderately.

3 KALIHARAI . 13 m. Mule track.

36 m. Reach Baregah *Narai* at 2½ m. From here to Baregah pass easy ascent of 2 m. Over pass (14,500'), Darelis have made a road fit for laden animals. Descend to *Lota nala*, branch of the *Kambari* and proceed down this over grass and through forest to *Kali harai* in a pine forest.

Camping ground.—Ample for 1 bn.

Water.— }  
 Fuel.— } Plentiful.

Fodder.—Good grazing if not eaten off by sheep and goats.

Supplies.—*Nil.*

4 RUNDADAR . 10 m. Coolie road.

(11,900').

4½ m. Proceed over grass, easy going, to rocks and boulders, when ascend steeply

ROUTE No. 61—*contd.*

over these for 1 m. up the Chanchar pass (14,525'). The Chanchar stream runs down this side and joins the Kali stream and path 2 m. below pass. Descend Chanchar Pass, at first difficult for 1½ m. over angular fragments of rock, steep and bad.

Then over grassy slopes fairly easy to foot of pass. For next mile proceed over nearly level grassy *maidan*. At 5½ m. path descends along hillside keeping away from stream and is fairly steep in places though over easy soil. At 7½ m. reach Takotbas, small open space mostly marshy, elevation 12,600'. Path then follows stream crossing over boulders very bad to Rundadar at 10 m. at junction of stream up W. one goes by difficult footpath to Shatacho *nala* (Route 70).

*Camping ground.*—For ½ bn.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

5      JUT      .      9 m. 4 f. Mule road.

(8,900').

55 m. 4 f.      Leaving Rundadar  
reach mouth of the Majne *nala* at 4 m. by road rough  
though practicable for laden animals. Here is a *karai*.

*Camping ground.*—1 bn.

*Water.*—Plentiful.

*Fuel.*—Pine trees.

*Fodder.*—Grass.

Up Chileli branch of Majne stream is track, practicable for unladen ponies, over Chileli pass into Bateli *nala* and thence down Rambari *nala* or over a pass into Kuinergarh. Proceeding at 5½ m. cross Bulargard stream (fordable) up which is a difficult coolie track to Gulapur and a track practicable for unladen animals to Dalmati *nala* (see Route IX, stage 3). At 7¼ m. reach Utalikai containing some terraced ground at *nala* of same name up which is a

ROUTE No. 61—*concl'd.*

track to Gulapur. At 8½ m. reach open ground of Shaimus with two *harais* and camping ground for ½ battalion. Keeping to left bank of stream reach Jut, a large open space with grass and willow jungle.

*Camping ground.*—For ½ bn.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass procurable.

*Supplies.*—*Nil.*

NOTE.—From Jut a cattle track leads over the hills to Sharote *nala* which comes out at stage 2, Route IX.

6 GILGIT . . . 16 m. Mule road.

71 m. 4 f. Leaving Jut descend and pass small Gujar camps at 1 m. and 2 ms. At 5 m. cross by a country bridge, fit for laden animals, to right bank of Kargah *nala*. Continue by road rough and strong though practicable for animals, passing mouth of Dormus *nala* at 6 m., fordable but stony where is a Gujar settlement. Thence descend by steep zigzags to 7½ m. and later cross the Kargah at 8 m. by a country bridge fit for animals above junction of the Shingai stream, unfordable in summer. The road from here to Gilgit is kept up by Kashmir P. W. D. Shingai *nala* comes in from S. up which goes difficult coolie road at Payot or Sai and thence to Chilas (see Route 88). Continuing to Gilgit proceed down left bank of the Kargah to 8¾ m. where cross by a country bridge fit for animals. At 9 m. pass Gujar hut with some cultivation. A *pari* has to be crossed at 9½ m. where mules with bulky loads would have to be unloaded, though there is a longer road over the top. Later zigzag up a hill and down other side to 10½ m. and thence proceed along right bank of Kar stream close to river. At 12½ m. cross Naupor stream (bridged but always fordable) just above its junction with the Kargah. Thence proceeding through fields down right bank of the Kargah and turning off before reaching bridge over Kargah, meet Route IX at 13 m., which follow to Gilgit.

## ROUTE No. 62.

GABRIAL (KANDIA) TO KURANGA (TANGIR).

58 m.

4 stages.

*Authority.*—Turner (from native information),  
1915.

*Epitome.*

A route connecting Routes Nos. VIII and 60. Kandia with Tangir. It is practicable for unladen or lightly laden ponies over the Guper Pass, which is practicable for animals from the middle of June for 4 months and appears to be under 15,000'. From Gabriel to Gutti it is easy for ponies. The distances given are only approximate.

There are several routes between the Tangir Valley and Kandia south of this route but accurate information is lacking.

*Camping ground.*—Ample.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Scarce near Kuranga.

*Supplies.*—Nil.

1	DERI . . .	11 m.	Easy	pony	road.
			From Gabriel		
			follow Route VIII		
to Deri, a Gujar <i>karai</i> (see stage 8, Route VIII).					

*Camping ground.*—For 1 bde.

\* *Fuel.*—Ample.

*Fodder.*—Grass ample, no cultivation.

2	GUTTI . . .	16 m.	Easy pony road.		
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27 m.

Leaving Tongchilli

ROUTE No. 62—*contd.*

(stage 8, Route VIII) ascend through a forest to Gutti, where the river is unfordable, but there is a bridge.

*Camping ground.*—Ample.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Good grazing.

*Supplies.*—*Nil.*

3 SUBADING . 18 m. Practicable for lightly laden ponies.

45 m. Leave Gutti and at 1 m. pass Saraibekh, a *harai*. Thence passing through a forest ascend to Ardeyshu at 10 m.

*Camping ground.*—Ample for 1 bde. above a small lake.

*Fuel.*—Ample from small bushes—no trees.

*Fodder.*—Grass plentiful.

Leaving Ardeyshu ascend easily to the Guper Pass at 14 m. (about 14,500'), no glacier and snow not permanent. Leaving stony summit descend easily to Subading, the highest feasible camp.

*Camping ground.*—For 1 bde.

*Water.*—Plentiful.

*Fuel.*—Ample bushes, no trees.

*Fodder.*—Grass scarce.

*Supplies.*—*Nil.*

4 KURANGA . 13 m. Practicable for lightly laden ponies.

58 m. Leaving Subading reach Satul, or Duga at 3 m. Camping ground here for 2 battalions, fuel—ample, and fodder—a little grass. Proceed down Meychar *nala* fordable throughout year and thence through a forest to Kuranga (20 houses).

Nearest camping ground is at Satil (6 m.) *see* Route 60.

## ROUTE No. 63.

YACHOT (Darel) to SATIL (TANGIR).

38 m.

2 stages.

*Authority.*—Douglas, 1894, Biddulph and Turner  
(from native information), 1918.

*Epitome.*

This route which is a mule road connects Darel with Tangir. There is ample camping ground for a brigade, though fuel is scarce at the intermediate stage.

1 UPPER . . . 21 m. Mule road.

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HALLABAR.

21 m.

Leaving Yachot the road, mostly over easy grass, and through forest, leads up the Hallabar *nala* passing at 8 m. cultivation called At *harai* where is a bridge practicable for animals over the stream which is unfordable here for some months in the year. At 12 m. pass lower Hallabar.

*Camping ground.*—For 1 bde.

*Water.*—Ample for 1 bde.

*Fuel.*— }  
*Grazing.*— } Plentiful.

*Supplies.*—None.

Either at lower Hallabar or between At *harai* and lower Hallabar, Route No. 65 leads to Gupis. Continue through easy forest to upper Hallabar *harai*.

*Camping ground.*—Ample for 1 bde.

*Water.*—Plentiful.

*Fuel.*—*Nil*, must be brought the last 2 miles.

*Fodder.*—Good grazing.

*Supplies.*—*Nil*.

2 SATIL . . . 17 m. Mule road.

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38 m.

From upper Hallabar there is an easy ascent of 3 m. to a pass, open for 7 months in the year from May for ponies, the top of which is covered with small stones offering no difficulties.

ROUTE No. 63—*contd.*

Descend steeply but easily and reach Paiyeh *nala*. At 6 m. reach Paiyeh *harais*.

*Camping ground*.—For a large force.

*Fuel*.—Bushes.

*Fodder*.—Grass.

Enter forest at 7 m. through which continue to Satil at the junction of the Paiyeh (here fordable) and the Barabas stream (bridged), up the latter of which comes Route No. 60.

*Camping ground*.—Ample for 1 bde.

*Water*.—Plentiful.

*Fuel*.—Plentiful, large forest.

*Fodder*.—Grass plentiful.

*Supplies*.—Nil.

## ROUTE No. 64.

FROM SATIL (Tangir) TO JULJAS (Ghizor valley).  
36 m. 4 stages.

*Authority*.—Douglas, 1894, Turner (from native information); 1915.

*Epitome.*

This route which connects Routes Nos. 60 and IX, is practicable for laden animals all the summer as the valley is occupied by many shepherds who make the necessary bridges. Stage 4 presents the greatest difficulty as the bridges here may be washed away and the road instead of crossing and re-crossing the stream, as in the winter, has to keep to one bank or the other which necessitates crossing *paris* and boulders extremely difficult even for unladen animals. There is a very bad *pari* on the left bank 1 m. below Balti which can be avoided by crossing a spur into Baltigah and descending the latter stream—a detour of

ROUTE No. 64—*contd.*

several miles. In summer the right bank route is followed as bridges are frequently non-existent. The stages given may be varied at pleasure for a small force as there are numerous places to encamp and grass and fuel are obtainable almost everywhere.

*Camping grounds.*—Ample at all stages.

*Water.*—  
*Fuel.*— } Plentiful everywhere.

*Fodder.*—Grass plentiful everywhere.

*Supplies.*—*Nil*, except in shepherd's camps.

1 BABAR SHAH . 10 m. Pony road.

10 m. For 3 m. follow Route No. 63 up Paiyeh stream, and leaving stream proceed N. ascending to Sheobat pass, really a large plateau free from snow in July but under snow in middle June. Ascent at first easy becomes steeper and over boulders near summit (14,700') at 5 m. Easy for unladen but difficult for laden ponies. Proceed over plateau for 1 m. and at 6½ m. begin descent by a path down Sheobat *nala* descending 1,200' in next 2 m. to junction of streams. Cross at junction when path becomes good through open grassy valley for next 2 m. to Babar Shah.

*Camping ground.*—For 1 bde.

*Water.*—Plentiful.

*Fuel.*—Plentiful but only from bushes.

*Fodder.*—Grass plentiful.

*Supplies.*—*Nil*.

2 MAYARAI . 6 m. Pony road.

16 m. Leave Babar Shah by a good path over grass crossing at 2 m. to right bank of Sheobat *nala*. Proceed down right bank by good path to Kutroparao *harai* at junction of Sheobat and Kuttroparao stream, up latter of which track goes to Darel *viâ* Lohili Gali pass. Cross Kutroparao stream, always fordable. Later cross to left bank by a foot bridge, animals fording.



ROUTE No. 64—*contd.*

and proceed down for  $\frac{1}{2}$  m. to mouth of Chuni Batres stream. Continue down left bank for 1 m. crossing to Mayarai.

There is now a dry-stone and long tower and strongly walled enclosure at Mayarai for 40 men, used as a Scouts Post in connection with the Tangir Blockade (1926).

*Camping ground.*—Ample for large force.

*Fuel.*—  
*Water.*— }

*Fodder.*—Grass procurable.

*Supplies.*—None.

3      HAMARAN      .      7 m. 4 f.      Pony road.

23 m. 4 f.      For next  $\frac{1}{2}$  m. till Gafar Bodo stream is reached, Routes 64 and 65 follow same path, cross Gafar Bodo up which Route 65 goes, and at 1 m. reach Itakene Nikalo.

*Camping ground.*—Good.

*Fuel.*—  
*Fodder.*— } Ample.

*Supplies.*—None.

At  $1\frac{1}{4}$  m. cross another stream. Route between miles  $1\frac{1}{2}$  and  $2\frac{1}{2}$  is rough in places. Later ascend a spur rather rocky and bad for ponies. Descend and at 5 m. pass Usku *harai* at mouth of Usku stream from where a path leads to the Chashi *nala* (see Route 71). The road continues good down right bank to junction of 2 streams called Hamaran, cultivation and small hamlet, where camp.

*Camping ground.*—Ample for 1 bde.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Very scarce.

4      JULJAS      .      12 m. 4 f.      Difficult for unladen ponies in summer, otherwise practicable.

36 m.      Cross Hordi *nala* by bridge. Upright branch of

ROUTE No. 64—*concl'd.*

Hordi is difficult track to Gupis *nala*. Later proceed over open ground with occasional terraces and cultivation. At 3 m. pass Balti (12 houses and cultivation) on the left bank, opposite which is small camping place. Up S. branch of Baltigah a difficult track goes to Tangir crossing watershed close to Gujarkoni pass. From Balti routes to Juljas follow both banks of Batresgah stream. Right bank route to Nolti at 8½ m. In winter follow left bank route to cultivation. Here cross to left bank (as right bank route bad) by a bridge often washed away, or ford, according to time of year. Pass Sika on left bank and continue to Nolti at 8½ m. In winter follow left bank route to mouth of Batres stream where cross by suspension bridge and follow Chitral road for 1 m. to Juljas. In summer (June to September inclusive) the right bank route should be followed. For details as to camping ground, etc., at Juljas, see Route IX.

## ROUTE No. 65.

YACHOT TO GUPIS, *via* SUJGALLI (14,000') and GUPIS PASS (15,000').

49 m.

4 stages.

*Authority.*—Douglas, 1894 ; Turner (corrected from native reports, 1915).

*Epitome.*

This route from Gafar Bodo to Gupis only practicable late in the year to men on foot. From Yachot to Gafar Dodo for ponies of the country. Connects Route No. IX with Route No. 63 and is one of the Routes connecting the Gilgit valley with Darel.

*Camping ground.*—Stage 3 for 1 bn., elsewhere ample.

*Water.*—Plentiful throughout.

ROUTE No. 65—*contd.*

*Fuel.*—Plentiful (1), (3), procurable at (2).

*Fodder.*—Grass plentiful (1), scarce at (3), procurable (2).

*Supplies.*—*Nil*, except at Yachot.

1 VASHA HARAI 17 m. Road fit for ponies  
 (12,500'). of the country.

17 m. Follow route 63 for 6 m. to near At *harai* in Hallabar *nala* where is a possible halting place. Also at Kutogar at foot of Sujgalli Pass, though camping ground is small. The ascent of Sujgalli though steep is practicable for laden ponies and summit is reached at 7½ m. The Sujgalli (14,000') is the easiest of all passes between Darel and Punial or Ghizar. The descent is very slight and road good, passing over mostly grass and easy soil to a small lake. The valley is open and wide, but likely to be under snow as late as June. From here there is a descent of nearly 1,000' in the next 2 m. The road then proceeds N. down the Sujgalli stream; later turning down left bank of main Batresgah *nala* reaches Vasha *harai*.

*Camping ground.*—Ample for large force.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass plentiful.

*Supplies.*—*Nil*.

2 MAYARAI .. 12 m. 4 f. Easy pony road.

29 m. 4 f.

Cross stream by easy ford to right bank. Proceed N. down right bank and at 2 m. cross Gulmiti Ao down which comes Route 66 and a track from Sargah stream of Singal *nala*. At 3 m. cross Roshan Ao down which comes Route 72. Both above streams crossed by bridges practicable for animals but liable to be destroyed by floods. At 3½ m. pass Roshan Ao *harai*, suitable intermediate halting place.

*Camping ground.*—Ample.

ROUTE No. 65—*concl'd.*

Water.— } Plentiful.  
 Fuel.— }

Fodder.—Grass plentiful.

Supplies.—None.

At 4½ m. pass mouth of the Mushazogo stream on opposite bank up which is a track to Darel *viâ* a pass close to Sujgalli Pass. Route then passes through an open valley over grass passing several *harais* occupied by Dareli gujars in summer. Road then runs along stony hillside for 1 m. reaching Mayarai where Route 64 comes in.

Camping ground.—Ample for large force.

Water.— } Plentiful.  
 Fuel.— }

Fodder.—Grass procurable.

Supplies.—None.

3 CAMP in .. 9 m. 4 f. Coolie road.

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GUPIS

39 m. NALA.

Routes 65 and 64 march concurrently for ½ m. down Batres stream to junction of this stream with Gafar Bodo. Here camping possible though inferior. Road runs steeply up Gafar Bodo stream to Gupis Pass (15,000') at 4½ m. Ascent is difficult and over *paris* and boulders quite impassable for even unladen animals. Pass is open in July and later and then only to men on foot. Descent near top is steep but not difficult, later becoming easy reaching a *harai* at 9½ m. where camp.

Camping ground.—For 1 bn.

Water.— } Plentiful.  
 Fuel.— }

Grass.—Scarce, but good grazing further up.

Supplies.—Nil.

4 GUPIS .. 10 m. Coolie road, practicable for unladen animals.

49 m.

Proceed down Gupis stream to Dugas *harai* at 3 m.

ROUTE No. 64—*contd.*

where coolie track goes up side stream and descends Hardi stream into Batres valley reaching Hamaran (Route 64). Proceed down open valley to 6 m. where valley closes in to defile down which road is made in places and is quite practicable for unladen, and even with difficulty, laden ponies. Leaving defile, pass suspension bridge at 9 m. Proceed down right bank passing below Gupis fort to Gupis at 10 m. For details see Route IX.

## ROUTE No. 66.

CHILA HARAI TO GULMUTI *via* GULMUTI  
*nala* AND JEUNI PASS (15,000').

41 m.

4 stages.

*Authority.*—Douglas, 1894 ; Turner, 1915 (from native reports).

*Epitome.*

A route, practicable but difficult for unladen animals connecting Route No. 61 with Route No. IX, one of the numerous connections between Gilgit river and Darel. The Jeuni pass is practicable for laden animals, but possibly difficult as there is a small glacier on the N. side.

*Camping grounds.*—Restricted stage 3, otherwise good.

*Water.*—Plentiful everywhere.

*Fuel.*—Procurable everywhere.

*Fodder.*—Procurable stage 3, otherwise plentiful.

*Supplies.*—Nil.

1 VASHA .. 14 m. Coolie road.

HARAI

Leaving Chila *harai*

14 m. (12,500').

(camping ground for 1 bde., water, fuel and grazing plentiful) ascend to the summit Jeuni Pass (15,000') at 5 m. by steep, but chiefly easy ground. Descend the other side, very steep (1,000') to the foot at 6 m. Continue to

ROUTE No. 66—*contd.*

junction of 2 streams at  $8\frac{1}{4}$  m., the stream from E. flowing from below Dodali 3 miles distant.

Thence keeping to right bank of stream over gentle grassy slopes reach mouth of Mayarnot *nala* at  $11\frac{1}{2}$  m., up which is difficult footpath to Darel. Continuing, camp on right bank opposite Vasha *harai*. An easier road from Darel and the Indus comes up to Vasha *harai* viâ Sujgalli Pass (Route 65).

*Camping grounds.*—Ample for large force.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

2 CHUPE .. 11 m. 4 f. Coolie road.

———— HARAI.

25 m. 4 f. (13,000').

Leaving Vasha *harai* camp follow route 65 for 2 m. reaching Gulmuti just above its junction with main Batres river. Proceed up Gulmuti Pass reaching 2 small lakes, after which for  $1\frac{1}{2}$  m. to summit ascent is steep. Gulmuti Pass (15,350') little snow in August. Descending proceed down steep hillside along path difficult even for cattle (descent 1,000' in 1 m.), then turning N. proceed down left bank of stream through open grassy valley for  $5\frac{1}{2}$  m. reaching Chupe *harai* opposite mouth of Gutomogah stream, up which are difficult paths to both Palogah and Sargah branches of Singal *nala*.

*Camping ground.*—For 2 bus.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

ROUTE No. 66—*concl'd.*

3 HALISHAH .. 7 m. 4 f. Coolie road.

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33 m. Leaving Chupe *harai* descend to Dareli *harai* and cross Sukogah stream at 2 m. At 3 m. reach small shallow lake  $\frac{1}{2}$  m. long at head of which is Soro *harai*. Below lake cross to left bank and proceed to Bakur *harai* at  $5\frac{1}{4}$  m. Continuing along hillside frequently over boulders reach camping ground (very small, 11,500'). At 6 m. reach Takai *harai* in Takaigah ravine, thence descending steeply for  $\frac{1}{4}$  m., proceed along grassy hillside to Halishah at mouth of Koegah where is much cultivation and few houses.

*Camping ground.*—Restricted—2 Coys.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass procurable.

*Supplies.*—Small amount in summer, but not to be counted on.

NOTE.—Up Koegah stream is a footpath into Ralogah, branch of Singal and from opposite Koegah mouth, track goes over hills to Gakuch *via* Kani Gali Pass (12,500').

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4 GULMUTI .. 8 m. Coolie road, bad throughout but practicable for unladen cattle.

41 m.

Leaving Halishah reach small patch cultivation called Shaimus at  $3\frac{1}{2}$  m. and another called Chichamal at  $4\frac{1}{2}$  m. At  $5\frac{1}{2}$  m. cross to left bank by bridge fit for unladen animals. Later proceed along stony hillside and then across a rocky *pari*. A short steep descent follows whence proceed along left bank by rough stony path for  $\frac{3}{4}$  m. down to Gulmuti. Nearest camping grounds are at Singal or Gakuch (Route IX).

## ROUTE No. 67.

CHILA HARAI TO MINGAH *viâ* PARESAR AND  
DOGALI PASSES (14,750').

22 m.

2 stages.

*Authority.*—Doughly, 1894, Turner (native source)  
1915, and Longstaff 1917.

*Epitome.*

This route is practicable, but difficult in one or two places for laden animals, from Dogali Pass to Mimgah. Before this it is a coolie road. Connects Routes 61 and 69.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—  
*Supplies.*— } *Nil.*

1 PARTAR or .. 13 m. 2 f. Coolie road.  
PATRE.

13 m. 2 f. (11,900'). Routes 61, 66 and 67 meet at Chila *harai*. After leaving ascend to summit of Dogali Pass (14,750') with difficulty. The descent to a lake on the N. side is very steep and sheep and goats have to make a long detour to the W. Keep along the W. shore of the lake called Majasar—1½ m. long, and ascend to Paresar Pass (14,750'). Steep (700' in 1 m.) over earth and stones to summit at 7 m. The descent is very difficult over large angular rocks where loads would have to be man-handled. Later reach Paresar lake 1 m. long, ½ m. broad and proceed along W. shore by a road difficult enough to cause off-loading. At 9 m., leave foot of lake and descend for ¼ m., to 10 m., where a difficult path goes over the hills into Gulmi branch of the Batresgah. Thence passing down left bank of stream reach mouth of Tatorigah stream at 12½ m., up which path goes to Khandari. At 13¼ m., reach Patan, (pronounced *Puttar*), level ground on both sides of stream. Camp at *harai* about 1 m., beyond mouth of Tatorigah.



ROUTE No. 67—*contd.*

*Camping ground.*—Suitable for large force.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Good grazing.

*Supplies.*—Nil.

2 MIMGAH .. 8 m. 6 f. Coolie road.

22 m.

Valley is open from

Pattar for 1 m., and 2½ m., is more open ground of Ra Marj.

At 3¼ m., reach mouth of Kunguze stream up which is track to Khanbari. Follow Singalo stream down to junction with Shatachao whence follow route 69 to Mimgah which route see for details as to camping ground, etc.

NOTE.—From Majasar lake a good path goes across the head of the valley to Jeuni Pass (Route 66) which is more generally used. Another track east of the lake leads by an easy pass to Khanbari.

## ROUTE No. 68.

VASHA HARAI TO RUNDADAR *viâ* MAJASAR LAKE, KINECHISH, AND GHANCHAR PASS.

28 m.

2 stages.

*Authority.*—Loch, 1926.

*Epitome.*

This route is fit for loaded animals, except on the Kinechish and Ghanchar Passes, where labour would be required to make them passable for loaded animals. The route is closed by snow approximately November to June; it depends entirely on the weather of any year.

*Camping ground, etc.*—See end of Stage 1.

1 KINECHISH .. 12 m. Loaded animals can go to the foot of the Kinechish Pass,

but loads have to be carried over. Unloaded animals can get over with difficulty.

ROUTE No. 68—*contd.*

Leaving Vasha *harai* (for camping grounds, etc. See Route 66, stage 1) proceed along North bank of stream. After Ajoin *harai* the valley rises considerably, but there is nothing to worry the transport. The flat area about the junction of the Batres and Suj Gali *nalas* is known as Ajoin *harai*. Here and there are patches of brushwood.

At 2½ m. Mayarnoti *nala* takes off to the South; a cul-de-sac. At 5 m. Route 66, comes in.

The valley then bends round a rocky bluff and opens out.

The path, which has hitherto run near the river, leaves it and follows the base of the hills on the north side of valley; it crosses a rounded spur and at 6 m. a good view of the hills enclosing the top of the valley is obtained from 2 miles distance.

Kinechish Mountain is unmistakable, being the highest point in view as one crosses over the rise. There are (August) two considerable accumulations of snow (almost small glaciers) on its face. Running south west from Kinechish is a flat, low ridge and then a conspicuous rounded hill. On each side of this hill, is a path to Darel, that on the Kinechish side is passable to cattle when the snow is frozen (snow still there in August) and that on the other side appears difficult, though said to be passable for cattle. The two paths meet behind the hill and are known as Dogali.

At 8 m. reach outlet of the Majasar Lake, which lies at foot of the Kinechish Mountain, a beautiful sheet of water about ¾ m. long by ½ m. broad fed from the snow on the mountain.

At this point the Dogali hill is about ½ m. to the south. About 1½ m. west of Dogali appears a marked gap in the hills, which is called the Gur Pass (On Degree Sheet 43 E, Jeuni ?) to Darel and is used by ponies and cattle (some snow still in it in August).

There is plenty of space around the lake for a scattered camp, grazing plentiful but no fuel or supplies.

ROUTE No. 65—*concl'd.*

Proceed up the hill on the north side of Majasar Lake to obvious gap in hill line, just North-West of Kinechish Mountain. Time to top of pass (estimated at 15,000') one hour in August (when there was only some 20 yards of deep snow on top, which, however, gave trouble in getting ponies across).

The descent to Khanbari *nala*, as far as a small lake which can be seen from the top of the pass, takes about 30 minutes for a laden man.

The descent is very difficult for ponies, which can only get down with difficulty. It would, however, be easy to construct a path for them with a couple of hours labour for a dozen men.

NOTE.—Apparently the easiest way of going down is to cross to the south side of the col. and then zig-zag down a small spur.

On the north side of the valley near the lake in the Khanbari *nala*, below Kinechish Mountain is a col, over which a path goes to the Paresar Lake in the Singal *nala*.

There is no place called Kinechish, but there is plenty of space down the Khambari valley below the mountain for a scattered camp. A suitable place is about 1 m. below the lake.

*Fodder.*—Grazing plentiful (August, might be eaten up later on).

*Fuel.*—Small quantities from brushwood.

*Water.*—Plentiful from stream.

*Supplies.*—*Nil.*

2	RUNDADAR ..	16 m.	Just passable for animals, but path on both sides of pass would require considerable attention before loaded animals could be taken over.
<hr style="width: 10%; margin-left: 0;"/>			
28 m.			

Path descends on north side of *nala* over turf and stones to a saucer-shaped piece of level ground at 1½ m. Fair quantities of brushwood at bottom of valley. At 2 m. a *nala* takes off to north leading to Kunguze *nala*,

ROUTE No. 68—*concl'd.*

which joins Singal *nala*. Path descends rapidly from saucer. At 2½ m. *nala* leading to Dudari takes off to south. From this point birch and pine trees are numerous.

At 2½ m. is a stone slide (ponies must descend to stream), just below which on opposite bank of stream are a couple of grazier huts.

At 3½ m. *nala* takes off to the south and to Barigah Pass (see Route 56 stage 3). At the mouth of this *nala* is a considerable thicket of birch trees.

At 4½ m. the stream has cut its way deeply between earth and stone slopes, and path for some 200 yards is cut in slope and is awkward for loaded ponies. Just below this point, pine forest begins on south bank.

At 6 m. turn up Ghanchar Pass *nala* taking off to north. Kali *harai* is at junction of Khanbar and Ghanchar Pass *nalas*.

From Kali *harai* to Rundadar see Route 61, stages 3 and 4.

NOTE.—The time for a loaded cooly from Kali *harai* to Rundadar would be about 8 hours. There is some difficulty in telling where the pass crosses the hills, but there is a large square cairn, visible from Kali *harai*, if one goes a little way up the slope on the west side of the mouth of the valley. The cairn lies near the skyline in a depression with a conspicuous inverted V. shaped hill just to the south of it.

## ROUTE No. 69.

KALI HARAI TO SINGAL *viâ* KALI PASS  
(14,250').

33 m.

3 stages.

*Authority*.—Turner (part native) 1915, Longstaff, 1917.

*Epitome.*

A communication between Singal. Route No. IX and the Khanbari valley, Route 61. Difficult ground at the

ROUTE No. 69—*contd.*

mouth of the Shatochao stream, and the lack of a bridge there renders it impossible to take animals. The road is very stony and rough but the grade is fairly easy. A good path could be easily made. Except for a short span, it is practicable for laden ponies of the country, if the bridges are in good order, and the Kali Pass is very easy. Material for small country bridges available on the spot.

*Camping grounds.*—For one battalion everywhere.

*Water.*—  
*Fuel.*— } Plentiful everywhere.

*Fodder.*—Very scarce stage 3, plentiful otherwise.

*Supplies.*—*Nil.*

1 DUGO HARAI .. 10 m. Coolie road.

10 m.

Leaving Kali *harai*

Route 61, follow this route for 2 m., branching off to left over grass. Ascend Kali Pass (14,250') from S. side over boulders, steep and bad for  $\frac{3}{4}$  m. near summit which reach at 4 m. Descend gradually over earth and stones to upper of two lakes— $1\frac{1}{2}$  m. long, cross between the two lakes to left bank and at 6 m. reach lower lake. Proceed down to 7 m. and cross stream to right bank, later reaching large open grassy *maidan* (13,200'). Make short descent and turning somewhat W., reach junction of 2 streams a little above Dugo *harai*. From here to S. is a footpath to Khanbari Pass difficult and little used.

Reach Dugo *harai* at 10 m.

*Camping ground.*—Ample for 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grazing plentiful.

*Supplies.*—*Nil.*

2 MIMGAH .. 13 m. 2 f. Coolie Road.

23 m. 2 f.

At 5 m., pass Musi *harai* later pass mouth of Kutumigah (fordable) stream up which path goes to Dalnati *nala* and to Rundadar.

ROUTE No. 69—*contd.*

At 6 m., pass Kutumi (11,950'). Proceeding, valley is now more open and path easy chiefly over grass.

At 7 m., pass mouth of small stream called Hayate. Next 2 miles lead down to Shatachao stream and are so stony and difficult to be impracticable for animals.

At 10 m., pass junction of Shatachao and Singalo streams down latter of which Route 67 leads. Cross Singalo below this junction. No bridge, but one could easily be made as span is short and wood at hand. For 2 or 3 months, lacking the bridge, route is closed but a difficult path which crosses from Shatachao over spur and Singalo above junction can be used. At 11 m., cross main stream to right hand bank crossing Sargah on opposite bank at 12½ m., which is at mouth of Singah a stream unfordable for some months but bridged. Continue lower right bank to Mimgah cultivation—no houses.

*Camping ground.*—On fields for 100 men.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Very scarce, very little grass.

*Supplies.*—*Nil.*

3 SINGAL .. 9 m. 6 m. Practicable for  
33 m. laden animals of  
the country.

Cross Mimgah stream and leave the banks to avoid the Sargah *pari*. At ½ m., cross main stream by good cantilever country bridge (passable by animals) to Khorali. At 3½ m., pass the Thapasgah, large stream from E. At 4 m., cross Palogah stream (unfordable for 2 months) by a country bridge fit for animals. At 6½ m., pass huts and cultivation of Kine, at mouth of Kinegah stream (always fordable).

*Camping ground.*—For 1 bn. in terraced fields.

*Water.*—Good.

*Fuel.*—Brushwood available.

*Grazing.*—None.

ROUTE No. 69—*concl'd.*

Continue down left bank of Singal stream, here 100 to 150 yards wide, meeting Route IX which follow to Singal for  $\frac{1}{2}$  m. See Route IX for details as to camping ground, etc.

## ROUTE No. 70.

FROM RUNDADAR (KARGAH) TO THE  
SHATACHAO VALLEY.

*Authority.*—T. G. Longstaff, June, 1917.

*Epitome.*

The only known means of communication between an outpost sent from Gilgit to the head of the Kargah and an outpost in the upper Singal *nala* sent from Singal. There is no sign of a footpath, but there are a few old cairns. Route unknown to local *gujars* and quite impracticable for ponies.

Follow Route 61 to Rundadar, and then the "small stream from the west" in a N. W. direction, gradually bearing to N., gradual ascent to flat covered with boulders. Pass due N. is said to lead to *Damotā nala*. Bear to N. W. skirting a small lake (frozen in June) and up a steep snow slope over boulders to a narrow col. immediately above the lake (estimated height over 14,000') in  $3\frac{1}{2}$  hours from Rundadar camp. Descend steep snow slopes over large boulders to lake  $\frac{1}{2}$  m. long. Then over boulders and grass, crossing to left bank of stream, on to a grassy spur which leads into the broad *Shatochao nala*, joining Route No. 69 above *Dugo harai* in  $2\frac{1}{2}$  hours from pass.

**ROUTE No. 71.**

USKO (ROUTE 64) TO POYUZHOGOSH (ROUTE VIII).

Distance about 16 m.

1 stage.

Authority.—Longstaff, 1917.

*Epitome.*

Just practicable for cattle and unladen ponies. Really a pass to Barobas in Tangir, but also a means of communication between the two largest grazing *nalas* on this border.

From Usku turn S. up the Guinyaloga *nala* following a goat track on R. bank of stream. In 3 hours reach Batai *harai*. Confined camping ground, brushwood, grass and water. From Batai *harai* continue up the glen over grass to the Guinyaloga Sar (lake). Turn W. over great boulders and climb steep stone slopes to the Shaghachi pass. 4 hours actual walking from Batai. Estimated over 15,000' a little snow remaining in August.

Descend 500' into head of Barobas *nala* of Tangir. Bear due W., then NW., across a boulder-strewn plateau, skirting the two lakes which lie at the extreme head of the E. branch of the Chashi *nala*. Below the lake the going is practicable for horses. Descend valley over grass to a steep grass slope which leads directly down to Poyuzhogosh in the main Chashi *nala*. 4½ hours actual walking from the pass.

**ROUTE No. 72.**

VASHA HARAI TO YANGAL *viâ* ROSHAN *nala*  
AND PASS (15,000').

30 m.

3 stages.

Authority.—Douglas, 1894 ; Turner (corrected from native reports), 1915.

*Epitome.*

One of the numerous routes connecting Gilgit-Chitral road, Route No. IX, with Darel. At the Batres *nala*



ROUTE No. 72—*contd.*

Route No. 65 is joined leading to Yachot. It is practicable but difficult for unladen ponies, and, since it is frequently used by shepherds, is generally, but not always, bridged where necessary. Failing bridges, some of the fords are very difficult.

*Camping grounds.*—For 1 bn. at stage 2 elsewhere ample.

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

1	DARELI	..	11 m. 4 f.	Coolie road practicable for unladen animals.
—————	HARAI.			
11 m. 4 f.				

Proceed to junction of Batres and Roshan streams at 3 m.

*Camping ground here.*—For 1 bde.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass plentiful.

*Supplies.*—None.

Proceed up to Roshan stream ascending 3,000' in 4 m. to the summit of Roshan Pass (15,000'). The ascent is steep, too difficult for laden ponies and only just possible for unladen ponies. The pass however cannot be used earlier than June owing to snow. The descent to Dareli harai on left bank of another Roshan nala is easy and practicable for unladen ponies in spite of large boulders.

Dareli harai is an open grassy space 1 m. long.

*Camping ground.*—Ample on left bank.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Nil.

ROUTE No. 72—*contd.*

2	DARAMI	..	8 m.	Coolie road practicable for unladen animals.
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19 m. 4 f.	JUT			

Proceed down right bank alternately over marshy grass land and boulders, and then cross over large boulders, beneath which the stream runs to right bank. At 2½ m. Bakuri *harai* is passed in a small open patch of grass on right bank. Road then keeps to left bank along fairly steep grassy hillside with some rough bits over boulders at fans of ravines. Path then descends hillside for ½ m. and crosses stream to right bank by a good country bridge (practicable for animals) just above mouth of Gilamus *nala* where is a *harai* called Goyalogah. Proceeding cross the Sukogah ½ m. above its mouth by a bridge practicable for animals, though there is a ford, difficult in flood time. Reach Darami Jut (2 houses) at 8 m. at junction of Sukogah and Roshan *nalas*.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Plentiful from jungle chiefly willow.

*Fodder.*—Grass plentiful.

*Supplies.*—Very scarce.

3	YANGAL	..	10 m. 4 f.	Coolie road practicable for unladen ponies.
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30 m.				

Proceed down the right bank, over fairly open ground in many places terraced, to a country bridge at 2¾ m. practicable for animals—there is also a ford but is impassable in summer. Cross to left bank. At 3 m. cross a small stream with steep banks—(easily fordable)—at the mouth of which is Kinebar *harai*. Descend along hillside steeply over stony, though not difficult, path practicable for animals, reaching stream at 5¾ m. Continue down left bank of Roshan *nala* meeting Route IX which follows for 4 m. to Yangal.

In the opposite direction is Gupis, at either of which camp. For details see Route IX.

**ROUTE No. 73.**

**GUPIS TO SHOWAR SHUR *via* THE DARKOT EAST GLACIER AND TO THE BAROGHIL PASS BY THE DARKOT WEST GLACIER.**

Maps :—42 H. 1" to 4 m.

58 m.

4 stages.

*Authorities* :— Goadby 1934 and 1936.  
White and Edleman 1939 (for Darkot West glacier).

*Epitome.*

This route connects Route IX stage 14 with Route III stage 13 (which leads to the Baroghil Pass) and with Route XV stage 10, which leads across the Karambar and Chillihji passes to Hunza or to Sarhad in Wakhan by the Darwazo (Shawitakh) pass. It is maintained by Government as far as Yasin and by the Governor of Yasin to Darkot. It is always passable by laden army mules as far as Rawat. The Darkot passes are difficult, but passable for laden animals of the country from June to October, and on foot from mid-April to October. From September onwards soft snow sometimes makes the passes difficult, and fresh snow closes them for two or three days at a time until crevasses are again visible. Between Gupis and Rawat streams are bridged by 4' country bridges and poplars are available for repair purposes at all villages.

1 YASIN .. 16 m. Mule Road.  
———(8,730')

16 m.

Follow the Gilgit road (route IX, Stage 15) for  $\frac{1}{2}$  m., then cross Gilgit River by suspension bridge (180 ft. span—good condition, 1936; left bank abutment liable to scour damage in spate). Should Gupis bridge be out of order, keep down route IX, stage 15 to  $4\frac{1}{2}$  m., where is another suspension bridge (120 ft. span good condition 1936) to left bank. Keep up left bank of river crossing stony moraines; with occasional sharp gradients across dry watercourses, to  $3\frac{3}{4}$  m. where Yasin

ROUTE No. 73—*contd.*

and Ghizar rivers join. Traverse a rock wall by 200 yards steep rough buttressed track and then, entering Yasin district rise easily over stony moraines on left bank of Yasin River to 8 m., passing small stretches of cultivation at 4m. (Sili Harang) and between 6 m. and 7 m. (Hilter and Damalgan), and crossing Hilter Gul (usually by) by bridge (15 ft. span—new 1936). At 8 m. reach Mr. Khai and Gindai fields at river level.

*Camping Ground.*—1 bde.

*Water.*—From Yasin River.

*Fuel, Fodder, Supplies.*—Scanty.

Rise easily through Gindai fields and leaving cultivation at 9½ m., descend stony fan to river level which is followed to end of stage. From 11 m. to 12 m. the valley is blocked by boulder debris, through which the river and track wind, opposite Nuh on right bank; this offers a good defensive position and commands the valley for 4 miles up and down stream. At 12 m. cross to right bank by suspension bridge (100 ft. by 6 ft.—good condition 1936) and follow river edge to 14 m. below cultivated fields, rising up fan to pass through stone walled lanes and fields, and reach Yasin R. H. at 16 m.

Yasin is the headquarters of the Rajah of Yasin, a chief of the Gilgit Agency and Governor of the Political District.

*Camping Ground.*—1 Bde.

*Water.*—Ample.

*Fuel.*—Scarce except from fruit trees, or cultivated poplars and willows.

*Fodder.*—Lucerne or Bhoosa for Bde. for two days.

*Supplies.*—About 1,000 maunds grain procurable. Some meat on hoof.

2 HUNDUR .. 13 m. Mule Road.

———— (8,500')

29 m.

From R. H. cross Naz Bar *nala* by ford 200 yards above mouth (in flood season ascend right bank one mile

ROUTE No. 73—*contd.*

to cross by temporary country bridge 30 ft. span. Thus adding two miles to stage) and cross wide open plain (Dasht-i-Taus) to 2½ m. (at ruins of old Chinese fort of Barikand), then descend to cross Yasin River by country bridge to Ghojalti on left bank (40 ft. by 3 ft.—fair condition 1936). Pass through village and at 4 m. ascend easily through fields of Sandhi to cross Qurkulti and Asambar *nala* by country bridges (25' and 20'—ford except June—August) at 5 m. Here Routes 75 and 76 come in from Dain in Ishkuman.

NOTE.—When Thui stream is fordable, usual route is to keep up right bank of Yasin River to Hundur.

Keep below Muduri village and rise easily along Yasin river margin, passing Barkulti village on right bank at 8½ m., and crossing Garmash Gar (ford—temporary bridges fit for animals June—August) at 10 m. Track then crosses main river, now known as Darkot Bar, by country bridge (30 ft.—good condition 1936), and rises easily to enter Hundur fields at 11½ m. Camp about middle of village at 13 m.

*Camping Ground.*—1 Bde.

*Water.*—Plentiful.

*Fuel.*—Very scarce.

*Fodder.*—Some bhoosa and lucerne.

*Supplies.*—Grain available in small quantities.

3 RAWAT .. 14 m. Mule road.

(10,000')

43 m.

Keep along stone walled lane through fields, fording Hundur *nala* (temporary bridge in summer) and at 2 m. cross to left bank of Darkot Bar below Ilkish village (25' country bridge), then keep along river bank to Umalsit (where there is a bridge to right bank) at 5 m. This portion is liable to interruption from avalanches and rock falls. Pass through somewhat narrow stone walls to Morung village at 6½ m., and then continue at river level through Morung jungle (willow, sallowthorn, and poplar up to 20') to 9½ m.; the jungle is apt to be

ROUTE No. 73—*contd.*

laundated from June to August but is always passable. At  $9\frac{1}{2}$  m. ford (or cross by temporary bridge in July) the Nao Bar, down which comes Route 77 from Ishkuman, and reach Darkot village at 10 m. (for C. G. see Route 77, Stage 3).

Traverse low jungle (path stony) from 11 m. to 12 m. crossing two small channels of the river (20 ft. temporary country bridges when not fordable) and then ascend a spur some 300' high by fairly steep zigzags to avoid the precipitous gorge of the river; on the crest, at 13 m., are two rows of old sangars, now in ruins. Descend by fair zigzag to pass through cultivation known as Girkushki; at 14 m. cross the Darkot stream (always fordable—2' deep at maximum) to reach Rawat.

*Camping Ground.*—1 bn.

*Water.*—Plentiful.

*Fuel.*—Some dwarf birch and willow.

*Fodder.*—Ample grazing in summer.

*Supplies.*—Nil.

4A	SHOWAR SHUR ..	15 m.	Practicable for laden ponies with difficulty.
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58 m.	(12,270')		

For  $1\frac{3}{4}$  m. the path is steep over earth slopes and traverses difficult stretches of bare rock. At  $2\frac{1}{2}$  m. there is a hot spring  $\frac{1}{4}$  m. to the west. The path continues rising steeply, later following the left lateral moraine of the glacier which is difficult going. At about 3 m. strike on to the glacier; the drop from the moraine is very steep and animals are likely to have difficulty in August when the glacier is bare ice with numerous rivulets of water running across it. The crevasses are open and easily jumped but animals will have difficulty; they move better unshod. Then strike across the glacier to its right bank. It is steep at first, but less so towards the crest of the pass (15,010') which is reached at 4 m. Descend the right hand glacier, which runs to the north-east

ROUTE No. 73—*contd.*

and drops about 3,000' in 4½ m. Cross to the right bank and keep round the steep northern slopes of the valley across the snout of the Chikzar glacier and immediately afterwards cross to the right bank of the Yarkhun river over the snout of the Chintar glacier and rise easily to Showar Shur grazing ground—about fifteen Wakhi huts—at 15 m. For camping ground, etc., see Route XV stage 9, which is joined at this point.

4	ISHKARWARZ	..	12 m.	Practicable for
				laden ponies
				with difficul-
				ty.
<hr/>				
55 m.	(for Baroghil Pass)			

Follow stage 4A to the crest of the pass, then descend down the left-hand glacier to the north-west. In August there is hard névé for the first 1,000' and after that dry ice. The angle of descent is easy, and crevasses are few and can be stepped over. Follow the right bank and later moraine to Chikar, a small grazing encampment where the glacier turns westwards; in some years the glacier reaches Chhatiboi glacier. Continue north over open rolling hills to Ishkarwarz, where Route III stage 13, the route to the Baroghil Pass, is joined.

## ROUTE No. 74.

FROM SINGAL TO SOKHTA ROBAT.

72 m.

6 stages.

*Authority* :—Walshe, 1911, Turner and Shea, 1915.

*Epitome.*

A route connecting Route No. IX, stage 4, with Route XV, stage 7. The route is maintained by Government up to Chatokhand R. H. (stage 2) as a mule road, properly bridged. Onward it is only fit for country animals and is maintained by the Rajah of Ishkumar.

ROUTE No. 74—*contd.*

Men of the country, carrying light loads, find it almost impossible to get along the numerous *paris* between the Karumbar and Chillinji glaciers and it would be extremely difficult to make a road owing to the large amount of sheer cliff. In late autumn and early spring, the river can be forded, and the route then becomes open, but far from easy, as the current is swift and the water icy. The Chillinji is open for laden ponies from 1—20 May and 1 October—30 November only; for unladen ponies 1 May to 15 June and 15 September to 30 November.

*Camping grounds.*—Spacious as far as Imit, and then restricted.

*Water.*—Plentiful everywhere.

*Fuel.*—Generally plentiful.

*Fodder.*—Procurable as far as Imit, scarce after.

*Supplies.*—Scarce, *nil* as stages 1, 4, 5, 6.

1 SILPI .. 13 m. Mule road.

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13 m. Follow Route No. IX, stage 4 as far as Gakuch suspension bridge (450' span), which cross and turn up left bank of Gilgit river. The road lies over a *pari* and is narrow for about 1 m., but the rest of the stage is easy. Pass fields of Kachan a small hamlet at 9 m., and at 13 m. reach Silpi (17 houses) near a stretch of jungle.

*Camping ground.*—For a large force.

*Water.*—Ample from river, or from a spring.

*Fuel.*—Plentiful.

*Fodder.*—A little grazing.

*Supplies.*—*Nil*.

2 CHATOR- .. 12 m. 4 f. Mule road.  
KAND.

---

25 m. 4 f.

At  $\frac{1}{2}$  m. turn N. up the Ishkuman valley, and cross a small rocky spur at 2 m., opposite which is a winter ford to Hatum (32 houses) on



ROUTE No. 74—*contd.*

the right bank. Proceeding along left bank by a narrow road for 2 m., then ascend steeply to cross a *pari*, whence descend in zigzags to the river bed at 4 m. The road then keeps along the river bed, passing at 5 m. another winter (from October till March inclusive) ford to Hatum, and crossing a small lateral stream at 6 m. At 6½ m. leave the river bed, and proceed over a stony plateau. At 10 m. ford a stream issuing from the Birgil *nala*, and proceed through cultivation to the small hamlet of Birgil, and again over stony plain to the Chatorkhand *nala* at 12½ m., which is crossed by a 20' bridge with 15' stone piers, built in 1936. On the right bank of this *nala* is the rest house, and on both banks the village of Chatorkhand (33 houses).

Here Route No. 78 from Nomal crosses the Ishkuman to Dain (33 houses) on opposite (right) bank.

*Camping ground.*—Ample for a large force.

Water.— } Plentiful.

Fuel.— }

Fodder.— } Scarce.

Supplies.— }

3 IMIT

..

13 m. 4 f. Road fit for laden animals of the country.

39 m.

The road is good through cultivation for 1 m. and over a stony plain to 3 m., where it crossed the always fordable Pakora *nala* to Pakora village (19 houses). Proceed through cultivation for ½ m., then over undulating stony ground to 3 m., where cross another fordable stream, and reach Shonas (6 houses) at 3½ m., opposite which on the right bank of the Ishkuman is Asunbar *nala* and village up which goes Route No. 76 to Yasin. There is a rope bridge here across the Ishkuman, frequently however destroyed by floods.

Proceed along *pari* for 1 m., when cross a fordable stream and reach Bar Jangal (4 houses) at 5 m. The road then runs along the river bed and stony ground, crossing Bar Jangal *nala* (fordable) at 5½ m. and the Gish-Gish *nala*

ROUTE No. 74—*contd.*

(fordable) at 6½ m., opposite which, on the right bank, is Tapsin *nala* with cultivation and 1 house. At 7 m. pass cultivation of Gish-Gish (1 house), and at 7½ m. descend in steep zigzags to bed of river, and cross several small branches to avoid a cliff, along which is also a good upper road, fit for laden animals, when the river is unfordable. Path then leaves river and runs through tamarisk jungle, passing at 10½ m. Dalte, a small hamlet on the right bank, 1 m. below the junction of the Karumbar and Barugah streams, up the latter of which runs Route No. 77 to Darkot. Reach by an easy road to 13½ m., limit, the headquarters of the Rajah of Ishkuman whence a very difficult footpath leads up the Munjauri Gol to Chalt *viâ* the Daintar valley.

*Camping ground.*—Ample for a large force.

*Water.*—Plentiful.

*Fuel.*—Scarce locally, procurable from 5 m. away if notice is given.

*Fodder.*—Procurable.

*Supplies.*—Procurable in moderate quantities.

NOTE.—On 6th September 1936, the only side *nala* with water was the Phakor Gul at 3 m., about 20 yds. wide and 18 inches deep. All other side *nalas* were dry, any water having been tapped for irrigation. The track does not traverse the Gish Gish fan but keeps along the foot, and fords two arms of the river, 20 yds. wide, twice each, maximum depth 09-30 hrs. 2 ft. 6 inches, 14-00 hrs. 3 ft, reported unfordable after 16-00 hrs. The 'Upper road' between 7½ m. and 10½ m. has broken away and is not usable. The course of the several arms of the river in this stage arises however from year to year.

4 BHORT .. 12 m. Coolie Road.

51 m. Pass through cultivation and cross at ½ m. stream from Imit Gol often difficult to ford. Crossing a rocky spur reach Munjawir village and cultivation at 1 m., and cross Munjawir Gol at 1½ m. whence the road runs along the stony bed of the main stream. But from June 15th to August 15th, when the river comes down in heavy flood, it is necessary to take a path, which is not, but could easily be made fit for laden animals, which strikes off from the right bank of Munjawir

ROUTE No. 74—*contd.*

Gol and runs along the hillside. Bilhanj (11 houses) is reached at 6 m., and the road then passes below. Bad Swat (7 houses) 800' above the river bed at 8 m. At 11½ m. ford the stream from the Bhort *nala* on the right bank of which is Bhort village (8 houses).

*Camping ground.*—Very limited.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Very scarce.

*Supplies.*—*Nil.*

5 WARGOT .. 14 m. Difficult coolie road.

65 m. Proceed for 2 m. along the river bed, when in summer a patch, practicable for animals most years, leads over Karumbar glacier, which, issuing from a side ravine protrudes across the main valley, and in winter the path keeps to the river bed, skirting the foot of the glacier. The next 2 m. after the glacier are stony but not otherwise difficult, after which the valley contracts, and precipitous practically pathless, rocks confine the river on either side. In summer, when the river is unfordable, the route is closed, except to men without loads, in winter, fords the river and lies up the left bank, stony and difficult.

At 6¼ m. ford stream from a small glacier and about ½ m. beyond another stream called Mahataram Gol, which issues from a large glacier. The rest of the march is very rough and difficult, and the river is forded three times. Wargot is on the right bank to the N. of a small glacier of the same name, which comes down to the very edges of the Karumbar river.

*Camping ground.*—Very restricted for 4 pls.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Very scarce.

*Supplies.*—*Nil.*

NOTE.—In 1936 the Marumbar glacier was reported to have receded about 40 yards and to no longer protrude into the valley.

ROUTE No. 74—*contd.*

6 SOKHTA .. 7 m. Coolie road.

ROBAT.

---

 (11,300').

72 m.

At about 2 m. reach the Chillinji glacier and camping ground on the opposite (left bank). Here camp or follow Route No. XV, stage 7, to Sokhta Robat.

For *camping ground, etc.*, at Chillinji and Sokhta Robat see Rout No. XV, stages 6 and 7.

## ROUTE No. 75.

## DAIN TO SANDHI.

38½ m.

3 stages.

*Epitome.*

This route is practicable but difficult for laden ponies in the summer when there is little snow.

See also Route 76 which is easier throughout, as, though steep, the ascents are not so sharp. In Route 76 only one pass 14,470 ft. is crossed, while in this Route two passes 14,720 ft. and 14,390 ft. have to be traversed.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fodder.*— }  
*Fuel.*— } Procurable.

*Supplies.*—Only at Sandhi.

1 FODOR-O-SHAL .. 7½ m. Fit, but difficult  
for laden ponies.

---

 7½ m.

Cross the Ishkuman river by a ford between Chatorkhand and Dain (35 houses) on the right bank. The ford is impassable for 4 months, and in the absence of other means of crossing, the route is then closed from Chatorkhand. From Dain to Yasin there are 2 routes: one is here described: for the other see Route 76.

ROUTE No. 75—*contd.*

Ascend the left bank of the Dain *nala*, and at 1½ m. cross to the right bank by a small bridge (stream unfordable for 3 months in summer). Here a small stream called Phorok-o-Shal comes in on the right bank: up it there is a grazing ground of the same name. At 2 m., the Dalkoi *nala* branches off, with a path along it leading to Tukmash in the Asumbar *nala*.

The main *nala* is now called Ghochar, and runs nearly due W. After a steep ascent of a few hundred yards, the road leaves the bank of the stream, and crossing a patch of cultivation continues up the left bank of the Phorok-o-Shal stream, passing the ruins of an old fort on a hill. There is then a very steep zigzag ascent to Zukshal, a grazing hamlet of 8 or 9 huts at 5 m., in a sort of amphitheatre with several streams. At 5½ m. ford a small stream, up which a footpath leads to the Dharmand *nala*, and, winding round a spur, continue up the right bank of the Ghochar stream, a steep ascent. Ford the stream at 7 m. to the left bank, and reach a grazing hamlet called Fodor-o-Shal (6 houses).

*Camping ground.*—For 2 bns.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass plentiful.

*Supplies.*—None.

2 HAGHOSBAR .. 13½ m. Fit, but difficult, for  
laden ponies.

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21 m.

Ascend gradually up the left bank, passing at 1 m. a stream up which there is said to be a pony path to Charuinj. Continue over easy grass slopes, fording to right bank at 1¾ m., the water in August being a few inches deep. At 2½ m. commence the ascent to the pass, meeting snow at 3 m., and reaching the pass at 3½ m.

ROUTE No. 75—*contd.*

Descend into the head of the Hatum *nala*, down which there is a footpath to Hatum in the Ishkuman valley, and 2 *nalas* join in. The slopes are now steep and composed of loose shale, and are difficult for ponies, which have in places to be unladen. Descend over snow at first, and cross 2 streams. At 5 m. the path ascends over soft snow to the Shahchoi pass, which is reached at 6 m.

From this pass there are 2 descents, by the Shahchoi and Bechoi *nalas*, the latter of which is said to be the better. Descend over a snow covered glacier and a steep trackless shale slope, and reach the Bechoi stream at 8½ m., the last part being so difficult that ponies have to be unladen. Ford the stream (about 1' deep in August), and continue down the right bank over grassy slopes to 10 m., when the path zigzags steeply down to the junction of the Shahchoi and Bechoi streams at 10½ m. The valley now opens out, and the hill slopes are easy and open, the whole being called Dharmand. Keep along the right bank of the stream, passing the grazing village of Gujuti at 11 m., and then crossing open downs to the Shaotsel stream at 11½ m.

*Camping ground.*—Large.

*Fuel.*—Abundant.

Follow a good path up the left bank of the Shaotsel stream, and ford it at 12½ m., where it turns N. then proceed up the left bank of the Ghothar stream, fording it just before its junction with the Khaningah, and camp at Haghosbar, on either side of the stream.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grazing procurable.

*Supplies.*—None.

ROUTE No. 75—*concl'd.*

3 SANDHI .. 17½ m. Fit, but difficult,  
for laden ponies.

38½ m.

Cross the Khaningah stream by a shallow ford, and ascend gradually up its left bank. Near the summit of the Pasum pass at 4 m. grass ceases, and there is some snow in August.

The descent is not very steep, and the road follows the right bank of the Khorkhult stream, keeping well above to 7 m., when it zigzags steeply down to Makuli, a grazing village of 8 huts on a level with the stream. Continue over a small plain on the right bank to 9 m., and at 9½ m. reach a grazing village called Ghunam-o-Kutu (6 huts) with a stream coming in on the right bank. At 10 m. there is a little cultivation with one hut, where the Jutbar stream comes in on the left, and the Pandas stream on the right bank. (Up the former there is said to be a pony path over a glacier to the Dharmand *nala*, and up the latter a footpath leading past a grazing village to the Asumbar valley.) At 10½ m. pass Tash, 4 huts and some cultivation, and at 12 m. Khorkhulti, 12 houses and some cultivation on both sides of the stream. Here the Dosahamba stream comes in on the left, with a footpath leading up it to Sumah.

Cross to the left bank by a small bridge at 14 m. (river unfordable for 3 months in summer), and recrossing by another small bridge at 16½ m., continue down the right bank, and at 17½ m. cross by a small bridge to Sandhi, a village of 60 houses surrounded by fruit trees, 4 m. from Yasin (see Route 73).

Here the alternative route from Dain comes in (see Route 76).

*Camping ground.*—Ample for a large force.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—*Bhusa* and lucerne procurable, no grass.

*Supplies.*—Procurable in moderate quantities.

**ROUTE No. 76.**

DAIN (ISHKUMAN) TO SANDHI (YASIN) *viâ*  
ASUMBAR PASS (14,470').

36 m.            Map 42H. 1" to 4 miles.            3 stages.

*Authority.*—Goadby, 1936.

*General Report.*

This route is alternative to Route 75, and is easier throughout, as the ascents, though steep, are not so sharp. It connects Route 74, Stage 2 to Route 73, Stage 2, provided that the fords over Ishkuman river between Chatorkand and Dain, or opposite Bar Jangal are passable. These are normally closed from 15th June to 30th September (but were crossed on ponies without difficulty on 5th September 1936, loads being carried across Phakor rope bridge, by yak, and by camel; a few Bakhtiari camels are available from Imit).

The Asumbar pass (14,470 ft.) is passable by laden animals from 15th June to 15th October, and by coolies from 15th April to 15th November.

*Camping Ground.*—1 bde. throughout.

*Water.*—            }  
*Fuel.*—             } Plentiful.

*Fodder.*—Fair grazing at stages 1 and 2: *Uhoosa* or lucerne at stage 3.

*Supplies.*—Meat on hoof in summer at stages 1 and 2; some grain at stage 3.

*Detailed Report.*

1	CHHARINJ	' ..	13 m.	Fit for laden ani-
13 m.	(11,100').			mals of country, but difficult.

From Dain Gol keep along right bank of Ishkuman River, to mouth of Asambar Gol at 4½ m. Track is generally along edge of river bed but in summer, when river is high, it keeps along foot of soft shale slopes, with difficult portions for transport. At 3½ m. pass rope bridge to Phakor on left bank, which is apt to be



ROUTE No. 76—*contd.*

carried away by flood. Turn up right bank of Asambar stream, fairly level going at edge of stream for  $1\frac{1}{2}$  m. then cross at 6 m. (20 ft. country bridge) to left bank and ascend steeply up soft shale slopes (loads may have to be manhandled) to recross to right bank at  $6\frac{1}{2}$  m. (15 ft. country bridge across huge boulders). Track then ascends steeply up a bare spur to cross to left bank at  $7\frac{1}{2}$  m. (20 ft. country bridge) and continues steep rough ascent to  $8\frac{1}{2}$  m., when it recrosses to right bank (18 ft. country bridge across large boulders). None of the above crossings are fordable. Keep through birch jungle at river level for  $\frac{3}{4}$  m. then rise steeply through blue pine forest for  $\frac{3}{4}$  m. and keep level along open slopes to reach Tukm Kush grazing huts at 11 m. Cross small stream (12 ft. country bridge) up which a rough track, difficult for laden ponies, leads to join Route 75, stage 2, and ascends by rough track, generally somewhat steep, through scattered blue pine and birch forest, to cross another small stream at 13 m. (ford or 15 ft. foot-bridge) and reach Chharinj grazing grounds. (Another rough track leads up this stream to Route 75, stage 2, fit, but difficult for laden ponies).

*Camping Ground.*—1 bde.

*Water.*—Ample from springs and streams.

*Fuel.*—Ample birch.

*Fodder.*—Some grazing.

*Supplies.*—Nil.

2	MAYUR	..	12 m.	Fit for laden ani-
(11,690').				mals of country.
25 m.				

Rise over birch covered fan to cross Phakor stream at  $\frac{1}{2}$  m. (ford and footbridge—15 ft. gap). The valley narrows and the track ascends somewhat steeply along hillside, passing over open grazing ground of Burtha Burthi at 3 m.; at  $3\frac{1}{2}$  m. gradient eases, and track traverses willow scrub fan with small stream, then crosses to left bank of Asambar Gar at 4 m. by ford and country footbridge (20 ft. gap). Cross a side stream

ROUTE No. 76—*contd.*

from a glacial spring and ascend somewhat steeply over a spur for one mile to reach an open stony stretch of river bed. At 5 m. the stream forks, and one path keeps up the north fork to cross by 14,540 ft. pass with steep gradients on both sides—this is little used. (NOTE.—1934 edition of map 42H has the tracks transposed).

Keep up left bank of southern fork and rise steeply over grass, then shale, to crest of pass (14,470 ft.) at 6 m. Crest is only 5 yds. wide. Descend sharply for one mile along bad soft shale slopes (some snow lying up to 4th September 1936, over which laden ponies crossed without difficulty), to a small plateau, just below which the path and stream from the northern pass rejoin the route. Continue descent more easily over grassy spurs to 8 m. where the valley opens up and the track keeps at easy grade along right bank of stream to grazing hamlet (9 huts) of Jiji Shawaron where cross to left bank by ford or footbridge (25 ft. gap) at 9 m. Keep for about one mile across wide open stony river bed, passing a small tarn at 10 m. Track then descends fairly easily through juniper jungle to 11½ m., then steeply along grassy slope to Mayur grazing ground (7 huts) at 12 m.

*Camping ground.*—1 bde. (north and south of stream which requires 20' footbridge but is always fordable).

*Water.*—Ample—clean water from Mayur Gol to south.

*Fuel.*—Ample.

*Fodder.*—Some grazing.

*Supplies.*—Nil.

3	SANDHI	..	11 m.	Fit for laden animals of country.
———— (8,400').				
36 m.				

From junction of stream the valley closes in and contains fairly thick juniper, birch, and willow jungle to 7 m. Keep, at easy descent through jungle, along left bank of Asam Bar stream to 3 m., when cross Gamas Gol (steep approach and exit—ford and footbridge) to pass

ROUTE No. 76—*concl'd.*

Gamas village (3 huts) ; then descend open slope at fairly steep gradient to cross to right bank by 25 ft. rough country bridge at 4 m. For 400 yds. traverse bad soft shale slopes to reach Chuchuan fields (6 huts) and rise easily to small spur at 5 m. Track then descends along hillside at fairly steep gradient for one mile, and keeps at generally easy descent along river bed to cross Asam Bar and Qurkulti Bar streams at 11 m. opposite Muduri village (20 ft. and 25 ft. country bridges or ford) and enters Sandhi.

Muduri is 5 miles north of Yasin, *vide* Route 73, stage 2.

*Camping ground.*—1 bde. on fields.

*Water.*—Ample.

*Fuel.*—Procurable.

*Fodder.*—Some *bhoosa* and lucerne procurable.

*Supplies.*—Some grain available.

## ROUTE No. 77.

FROM IMIT (KARUMBAR VALLEY) TO DARKOT,  
*viâ* THE ISHKUMAN OR HOLO-JUT PASS  
(14,750').

45 m.

3 stages.

*Authority.*—Walshe, 1911 ; Turner and Shea, 1915.

*Epitome.*

This route which connects Route No. 74, stage 3 with Route No. 73, stage 4, is for the greater part easy all the year round, and practicable for laden ponies. The Karumbar river, however, is unbridged and it is impossible to ford in July, August and part September. Men can cross by a rope bridge opposite the mouth of the Pakora *nala*, but during these months there is no communication for ponies between Imit and Ishkuman. There is also no pony road up the right bank of the Ishkuman river above Hatum sec

ROUTE No. 77—*contd.*

Route No. 74, stage 2, as below Dalti, the Ishkuman combined stream hugs the right bank, and there is only a difficult coolie track on the *paris* above the river. Consequently the only method at present of reaching Ishkuman village in summer is to go up the Yasin stream to Darkot and cross by this route.. The pass is open from the middle of June to the middle of November for ponies and rather earlier for coolies. The route therefore is generally only open for laden ponies for about 14 days in June, and from the middle of September to the middle of November. During the late summer the snow melts off the crevasses on the glacier on the Darkot side of the pass, and these may give much trouble to ponies crossing, though the glacier is only a short one.

*Camping ground.*—For 1 bde.

*Water.*—Scarce in (2), otherwise plentiful.

*Fuel*—Very scarce in (2) otherwise plentiful.

*Fodder.*—Plentiful.

*Supplies.*—Procurable in (1) and (3).

1	ISHKUMAN	..	6 m.	Pony road when
—————	(8,500').			river is ford-
6 m.				able.

From Imit descend the Karumbar river, which cross to the right bank on yaks (as ponies are liable to be swept off their feet), just above its junction with the Ishkuman, by a ford which changes every year and is impassable from July to middle of September. When the river, which is here 1 m. wide and covered with loose boulders, is unfordable, men on foot have to make a *détour* *viâ* the rope bridge opposite Pakora stream. If the latter is washed away communications may be cut entirely. Then proceed up left bank of Ishkuman stream by a rough and stony road for about 4 m., when cross by a country bridge, practicable for laden animals, at a point immediately opposite the village of Ishkuman (40 houses) where the river runs between big rocks only a few yards apart.

*Camping ground.*—On fields ample for one bde.

ROUTE No. 77—*contd.*

Water.— }  
 Fuel.— } Plentiful.

Fodder.—Grass in jungle, *bhusa* and lucerne procurable.

Supplies.—Procurable in small quantities.

2 HOLOJUT ... 22 m. Easy road for laden ponies.

28 m. Proceed up right bank of Ishkuman passing at 2 m. through a difficult *pari*, and reaching at 5 m. Chaur (2 houses and a little cultivation). At 6 m. the road crosses by a bridge to the left bank and reaches Handis the last bit of cultivation, as beyond are only *harais*.

At 9 m. pass Faiz.

Camping ground.—Restricted.

Fuel.—From jungle.

Fodder.—Ample grass.

At 10½ m. pass Galtar.

Camping ground.—Small.

Fuel.—A little.

Fodder.—A little grass.

At 12½ m. pass Sheramut *harai*.

Camping ground.—Very restricted.

Fuel.—A little.

Fodder.—A little grass.

At 19½ m. pass Talas.

Camping ground.—For 2 bns.

Fuel.—From jungle.

Fodder.—Grass.

Thence is 1½ m. to Bolsche-Tans, where is no *harai*, but ample water jungle and grass. The road now leaves the main *nala*, and turns up a small side stream, reaching Holojut at 22 m.

Camping ground.—For 1 bde.

Water.—Scarce, ample 1 mile down.

ROUTE No. 77—*concl'd.*

*Fuel.*—Very scarce, ample at Bolsche-Tans.

*Fodder.*—Good grazing.

*Supplies.*—*Nil.*

3 DARKOT

.. 17 m. Difficult but practicable pony road.

45 m.

Proceed 2 m. fairly level, then climb steeply 3 m. in zig-zags to the top of the Ishkuman or Holojut Pass (14,750'). There is no permanent snow on the Ishkuman side, but on the Darkot side is a small glacier about 1 m. long, difficult for ponies unless covered by hard snow. At 6 m. from the summit reach Mamutsal *harai*.

*Camping ground.*—Restricted.

*Fuel.*—Abundant.

*Fodder.*—Grass abundant.

At 13 m. reach Swar (6 or 7 houses with cultivation) and at 15 m. Garting (also 6 or 7 houses with cultivation), opposite which, on the left bank is Siginish reached by a bridge across the *nala*, which is difficult to cross owing to its rocky approaches, though it contains little water.

*Camping ground.*—Using both banks for 1 bde.

*Fuel.*—Ample.

*Fodder.*—Ample grass.

At 17 m. reach Darkot, where Route No. 73, stage 4, is joined.

*Camping ground.*—N.W. of village ample for 1 bde.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Procurable in small quantities.

## ROUTE No. 78.

NOMAL to CHATORKHAND (ISHKUMAN) *via*  
HAYUL PASS (15,800').

50½ m.      Ref. maps 42H & L., 1" to 4 m.      4 stages.

*Authority.*—Goadby, 1936.

### *General Report.*

This Route connects Route XIV, Stage 2, with Route 74, Stage 2 (Ishkuman), and *via* Route 76 with Yasin.

Up to Naltar (Stage 1—the summer residence of the P. A., Gilgit) the route is a mule track maintained by Government: thereafter it is partly cattle track and partly poor coolie track. Laden ponies can never be taken through: it is practicable for unladen ponies in July only, but passable for yaks.

The Hayul and Phakor passes are open from about 15th June to 15th October; Naltar is practically inaccessible from 15th December to 15th April.

*Camping Ground.*—One bde. except stage 2 (one Bn.).

*Water.*—Ample throughout.

*Fuel.*—Ample, except stage 2.

*Supplies.*—Nil, except stages 1 and 4.

### *Detailed Report.*

1	NALTAR	..	12 m.	Mule Road.
	(9,800').			
<hr style="width: 10%; margin-left: 0;"/>				
12 m.				

From Nomal C. G. pass R. H. at ½ m. and at ¾ m. turn up right bank of Naltar Gol, rising easily to cross to left bank at about 1½ m. (20 ft. by 4 ft. bridge—poor condition 1936); at 1¾ m. rise sharply by zigzags up rotten debris then descend shortly to cross again to right bank at 2¼ m. (40 ft. by 6 ft. bridge—good condition 1936). Track now ascends with several sharp zigzags to cross a spur at 3¼ m., avoiding a cliff. Descend at fair grade for 400 yds. across slipping shale slopes, and then climb easily across bare boulder strewn hillside to 5¼ m.

ROUTE No. 78—*contd.*

(short rough crossing of small side *nala* at 3½ m. liable to slips) to cross again to left bank (30 ft. by 4 ft. bridge—fair condition 1936). The Naltar stream here emerges from a narrow gorge and the track hugs the stream to 6 m., then crossing again to right bank by two spans (15 ft. by 4 ft.) across a huge boulder as central pier. Climb steeply by zigzags up a spur for ¼ m. to enter Naltar fields (village on left bank) then ascend easily, passing a country bridge to left bank at 7 m. (40 ft. by 3 ft.—fit for laden country animals); ascend through stone walled fields, first steeply by zigzags then easily, to 8½ m. where cross the Turbut *nala* (snow bridge or temporary 10 ft. bridge—steep approaches). The track then climbs by steep zigzags for ½ m. to Turbut cultivation (a possible C. G.), passes through fields and again climbs sharply at 10 m. to cross a spur on which is Dumial village. At 10½ m. descend through forest (Himalayan fir up to 12 ft. girth), pass small R. H. at 11 m.; P. A.'s house at 11½ m., and reach C. G. at 12 m.

*Camping Ground.*—One bde. (flat maidan about 600 yds. by 200 yds.).

*Water.*—From spring or Naltar River.

*Fuel.*—Ample from forest.

*Fodder.*—Excellent grazing in summer.

*Supplies.*—Small quantities of grain procurable, and meat on hoof (500 sheep on 10th September).

2	LOWER SHENI ..	15½ m.	Pony road to 9½
————	(12,000')		m. then coolie
27½ m.			road.

Climb up hill behind C. G. and, fording two small streams, keep at easy ascent along scrub and forest clad slopes to a large maidan (Chamarjing) at 2 m. (ample C. G. one bde.). At 2½ m. cross to left bank of Naltar Gul (40 ft. temporary bridge fit for laden ponies) to reach Bichgarhi forest (pine and birch) and grazing ground. Ascend through this at easy gradient to 6 m., ford a small stream, and reach another C. G. (one bde.)



ROUTE No. 78—*contd.*

known as Bangla (Cher-i-Khan on map) which was once used as the summer station of the Gilgit Mtn. Bty. (I. S. F.). The valley is here closed in by a series of old forest covered moraines: the area is known as Shingobar (forest and grazing ground). The footpath keeps up the left bank, with short sharp traverses over rock cliffs, to  $9\frac{1}{2}$  m., where the valley opens up again. The pony path crosses by a log bridge at Bangla to the right bank and keeps up through forest, passing several small lakes, to ford again to left bank at about  $8\frac{1}{2}$  m.

Ponies cannot be taken beyond  $9\frac{1}{2}$  m. The coolie track now keeps to the left bank, climbing over boulder strewn moraine and then through thick willow scrub, known as Guparang grazing grounds, to 13 m., passing a log bridge to right bank at 11 m. (There is no track downstream from this). The whole valley is now blocked by old glacier and moraine, and the path scrambles along the edge to reach Lower Sheni grazing encampment at  $13\frac{1}{2}$  m.

*Camping Ground.*—1 bn.

*Water.*—Ample from spring.

*Fuel.*—Scarce—should be brought from Guparang.

*Fodder.*—Some grazing.

*Supplies.*—*Nil.*

3	HAYUL SHAL ..	16 m.	Coolie track (pass-
—————	(10,500')..		able on yak).

$43\frac{1}{2}$  m.

From Lower Sheni keep along rough track at edge of moraine for two miles then ford to right bank of stream at Upper Sheni and climb steeply up grass spurs to Dudirang at  $3\frac{1}{2}$  m. Track now ascends about 1,000 ft. in one mile along 50 ft. shale slopes and finally 400 yards over glacier to crest of Phakor pass at  $4\frac{1}{2}$  m. (14,500'). Descend about 1,000 ft. in two miles diagonally across Phakor glacier (which was easy going, and only badly crevassed at foot, on 8th Sept. 1936), then ascend steeply and roughly over boulder shale and snow to crest, Hayul Pass (15,800') at 9 m. (a knife edge about 30 ft. wide and

## ROUTE No. 78—concl'd.

10 ft. across). The descent is very steep over shale, boulders and snow, for two miles, and then easier over grassy moraine to 12 m., when the first fuel (Juniper) is found and a battalion could camp if scattered astride the stream (elevation about 13,000'),

Keep on descending easily through sparse juniper, and over boulder strewn grass to 14 m. then steeply for two miles down grassy spurs to Hayul Shal at 16 m. The last  $\frac{3}{4}$  m. is at a gradient of about 1 : 3. Hayul Shal is a grazing ground (10 huts) at the confluence of three streams.

*Camping ground, Water, Fuel.*—Ample 1 bde.

*Fodder.*—Good grazing.

*Supplies.*—Nil.

NOTE 1.—From the Phakor glacier a poor and difficult coolie track keeps down the right edge with the Phakor Gol, which is very narrow with precipitous sides, and very dangerous in wet weather owing to falling stone and shale slips. There is a possible C. G. for one Bn. (fuel and water abundant) at the summer grazing ground of Krui Bhurt, about 6 m. from the crest of the pass (i.e., 10 $\frac{1}{2}$  m. from Lower Sheni).

From here the path is still only a rough cattle track, and after about 7 miles crosses to right bank of Phakor Gol by a temporary log bridge to reach Phakor village at about 8 $\frac{1}{2}$  m.

Phakor is about 3 miles north of Chatorkhand, *vide* Route 74, Stage 3.

NOTE 2.—On 5th July 1926 it took two hours steady climbing over snow to get from Dudirang to crest of Phakor pass. On 8th September 1936, it took laden coolies 10 hours from the camp at 12 m. to Lower Sheni.

4 CHATORKHAND. 7 m. Fit but difficult for  
 ——— (7,000'). laden animals of  
 50 $\frac{1}{2}$  m. country.

From Hayul Shal cross small *nala*. Keep along bare hillside on right bank of Hayul Gol at about 10,000' to 3 $\frac{1}{2}$  m., descending gently cross a small jungle at 1 m. (C. G. one bn., water from spring), and passing above Sholzhar cultivation (2 huts) at 1 $\frac{1}{2}$  m. Track then descends steeply down a spur 3,000' in 3 miles, in parts precipitous, where loads must be manhandled, to reach Chatorkhand fields, which traverse to reach R. H. at 7 m.

For C. G., etc. : see Route 74, Stage 2.

## ROUTE No. 79.

FROM KANKHUN, KUCH TO KANKHUN PASS  
(16,300').

7½ m.                      Map 42 H., 1" to 4 m.                      1 stage.

*Authority.*—Goadby, 1934.

*Epitome.*

This is a summer route from the Yarkhun valley into the Wakhan, the pass being open to men on foot from June to September, and generally for laden animals of the country during July and August, dependant on the crevassing of the glacier. Up to 1914 it was much used by Wakhi woodcutters and traders, but owing to growth of its glaciers, together with great improvements to the Baroghil route, it is now (1934) little used. It would be very difficult for mule transport.

1	KANKHUN PASS.	7 m. 4 f.	Track occa-
(16,300').			sionally fit for
7 m. 4 f.			laden animals of
			the country.

From Kankhun (Route III, Stage 12), turn up right bank of stream Kankhun Gol from N. N. E. Gradient at first easy, but steepens as narrow track ascends over grass covered hillocks and old moraine. At 2¼ m., turn N. W. up lateral valley, ascending continually up right bank with some steep gradients from 3½ m. to 4¼ m., first over loose shale debris, then over shaly moraine and snow to 6¼ m. Cross moraine-covered glacier, which is apt to be crevassed badly, to 7¼ m., where there is a sharp ascent of 400 ft. to the crest at 7½ m. The pass is a rocky neck between two spurs, from both of which runs a short glacier, always covered in deep snow.

There is reported to be a bivouac site 2 miles on the Wakhan side of the pass, from the crest of which an equally rough track descends to Sanin, 5 miles distant. (See Routes in Afghanistan N. E.).

## ROUTE No. 80.

FROM SOKHTA ROBAT to LUPSUK *viâ* THE  
KHORA BORT PASS (15,000').

11 m.

1 stage.

*Authority.*—Younghusband and Stewart, 1891.  
Cockerill, 1893.

### *Epitome.*

A route connecting Route XV, stage 7, with Route 105, stage 2, which follows into Wakhan. The Khora Bort Pass. (15,000') is in winter closed by snow, and the route is only open for a few weeks in spring and autumn.

There is a route by the Gazan pass, W. of the Khora Bort alternative to the latter for first few miles ; but being 1,000' higher, steeper and more difficult, is practically never used.

For camping ground, etc.—See Route No. 105.

Crossing the river Karumbar the ascent of the Khora Bort at once commences, at first over stones and shale, then over a good path for about 1,500'. The ascent is steep throughout this, but then becomes more gradual for about 500'. Then comes a fairly level plateau for about  $\frac{1}{2}$  m. and then a final very stiff pull up of 1,000' to the top of the Khora Bort pass (15,000'). There was a little snow on the S. side and but little more on the N. in September.

The descent commences immediately, at first through a narrow defile, which rapidly opens into a valley about a mile broad. The road runs down the left of this valley at a steep incline until the stream at the bottom is reached, about 2,000' below. Along this it gradually descends for about 2 m. in which are few difficult bits, until it meets the river flowing from the direction of the Irshad passes into Hunza, over which there is a difficult path open to men on foot from May, and to animals from June to October, *vide* Route No. 105. Crossing this the camping ground of Lupsuk is reached at 11 m.

For camping ground, etc., *vide* Route No. 105 which is joined here.

**ROUTE No. 81.**

**SHARDI TO NIAT (FOR CHILAS) viâ THE KAMAKDORI PASS (14,180').**

40½ miles.

4 stages.

*Authority.*—Turner, 1915.

*Epitome.*

This route connects at Shardi with Routes in Rawalpindi District No. 95, and is a means of communication between Abbotabad and Chilas viâ the Kishanganga valley. At Niat joint Route No. XII and follow it to Chilas.

*Camping grounds.*—Ample.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Good grazing throughout.

*Supplies.*—None except in stages 2 and 4, where procurable in small quantities.

1	GARNOT	..	14½ m.	Coolie road, practicable but difficult for laden ponies.
<hr style="width: 10%; margin-left: 0;"/>			14½ m.	

Cross Kishanganga by a native cantilever bridge, and ascend ¼ m. by a staircase, which is difficult for animals, to Kamakdori stream and cross it by a cantilever bridge. From here to the village of Surgond (30 houses) at 7 m. the road is easy but crosses the main stream twice. At 7½ m. the Kamakdori is joined by the Nur-i-Nar stream, up which a path leads N.W. to Kagan, and just above its mouth there is a good native cantilever bridge over the Kamakdori leading to a forest bungalow. At 10½ m. reach the small village of Sangam (6 houses), after which the road deteriorates and for 30 m. no local supplies such as grain and fowls are available. Thence to Bagru Seri (2 houses, off the road) at 12½ m. the track is a narrow switchback through forest and along steep hillside, just passable for unladen animals. It then becomes easier, through grass fields, and at 14½ m. crosses the river by 2 rickety bridges

ROUTE No. 81—*contd.*

(40' and 60' span) to Garnot, a Gujar village of 3 Huts with a little cultivation.

*Camping ground.*—Ample for 1 bn., but boggy.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—None.

NOTE.—From Garnot a difficult footpath leads N. W. up the Gal nala to Gittidas; it is only open from 1st June to end of July: see note at end of stage 1 of Route No. 83.

2 KAMAKDORI .. 8½ m. Coolie road.

(11,300').

23 m.

The road lies up the right bank of the stream. It is rough but fair to 2 m., bad from 2 m. to 3½ m., and subject to damage from avalanches. At 3½ m. cross to left bank just above the mouth of the Hole-Nar stream, up which a difficult and rarely used path leads to the Hole-Nar pass (whence Route No. XII may be reached either in the Kel or in the Bunar valley). Up to the end of July (or later) continue for 1 m. up the *nala* bed over a continuous snow bridge: at other times keep to the left bank from 5½ m. to 8 m., where the road climbs 2,500' and is unfit for pack traffic. After ½ m. of easy grass slopes reach the Gujar camp of Kamakdori at 8½ m.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—Plentiful, but must be brought from a distance.

*Fodder.*—Good grazing.

*Supplies.*—Milk and sheep procurable.

3 BIAH .. 9 m. Coolie road, but fit

(11,486').

for unladen animals.

32 m.

Continue up left bank to ½ m., and then cross to right bank. At 2 m. a *nala* comes in from the E., up which an unimportant track leads

ROUTE No. 81—*concl'd.*

into the Barai valley *viâ* the Surngam *nala*. From here to the small lake at the foot of the Kamakdori pass the road passes easily over meadows but is boggy in places. From the lake to the summit (14,180') at 5 m. is a steep ascent of 800' through boulders, the removal of which would make the pass, which is already fit for unladen, fit for laden animals. Though snow lies late on the N. side, the descent is easy to 5½ m., where near a small lake Route No. 83 (Barai—Gittidas) is crossed at right angles. Thence descend steeply to the bed of the Biah stream at 6 m., cross to the left bank at 6¼ m., and proceed easily over grass to the huts of Biah (11,486') at 9 m.

*Camping ground.*—Ample.

*Water.*— }  
*Fuel.*— } Plentiful.

*Fodder.*—Good grazing.

*Supplies.*—*Nil.*

4	NIAT	..	8½ m.	Coolie road, fit for unladen animals.
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40½ m. Continue down the Biah stream over an easy plain for the first 3 m., and then over a mile of difficult rocky ground to Kamen (9,600'), where Route No. 84 along Balung *nala* to Gittidas comes in from the W. At 5 m. Route No. XII comes in from the E. along the Fasat *nala*. From this point onwards the combined streams of the Biah and Fasat *nalas* are known as the Niat *nala*. Continue easily through forest close to the right bank, and at 6½ m. cross to left bank by a bridge (river unfordable for 3 months of the year). The road runs through cultivated land of Niat to 7¾ m. where it recrosses to the right bank by a cantilever bridge, then through more cultivation and across the Karilo *nala* (always fordable) to Niat (24 houses) at 8½ m.

For camping ground, etc.—See Route XII, stage 6.

## ROUTE No. 82.

## SHARDI TO KEL.

15½ m.

1 stage.

*Authority.*—Turner, 1915.*Epitome.*

This route links up Route No. 81 with No. XII. The latter, except for this portion, is a better road. Several staircases and 4 bridges have to be negotiated up to Kel.

1	KEL	..	..	15½ m.	Coolie road, practicable with much difficulty for unladen animals.
<hr style="width: 10%; margin-left: 0;"/>					
				15½ m.	

From Shardi cross to the right bank by a native cantilever bridge, ascend the Kishanganga ¼ m., and cross the Kamakori river by a cantilever bridge. The road is fairly easy except for 1 or 2 short *paris* as far as Seri, a straggling hamlet about 1½ m. long at 4½ m. At 5 m. cross Jandar stream, and at 7½ m. cross to the left bank of the Kishanganga river (road here difficult). At 8 m. cross mouth of Sondpind *nala*, the approaches to which are very difficult, and proceed through forest and over very steep slopes. At 12 m. recross the Kishanganga by a native cantilever bridge to the right bank, and after 1 m. enter the outlying cultivation of Kel. The road is easy to 14 m. when it ascends very steeply to a flat-topped spurf between the Kishanganga and Kel rivers. Here the cultivation is continuous, with houses scattered all over the hillside. At 15½ m. cross the Hazar-Naril stream, and a little further down stream join the new (1915) Bandipur-Chilas road at Kel (100 houses).

*Camping ground.*—Ample on fields.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—Procurable in small quantities.



## ROUTE No. 83.

THE BARAI PASS (SURNGAN) TO GITTIDAS.

17 m.

2 stages.

*Authority.*—Turner, 1914.*Epitome.*

A cross communication between Route XII, 81 and XI, running along the watershed between the Indus and Kishanganga basins, and connecting up the heads of the Kel, Bunar, Niat, Balung, Biah, Kamakdori, Gal and Gattidas *nalas*. It is difficult in stage 1, but in normal years is practicable throughout for laden animals from July 15th to October 15th. Where the route crosses Route 81 just N. of the Kamakdori pass snow lies practically all the year round.

*Camping ground.*—Ample.*Water.*—Plentiful.*Fuel.*—None.*Fodder.*—Good grazing.*Supplies.*—None.

1 CAMP AT HEAD 10 m. Practicable for  
 ——— OF GAL NALA. mules.

10 m. Ascend Surngan *nala* for 1 m. over an easy grass slope ; then avoid the glacier at its head by zigzagging steeply up the grassy left bank. After climbing about 1,000' rise gradually over hard permanent snow to 3 m., where the Surngan pass is crossed (15,150'). The head of the pass leads to a knife edge watershed : this runs fairly level for 1 m., and then dropping gently becomes gradually impassable owing to rock and boulders. At 5 m. therefore leave the ridge, and descend fairly easily to a small snow plateau N. of the Kamakdori pass : at 6 m. cross Route No. 81, and at 7½ m. recross the ridge by the Biah Pass (14,360') into the Gal or Shartunogah *nala*. From here onwards except for an occasional moraine of stones, the road runs easily over grassy plains. Cross from the E. into the W. Gal *nala*, and camp near the head of the latter at 10 m.

ROUTE No. 83—*concl'd.*

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—Nil.

*Fodder.*—Grazing.

*Supplies.*—Nil.

NOTE.—At the camping ground a difficult route from Garnot comes in. See note at end of Route 81, stage 1.

2 GITTIDAS .. 7 m. Mule road.

17 m.

The road runs easily down a grassy valley about 2 m. wide. At 5 m. join Route No. XI at Gittidas, halting place at the foot of the Babusar pass, and follow it for 2 m. to Gittidas.

It would also be possible to zigzag up to the top of the Babusar pass by a sheep track practicable for laden animals, and there strike the main Abbotabad-Chilas road, and camp at Babusar village 13 m. from Gal. (See Route XI, stage 1.)

## ROUTE No. 84.

THE BABUSAR PASS TO NIAT *viâ* THE BALUNG PASS (14,225').

15¼ m.

2 stages.

*Authority.*—Turner, 1915.

*Epitome.*

A means of communication between the Kagan and Indus valleys, and an alternative to that over the Babusar pass. At the Babusar pass it connects with Route XI, and from Kamen to Niat it follows Route 81, which leads on to Singal and there joins Route XI. It is a mule road throughout, except for 1 m. before and 1 m. after the junction with Route 81.

*Camping grounds.*—Ample.

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ROUTE No. 84—*concl'd.*

*Fuel.*—Scarce.

*Fodder.*—Grazing procurable.

*Supplies.*—None.

1 HEAD OF BA- 6¼ m. Mule road.

———— LUNG NALA *viâ*

6¼ m. BALUNG PASS (14,225'). From Gittidas halting place at the foot of the Babusar pass (2½ m. from Gittidas) proceed 3 m. over level grass on the right bank of the Gittidas stream; then up the right bank of a small *nala*, which connects the ridge at the head of the Damogah with the Gittidas stream. From the *nala* ascend steeply for a few hundred feet to the summit of the Balung pass (14,255'). The top of the ridge is almost level, and though there is no well marked path loaded animals could go almost anywhere. From the summit descend easily 1,000' over grass for 1½ m. to the head of the Balung *nala*, and camp where the stream bifurcates.

*Camping ground.*—Ample.

*Fuel.*—Scarce from juniper bushes.

*Fodder.*—Good grazing.

*Supplies.*—None.

NOTE.—1 m. E. of camp a mule road leads over an easy pass (13,715') to Biah, joining Route No. 81, stage 3.

2 NIAT .. 9 m. Mule road except  
———— for 2 m.

15¼ m. Follow left bank of stream for 1½ m.; then cross to right bank at a Gujart camp, and follow it to the junction of the Jigi and Balung *nalas*. Up the Jigi *nala* there is a cattle track and grazing ground whence the cattle can cross the hills either to the head of the Balung or into the Damogah branch of the Thak *nala*. Follow right bank of Balung *nala* for 1 m. (road is too rocky for laden animals) to its junction with the Biah *nala* at Kamen, whence follow Route 81 (first mile is unfit for laden animals) to Niat at 9 m.

For *camping ground, etc.*—See Route 81, stage 4.

## ROUTE No. 85.

SURNGAN CAMP to BUNAR LEVY POST *viâ*  
BUNAR.

33½ m.

3 stages.

*Authority.*—Stein, 1913 ; Turner, 1914.

*Epitome.*

A means of communication between Route No. XII at the head of the Barai *nala*, and Route No. XI, stage 4 : thus connecting Bunar with the Bandipura-Chilas route. It is practicable for unladen animals throughout, and is used by the inhabitants of the country, who keep it in repair to a certain extent, for laden animals also, provided their loads are not too bulky for the narrow places.

1	PALOI	..	11 m.	Fit for laden ani-
				mals of the
				country.

11 m.

Leaving camp zigzag down to the Barai *nala* at ½ m., and follow its left bank for the rest of the stage. Below the mouth of the Surngan *nala* the main stream, which runs in several channels in a broad bed, is unfordable for some months. The path, however, is a good one over grass, and the valley is open. At 3 m. the stream expands into a shallow lake, 1 m. long and 400 yards wide. At 6½ m. there are some huts in a small open space and a bridge across the stream. Below this the path runs along the hillside down a narrow valley and is fairly good. At 11 m. reach Paloi at the mouth of the ravine, where there are a few houses and cultivation and a bridge over the stream.

*Camping ground.*—Ample for 1 bn.

<i>Water.</i> —	}	Plentiful.
<i>Fuel.</i> —		

*Fodder.*—Grass procurable.

*Supplies.*—Sheep and goats in summer.

ROUTE No. 85—*contd.*

2 BUNAR .. 10½ m. Fit for laden animals of the country.  
 21½ m.

From Paloi a difficult stony road crosses a ravine, and keeping down the left bank of the main stream under steep cliffs, crosses another stream at 1 m., and at 4 m. reaches Nashkin. From here there are 2 roads :—

- (a) The direct route to Bunar Levy post, which should be taken if no halt need be made at Bunar, goes down the left bank of the main stream to opposite Manugash (12 houses) 5 m. from Paloi, where the Barai and Bijegarh streams join. (Up the Biji stream a track goes to Astor *viâ* either the Mazeno or the Toshe pass : see Route 88, and note (1) at the end of this stage). Cross first Ethr Barai and then the Biji stream by bridges, and continue 3 m. down the right bank of the combined streams to opposite Hallala at the mouth of the small Bunar *nala*, and there cross to the left bank by a bridge. At Hallala the alternative route *viâ* Bunar village which is 3½ m. up the *nala* comes in (see next stage).
- (b) The route *viâ* Bunar which is easy throughout, leaves the *nala* bed and takes to the hillside. At 5 m. pass Kalabai (8 houses), and then keeping high, wind round a spur into the Bunar *nala*. At 10½ m. reach Bunar, a fort village of about 100 houses.

*Camping ground.*—Above the village by the Nung stream restricted except on fields, where ample.

*Water.*—Plentiful.

*Fuel.*—Wood plentiful ; mainly willow trees.

*Fodder.*—Good grazing near Nung stream.

*Supplies.*—Procurable.

NOTE (1).—The route up the Biji-gah from Manugash passes the village of Gasht (12 houses) at 1 m. and then turns up the Gasht *nala*. and at 5 m. crosses the Arli Gali pass, whence it descends to \*

ROUTE No. 85—*concl'd.*

Gujar camp called Lumoba at the head of the Diamarai valley near the junction of the Mazeno and Toshe streams. There is no road up the Diamarai itself. Both the Mazeno and Toshe routes are very difficult and of no military significance: the latter is said to be the easier, but practicable only for lightly laden coolies: it is best crossed in June when there is sufficient snow covering the crevasses.

The route up Biji-gah after passing the Gasht *nala* goes only to Ganral, a summer pasturage.

NOTE (2).—Branch roads from Bunar;—3 cattle tracks up the Muchar *nala* into different parts of the Gine nullah.

NOTE (3).—There is a cattle track up the Balukchi *nala* into the Niat *nala* at Gushar over the Shatuche pass, distance 11 m. From Bunar the road goes in a S. W. direction up the Balukchi stream to the pass (or up the Nung stream). For the first 2 m. the ascent is quite gradual and the road good, first through cultivation and then pine forest. At 2½ m. a very steep climb begins, and for the next 1½ m. the path zigzags up a grassy hillside, ascending 3,000'. The top (12,200') is reached at 4 m.

From the top the path goes at first round the head of the Shatuche *nala*, then zigzags down towards the stream, reaching some goatherds huts at 6 m. and crossing the stream ½ m. further on.

From here (6½ m.) there are 2 roads. The better one keeps along the hillside on the right bank of the stream, and reaches the Niat valley at the mouth of the Lomargah 6 m. from the top of the pass (10 m. from Bunar). The direct road to Gushar keeps along the bed of the stream to 8 m. then crosses it a little above its junction with the Lomargah, goes over a low spur, and after crossing in succession the Loe and another stream, reaches at 9 m. the summer village of Kaiah on the left bank of the Lomargah opposite the mouth of the Shatuche *nala*. From Kaiah it winds round the hillside to Gushar at 11 m.

3 BUNAR LEVY . 12 m. Fit (difficult for 1 m.)

POST.

for laden animals  
of the country.

33½ m.

Descend steeply from Bunar village, along the Nung or Bunar stream, for 1½ m.; and keeping on the left bank pass Drunus (or Bunnas), 2 houses, at 2½ m. At 3½ m. reach the mouth of the Bunar *nala* and between it and the main stream the village of Hallola, where the direct route from Nashkin (see last stage) comes in. The road now turns along the hillside overlooking the main *nala*. At 6 m. reach a plain about 1 m. long; then zigzag steeply down over sand slopes, a difficult bit for laden animals. At 8 m. cross the Kamrot *nala*, and continue down the left bank of the main *nala* over a steep hillside to 10¾ m.; then cross a plain for ¾ m. and reach the main Chilas-Gilgit camel road (see Route No. XI) ½ m. W. of Bunar, and cross the bridge to the Levy post at 12 m.

For camping ground, etc.—See Route No. XI, stage 4.

**ROUTE No. 86.**

GUREZ TO ASTOR *via* THE KAMRI PASS (13,368').

74 m. Ref. maps 43 I and J. 1" to 4 m. 5 stages.

*Authority.*— Goadby, 1936.

*General Report.*

This is a camel track, seldom less than 6 ft. wide, forming an alternative to Route XIII (*via* the Burzil pass) which it leaves in Stage 3 and rejoins in Stage 7.

Although the Kamri pass is 400 ft. lower than the Burzil, it is open for a shorter period, and has steeper approaches from both sides. It is normally open 15th June to 15th October and is closed by the first heavy snowfall, while the Burzil can often be used from 1st June to 30th October.

Excellent grazing is however available throughout and the route is one mile shorter than Route XIII.

The track is maintained by Kashmir State P. W. D. and bridges are fit for animals. There are Rest Houses at Kamri, Kalapani, Rattu, and Gurikot ((in stage 5), and a rest hut at Chhechri, under Executive Engineer, Bandipore, and Forest R. Hs. at Kalapani and Rattu, under Conservator of Forest, Kashmir.

*Camping ground.*—For bde. throughout (scattered at Stage 1).

*Water.*—Scarce stage 1, ample elsewhere.

*Fuel.*—Plentiful throughout.

*Fodder.*—Excellent grazing stages 1—4; fodder stage 5.

*Supplies.*—Meat on hoof stages 1 to 4; some grain stages 4 and 5, otherwise *nil*.

*Detailed Report.*

1 KAMRI . 14 m. Camel Road.

———— (10,750').

14 m.

Follow Route XIII, Stage 3 to 10½ m., where take the upper road, and climb up bare grass spurs by somewhat steep

ROUTE No. 86—*contd.*

zigzags to 12 m., then more easily along hillside and through forest to R. H. at 14 m.

*Camping ground.*—For one bde. scattered; one bn. at Mehtardun, three miles on—see stage 2; one Bn. on spur immediately below R.H.; two Bns. on fields on spur below path at 13½ m.

*Water.*—For Bn. and animals at Mehtardun, from springs: For Bn. at R. H.—drinking water from spring, 200 yds. beyond R. H. in forest: for Bns. at 13½ m. and all animals, from stream at 12¾ m.

*Fuel.*—Ample fir or birch from forest.

*Fodder.*—Plentiful grazing.

*Supplies.*—Nil except meat on hoof.

NOTE.—Kashmir I. S. F. Troops on march to Gilgit usually camped at Mehtar Dun.

2 KALAPANI (10,800') . 14 m. Camel Road.

——— (via KAMRI PASS,

28 m. (13,368').

Ascend through pine forest easily for ½ m. to old rest hut, then level to 1½ m. from which climb easily to the crest at 6½ m. From 2½ to 3½ m. the track is through steep birch forest, liable to slips, and at 3½ m. leaves the forest to cross a wide reentrant called Mehtar Dun. (C. G. somewhat damp for one Bn., scattered, water and fuel and grazing ample—used by Kashmir I. S. F. troops *en route* to Bunji), thence ascend along open grassy hillside.

The crest of the Kamri Pass, 13,368', is a flat plateau 400 yds. wide, boggy when snow melts at end of June.

The descent commences at 6¾ m. by fairly steep sweeping zigzags over grass to cross to left bank of Kamri stream at 7¾ m., then by more zigzags down a spur to 9½ m. From here descend at easy gradient over grass along left bank of stream, crossing to right bank by snow bridge or temporary plank bridge at 12½ m., and keeping along grassy hillside to reach Kalapani R. H. at 14 m. (also a Forest R. H.).



ROUTE No. 86—*contd.*

*Camping ground.*—For 1 bde. (somewhat cramped) astride track north of Kalapani stream.

*Water, Fuel and Grazing.*—Abundant.

*Supplies.*—Meat on hoof only.

NOTE.—The six miles astride the pass are apt to be boggy from melting snow until 1st July. Until the snow is cleared off the track to the north of the pass, animals cannot be taken over, as the descent is too precipitous.

3 SHANKARGARH . 13 m. Camel Road.  
 (9,750').

41 m.

Cross Kalapani stream (20 ft. bridge in summer—fair condition 1936) and descend at generally easy gradient along grassy hillside, at some distance above right bank of river. There is a short fairly steep ascent at 1½ m., crossing a stream (10' bridge in summer—fair condition 1936), and a steep descent at 2¼ m. to pass below rock outcrops, with sharp ascent again to 3 m. Pass a small pond at 5 m., cross another side stream at 6 m. (fordable—no bridge 1936), and at 8 m. ascend over old moraine to pass above soft cliffs, dropping again by fairly steep zigzags at 9 m. to reach the Chechri stream and shelter hut at 10 m. Cross Chechri stream by cantilever bridge (60 ft. by 6 ft., renewed 1936) and rise easily to a plateau one mile by ½ mile, where is Shankargarh, at 13 m. (country cantilever bridge to left bank at 12 m.).

*Camping ground.*—Up to two Bdes.

*Water.*—Ample from stream.

*Fuel.*—From some distance on left bank of river.

*Fodder.*—Grazing plentiful.

*Supplies.*—Some grain and meat on hoof procurable.

NOTE.—Travellers are advised to stage direct from Kalapani to Rattu. The Chechri "R. H." on map is merely a log hut furnished for one person, and fit for use in emergency only (1956).

4 RATTU (9,100') . 12 m. Camel Road.

53 m.

Keep along grassy slopes some 200 ft. to 300 ft. above right bank of river, passing country cantilever bridge to

ROUTE No. 86—*contd.*

left bank at  $\frac{1}{2}$  m., and Gumai village (C. G. on cultivated plateau as for Shankargarh) at  $1\frac{1}{2}$  m. At 2 m. descend somewhat steeply across stone shoots, and passing country cantilever bridge to left bank at 3 m., cross Darle stream (35' bridge—good condition, 1936). (A coolie path leads up the stream to Chillum—Route XIII, Stage 5). Track then keeps down over Kalapani stream, crossing small shale slip at  $5\frac{1}{4}$  m., and at  $6\frac{1}{2}$  m. ascending fairly steeply round cliffs (on buttresses) and across shale slips to 7 m., then past another country cantilever bridge to left bank at  $7\frac{1}{2}$  m. (delapidated condition, 1936). At 9 m. there is a short steep ascent and descent across a rock face, and a 20 ft. bridge over a side stream. At 11 m. rise over a stone moraine, crossing a small stream (12 ft. bridge), and at  $11\frac{1}{2}$  m. cross to left bank of Kalapani by cantilever bridge near which is a forest R. H. (80 ft. by 6 ft. good condition, 1936), then zigzag fairly steeply up on to Rattu plateau, reaching R. H. at 12 m. Routes 87 and 88 start from here.

*Camping ground.*—On bare exposed plateau 2 m. by  $\frac{3}{4}$  m.; barracks for one bty.

*Water.*—From Kalapani or Mir Kadal streams, about 1,000 yds. carry.

*Fuel.*—Ample from vicinity bridge at  $11\frac{1}{2}$  m.

*Fodder.*—Good grazing on left bank Mir Kadal stream.

*Supplies.*—Scanty except meat on hoof, a little grain from Rattu village, one mile on next stage.

NOTE 1.—The track shown on 1934 edition map 43-I (1" to 4 m.) down the left bank of the Kalapani is a coolie track, passable by laden animals but with many steep switchbacks.

NOTE 2.—Until the Gilgit Agency was reorganised in 1935 as entirely Trans-Indus, Rattu was the summer station for a battery (in barracks) and several companies (under canvas) of Kashmir Troops I. S. F. The barracks appeared to be in good condition, 1936.

5      ASTOR      .      21 m. Camel Road.

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74 m.

Descend by sharp zigzag from end of Rattu plateau to cross Mir Malik stream by cantilever bridge (60'

ROUTE No. 86—*concha*.

good condition (1936) and ascend by sharp rough stepped zigzag to pass through Rattu village at 1 m., crossing a small side stream (27' bridge good condition, 1936). Ascend and descend easily along open hillside to pass through Maiche village at 2½ m. (narrow passage through houses, difficult for laden transport, used as irrigation channel, 1936), then descend abruptly to cross a small stream (30' bridge—good condition, 1936). Keep easily down along hill, grade steeper from 3½ m., and cross side stream at 4½ m. (15' bridge, new 1936). Then descend steeply for ¼ m. down sandy cliff to pass below Chhugam village, passing a soft cliff face at 6¼ m., and with a sharp ascent by zigzags at 6¾ m. At 8 m. cross to right bank by cantilever bridge (100'—good condition 1936); at 8½ m. the stream joins the Rupar stream, and the track crosses to the left bank of the latter at 9 m. by a two-span cantilever bridge (spans 120' and 65', central stone pier 15' by 12', 6' wide, good condition 1936).

NOTE.—Route 88 takes off here: there is a very fine view of Nanga Parbat.

Keep down left bank of Rupar stream, with three paris at 10 m. round a cliff face (45', 15', 30' rebuilt 1936), then climb steep zigzags to pass over a small spur and descend similarly to river level at 11 m. Keep at river edge (slips frequent at 11¼ m. and 12½ m.) and at 13 m. ascend fairly steeply to pass through Gehrak fields. At 14 m. descend steeply by zigzag down a soft cliff face to cross Gurikot stream (24' bridge, new 1936) and reach polo ground, R. H. and Route XIII, Stage 7 at 15 m., which follow to Astor.

*Camping ground.*—At Gurikot for two bdes.

*Water.*—From Gurikot *nala*, or spring.

*Fuel.*—Juniper obtainable from one mile distance.

*Feeder and Supplies.*—Small quantities procurable.

## ROUTE No. 87.

RATTU (ASTOR) TO CAMP 2 miles beyond MORI  
(FOR CHILAS) *via* THE SHOUTAR PASS  
15,350').

49½ m.

3 stages.

*Authority.*—Stein, 1913 ; Turner, 1915.

*Epitome.*

This route connects at Mori with Route No. XII, and thus affords the summer garrison of Rattu or Astor a means of communication with Chilas. The path is practicable but difficult for laden animals, and goes over the Shoutar pass (15,350'), which is open from about 1st July to 1st October, though snow lies permanently on the summit and part of the approaches. In stage 2 the stream must be bridged if there is not a snow bridge.

*Camping grounds.*—For 1 bn.

*Water.*— } Plentiful at all stages.  
*Fuel.*— }

*Fodder.*—Good grazing throughout.

*Supplies.*—Milk, sheep and goats procurable.

1	CHANDBILLI	16½ m.	Practicable for laden
————— (11,300').			ponies of the coun-
16½ m.			try.

Cross the bridge over the Mir Malik stream, and proceed up the left bank of the Mir Malik *nala* (general direction S.S.W.), passing the villages of Mir Malik (13 houses) at 5 m. and Batwashi at 7 m. At 12 m. leave the main valley, the head of which is impassable, and proceed up the left bank of the Shoutar stream. Miles 11 to 16 are frequently boggy, and the ascent is steep but not difficult. At 16½ m. reach the ascent of the Shoutar Pass and camp at Chandbilli (11,300').

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Fairly plentiful.

*Fodder.*—Good grazing.

ROUTE No. 87—*contd.*

*Supplies.*—Milk, sheep and goats, if shepherds are near.

2	CAMP 1 M.	14 m.	Very difficult for laden animals, but capable of improvement.
below SHOUTAR			
30½ m.	DOMEL (7,400')		
	via SHOUTAR PASS (15,350').		

Zigzag steeply up for about  $\frac{3}{4}$  m., then more easily for  $\frac{1}{2}$  m. ; then very steeply (1,000' ascent in less than 1 m.). A fairly easy bit follows, but the last  $1\frac{1}{4}$  m. to the summit is again steep and dangerous for laden animals even when the snow is hard : a path would have to be cut before troops could pass. The summit of the Shoutar Pass (15,350'), where there is a particularly dangerous place, is reached at about 4 m., a 4 hours journey for animals from Chandbilli.

For the first  $\frac{1}{2}$  m. the descent is along a steep dangerous hillside under permanent snow, where animals would slip on the boulders underfoot unless a path were cut for them. At  $4\frac{1}{2}$  m. the road becomes easy and passes over open snow fields to a wide basin at 6 m. after which it is narrow but easy to the Gujars' huts at  $7\frac{1}{2}$  m. Here cross to the left bank of the stream (always fordable), and zigzag very steeply down by the side of a cascade 1,000' high : off-loading is frequently necessary, but the soil is soft and the path capable of improvement. At the bottom of the cascade is Shoutar Domel, where the stream from the Shoutar pass is joined by a *nala* from the N., here cross the combined streams by a snow bridge, which lasts into August (after which a bridge must be built), and proceed down the right bank over very boggy ground to the first fairly dry meadow about 1 m. below.

*Camping ground.*—For 1 bn:

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Excellent grass.

*Supplies.*—Nil, except possibly sheep and milk from Gujars.

ROUTE No. 87—*concis.*

NOTE.—From Shoutar Domel a very difficult track leads up over the pass (14,800') at the head of the side *nala* into the Tsitsih *nala* and thence into the Rupal *nala*.

3	CAMP 2 M.	19 m.	Practicable but diffi-
—		beyond MORI	cult for laden ani-
49½ m.	(9,200').		mals for 11 m. thence easy.

The path continues down the right bank of the Shoutar river, and though narrow is only difficult where avalanches, which lie very late, have to be crossed; otherwise it runs fairly level over meadows and hillside covered with grass and bracken. At 3½ m. pass several bad avalanches and at 4 m. cross Mori *nala*, on the left bank of which there are 3 huts and some cultivated land, by a native cantilever bridge. Several small *nalas* are then crossed, all of which are fordable, and between 8½ m. and 11 m. projecting rocks make the road dangerous for laden animals in a number of places. At 11 m. reach the Barai *nala* at Barai Domel, and join Route No. XII (stage 4), which must be followed to camp 2 m. beyond Mori and thence *via* the Barai pass to Chilas.

For camping ground, etc.—See Route No. XII.

## ROUTE No. 88.

RATTU (ASTOR) TO THE MAZENO PASS  
(17,925').

38½ m.

3 stages.

*Authority.*—O'Connor, 1900.

*Epitome.*

A means of communication for the summer garrison of Rattu or Astor with Chilas territory. After the first 6 m. the road runs throughout up the Rupal *nala*, crossing 2 glaciers from Nanga Parbat, the first of which is practicable for animals, the second impracticable. The Mazeno pass (17,925') is closed by snow for many months in each year.

ROUTE No. 88—*contd.*

but active men can generally cross on foot when the snow is frozen.

The route is practicable for laden animals of the country for 20½ m., after which there is a footpath only.

*Camping grounds.*—

*Water.*— } At all stages.  
*Fuel.*— }

*Fodder.*— Grazing at all stages.

*Supplies.*— Limited quantity at Tarshing, stage 1 ; none elsewhere.

1	RUPAL .	. 16 m.	Practicable for pack animals for the first 13 m., thence fit for laden animals of the country.
<hr style="width: 10%; margin-left: 0;"/>			
16 m.			

From Rattu follow Route No. 86 stage 6 to the mouth of the Rupal *nala* at 6 m. and proceed up its right bank to Rampur at 8 m., then zigzagging down a steep path to the level of the stream, cross to the left bank by a strong wooden bridge 48' by 5' (stream swift and unfordable). Zigzag up 250' to an open plateau, reaching Churit (20 houses) at 10 m. and (after crossing a deep ravine) Nahake (6 or 7 houses) at 10¾ m. At 13 m. reach Tashina (30 houses).

*Camping ground.*— For 1 bn. or bty., but ground though flat is damp.

*Water.*— } Plentiful.  
*Fuel.*— }

The road now climbs steeply up a large glacier 1,600' wide, which crosses the valley, but though here rough and difficult it is regularly used by cattle and ponies. Cross the glacier, and at 16 m. reach the hamlet of Rupal.

*Camping ground, etc.*— No details.

2	CAMP BELOW 15½ m.	Practicable for laden animals of the country for 4½ m. thence coolie road.
<hr style="width: 10%; margin-left: 0;"/>		
31½ m.	MAZENO PASS (12,400').	

For the first 4½ m. the path is fairly level and easy. At 2½ m. pass the snout of a large glacier and continue along

ROUTE No. 88—*contd.*

its left flank between the moraine and the hillside, the path running through thick jungle. At  $4\frac{1}{2}$  m. the path turns suddenly up the side of the moraine and then runs across the glacier. Baggage animals can be brought to this point; beyond it the road is impracticable for any but coolie transport. The glacier is from 800' to 1,000' in width, and a way can be picked out across it without any great difficulty. Cross the moraine on the far side and drop down to a large *maidan*, which is marshy in parts and partly overgrown with bushes.

For the next 10 m. the path runs W.S.W. up the main valley, rising very gradually. The snouts of 2 small side glaciers are passed at  $7\frac{1}{2}$  m. and  $9\frac{1}{2}$  m., and at 12 m. the main glacier filling the bed of the stream is reached. The path runs up its left flank, between the moraine and the hillside, and is bad and rough, passing over boulders and stones. At  $15\frac{1}{2}$  m. camp at the mouth of the small side *nala* up which runs the path to the Mazeno pass.

*Camping ground.*—Very limited.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grazing procurable.

*Supplies.*—None.

3 MAZENO PASS . 7 m. Coolie road.  
————— (17,925').

$38\frac{1}{2}$  m. Start in a slanting direction W.N.W. over stones into the bed of a small *nala*: climb up the bed of the *nala* for some distance, and then take to a small side ravine to the left leading to the crest of the spur (15,000'), a steep but not a difficult climb. Drop sharply some 400' into the next *nala* and turn up it W.N.W. gradually changing direction to N.W. The pass can be plainly seen ahead—a V-shaped depression in the main ridge. The way up the valley is easy, a gentle rise sometimes over undulating hillocks, until the last ascent to the pass is reached, a steepish climb of some 500'. The descent on the other side appears to be very steep for some hundreds of feet, where a large level plain is reached.



ROUTE No. 88—*concl'd.*

There is another way of reaching the pass by following the *nala* (at the head of which the pass is situated) all the way from the mouth, but the lower half of this *nala* is very steep and the going bad.

For the unimportant track leading to Manugash in stage 2 of Route No. 85 see note (1) at the end of that stage.

NOTE.—The way over the pass is easy in June being mostly over frozen snow. Later on when the snow is melted, it would be a troublesome climb over loose stones and boulders.

## ROUTE No. 88A.

ASTOR TO BUNJI *via* DASHKIN.

43½ m.

Map 431. 1" to 4 m.

3 stages.

*Authority.*—Goadby, 1936.*General Report.*

This route is alternative to stages 8 and 9 of Route XIII and is known as the "Upper Road". It leaves Route XIII at Luskum *nala* (Stage 8, 11 mile) and rejoins it again at "Pathan Grave" (Stage 9—6½ m.). It is used by troops in summer in order to avoid the heat of the main Route, than which it is 6 miles longer, and involving considerable ascents and descents. It is not so liable to interruption by slips, and is fit for mule transport throughout, average 6 ft. width. (Imperial telegraph line follows this route.)

*Detailed Report.*

1 DASHKIN . 14½ m. Mule Road.  
 (7,800').

14½ m.

Follow Stage 8, Route XIII as far as 11 m. across Luskum *nala*, then climb left up hill by steep graded zigzags for ¼ m., followed by steady pull to 13½ m. with more zigzags at 12½ m. Then descend easily to cross Dashkin *nala* at 14 m. (fordable but steep and narrow

ROUTE No. 88A—*contd.*

approaches—requires a 50' bridge) ; after which rise to pass above village and reach R. H. Serai, and telegraph hut at 14½ m.

*Camping ground.*—For 1 bn. in fields but one Bde. could be bivouaced on steep terraced fields to north of R. H.

*Water and Fuel.*—Ample from Dashkin *nala*.

*Fodder.*—Procurable.

*Supplies.*—*Nil*.

2 DOIAN . 11 m. Mule Road.  
 ————— (9,800').

25½ m.

Track steadily rises through cultivation and along hill-sides to 3 m. entering Mushkin forest at 2½ m. Continue easily through forest passing several perennial streams from 4 m. to 6 m. At 5¾ m. zigzag down somewhat steeply through cultivation of upper Turbaling village and then rise steadily along hillside with steep zigzags 6¾ m. to 7¼ m. (built on stone buttresses) to about 9,000' at 8½ m. Then descend over open hillsides at fair gradient with sweeping zigzags to pass C. G. at 10½ m. and cross small streams to reach R. H., serai and telegraph hut at 11 m.

*Camping ground.*—1 bn. at 10½ m.

*Water.*—From *nala* near [R. H.]—probably requires chlorinating.

*Fuel.*—Ample 1,000' above C. G.

*Fodder.*—*Nil* : no grazing.

*Supplies.*—*Nil*.

3 BUNJI . 18 m. Mule Road.  
 ————— (4,635').

43½ m.

Continue steady descent for 2 m. along hillside northwards, with short pieces of rough stepped track (which could be improved), then long traverse back along hillside with some fair zigzags to join Route XIII, stage 9 at 4 m. (6 m. of that stage).

## ROUTE No. 89.

CHILAS TO GILGIT *via* THE KINEJUT PASS  
(14,500').

62 m.

4 stages.

*Authorities.*—A. P. A. Chilas, stage 1, 1915 ; last three stages from native reports, 1915.

*Epitome.*

This route is a much shorter means of communication between Chilas and Gilgit than Route XI or 90, but from the Kinejut pass to within 6 m. of Gilgit it is blocked by snow from 15th December to 15th June, and beyond Dusi is at all times of the year fit only for coolies. Up to Dusi it is a mule road, repaired and bridged under the supervision of the A. P. A., Chilas.

*Camping ground.*—

*Water.*— }  
*Fuel.*— } At all stages.

*Fodder.*—Grass at all stages.

*Supplies.*—At 1st stage.

1 SHEOHOKAR . 15 m. Mule road.  
————— (6,900').

15 m.

Leaving Chilas the road descends the Batogah *nala*, left bank for  $1\frac{1}{2}$  m. ; then crosses to right bank, and proceeds to the boat ferry, which may be at the *nala* mouth or more often  $\frac{1}{4}$  m. up stream. The boat will take 4 ponies and 6 men or about 20 men ; it plies all the year round, but in summer the crossing takes a long time. Proceed over sand to Thalpin (14 houses) at 4 m. The road now turns up the Kinar-gah and follows either bank ; the stream is difficult to ford for 4 months, and is roughly bridged where necessary, but horses have to ford or keeping to the right bank, go up and down over steep little *paris*. Up the *nala* lie patches of cultivation. At  $11\frac{1}{2}$  m. reach Haicha (4 houses) on the left bank, and continuing up the right bank pass a succession of small hamlets. At  $13\frac{1}{2}$  m. reach the village of Darachi (2 houses), where a road from Darel comes down from the W., and at

ROUTE No. 89—*contd.*

15 m. after crossing by a rough bridge to left bank the village of Sheohokar (2 houses) some 200' above the river.

*Camping ground.*—On fields for 1 bn.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass procurable.

*Supplies.*—Procurable in small quantities.

2	KINEJUT	. 11 m.	Mule road to Dusi, beyond which road only fit for coolies.
26 m.			

At 1 m. pass the village of Dusi (3 houses), where road from Malpat comes in, and at 1½ m. cross to right bank and ascend to a small *maidan* with some pencil cedar trees. At 3 m. descend to the village of Gumos (2 houses) at the junction of the Gucho and Kinejut *nalas*. Here the path leaves what appears to be the main *nala*, and goes up a side *nala* called Guche to the N.W., and after a steep ascent of 1 m. leads into a forest.

It is an ascent of about 2,000' to Guche, a collection of 5 Gujar huts in an open space at 5 m. At 5½ m. a path comes in from Hedar on the S. W., and the path to Kinejut turns nearly due N. with a very steep ascent through forest. Snow is first met at 7½ m., where the road crosses the spur that separates the Guche from the Baratang. At 8 m. reach some rough huts used by Gujars in summer (12,370'). Birch trees and dwarf junipers abound.

The path follows the side of the hill through snow (in May) till at 9¼ m. it crosses the *kotal* into the Kinejut *nala*, and at 11 m. reaches the grazing ground of Kinejut. Beyond this no wood is obtainable.

*Camping ground.*—For a large force.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass procurable.

*Supplies.*—None.

ROUTE No. 89—*contd.*

NOTE (1).—From Gumos there is an alternative route to the camping ground at Kinejut up the Baratang *nala*. Ascend from Gumos about 400' and wind round a rocky spur between the Guche and Baratang valleys reaching the latter at 3½ m. from Sheohokar. Then follow the stream past small patches of Indian corn. At 4½ m. forest is reached, and at 5½ m. Dandalosh (5 houses) on high ground with a little cultivation (9,000').

Opposite Dandalosh the road to the Bariben pass (14,000') goes over the spur between the Baratang and Kinejut streams. The ascent appears easy and gradual. This road leads into the Harpai stream, a branch of the Hai *nala*. Above Dandalosh the road runs through thick forest, and is steep and very bad. Reach the saddle at 9 m. (2,100'). At the top of the ridge join the Guche road.

NOTE (2).—There is another route from Gumos N. E. to the Malpat grazing ground. From this there are routes to Gashu and Damot tributaries of the Sai *nala*, and also *via* the head of the Damot *nala* and the Lathu pass to Gor. All these routes are only open for a few summer months and are impracticable for anything but cattle and coolies.

3 PAYOT . . . 17 m. Coolie road.

43 m. Leaving Kinejut the path ascends at a fairly easy gradient for 6 m. to the top of the pass (14,500'). General direction N. There is a road from the pass W. to Kanari and Batel, but it is only open in summer. There is also another road further S. and E. over the Kinejut range, but though shorter the natives say it is steeper and more difficult.

Descending from the pass, reach after 2 m. the head of the Payot stream, which eventually flows into the Indus at Sai. In May snow is still lying in the bed of this valley, but grass and forest trees are soon reached. At about 9 m. the path crosses to the right bank some 200' to 300' above the stream, till it reaches a deep ravine at 16 m., which runs into the Payot valley from the W. Crossing this reach the grazing grounds and village of Payot, which are occupied all the year round by Gujars, a few crops being grown round their huts.

*Camping ground.*—For a large force.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Grass procurable.

*Supplies.*—None.

ROUTE No. 89—*concl'd.*

NOTE.—From this camp, there is a good coolie road down the Sai *nala* to Chakerkot and Bunji, where it joins Route No. XIII. Other routes branching from this go to Minawar and Parri in Route No. XIII. Another route takes off nearer the head of Payet, and proceeding N. crosses into the Shingai *nala*, a tributary of the Kar-gah, see Route No. 61, stage 6.

4 GILGIT . 19 m. Coolie road to Jutial,  
 (4,399'). thence camel road.

62 m. The first mile is a very steep and stiff ascent, but after that the path leads along the face of the hillside till at 3 m. it enters the Khomar *nala*. From this point it ascends gradually till at 6 m. the top of the Khomar pass is reached (15,500'), the last 2 m. being over snow in May.

The descent on the N. side is at first fairly gradual up to 8 m., but after that very rapid though the track is fairly good. At 16 m. reach the Pioneer lines at Jutial (5,500'), and thence follow Route No. XIII to Gilgit.

For *camping ground, etc.*—See Route No. XIII, stage 11.

## ROUTE No. 90.

CHILAS TO TALICHI (FOR GILGIT) *via* INDUS  
 RIGHT BANK.

45½ m.

3 stages.

*Authority* :—Bucke, 1909, Turner, 1915.

*Epitome.*

A route from Chilas to Gilgit, and an alternative to the first part of Route No. XI which it joins at Rakhiot bridge. It is kept up by the P. W. D. as a local communication, and is only 3' wide and not so well graded as the route on the left bank of the Indus. It is fit for laden animals of the country, but contains several narrow places necessitating off loading. There are bridges in stages 1 and 3, and *paris* in all stages.

*Camping grounds.*—Restricted in stage 2.

ROUTE No. 90—*contd.*

*Water.*—Plentiful everywhere.

*Fuel.*—  
*Fodder.*— } Scarce.

*Supplies.*—Very scarce except at Bunji.

1 KE GES .. 13½ m. Fit for laden animals  
of the country.

13½ m. Leaving Chilas the road descends the Batogah *nala* left bank for 1½ m. ; then crosses to the right bank, and proceeds to the boat ferry which may be at the *nala* mouth but is more often 1¼ m. up stream. Cross by boat which will take 6 men and 4 ponies or 20 men at a time : it plies all the year round, but in summer the crossing takes a long time. Proceed over sand to Thalpin (14 houses) at 4 m. Cross Kinar stream, which is often very difficult to ford, and avoiding the *pari* by the river cross some low hills by an easy climb of 1 m. At 5 m. descend easily to 5½ m. : then climb again and at 5¾ m. reach an easy *maidan* at the back of some low hills. Continue up a gentle ascent to 7½ m. ; then descend steeply for 1½ m., cross a small *nala* at 9 m., and skirt the foot of the hills on the edge of a broad sandy plain to 10½ m. Then take to the hillside again over an easy *pari* for 1 m., and at 11¾ m. cross Mostar *nala* which is always fordable and soon afterwards gain a very large plain. Proceed 1½ m. along the edge of the hills on this plain, and reach Ke Ges, a small village of about 15 houses, at the point where the Ke Ges *nala* enters the plain.

*Camping ground.*—Extensive near village.

*Water.*—Plentiful from Ke Ges *nala*.

*Fuel.*—Scarce, must be brought from a distance.

*Fodder.*— } Very scarce, but procurable if previous  
*Supplies.*— } notice is given.

2 DRANG .. 17¼ m. Mule road.

30¾ m. Cross Ke Ges *nala* which is unbridged or indifferently bridged but always fordable, and skirt the hills to Am Ges at 3 m. (For these 3 m. the road is separated from the Indus by at least ¾ m. of

ROUTE No. 90—*contd.*

soft sand.) Opposite is Bunar Levy Post and the mouth of the Bunar *nala* : see Route XI, stage 4. There is a *jala* ferry between Bunar Levy Post and a point on the Indus near Am Ges. Cross Am Ges stream, the descent and ascent being steep and difficult. At  $3\frac{3}{4}$  m. cross a narrow projecting *pari* passable for laden animals in single file. At 4 m. reach sand dunes and at about  $4\frac{1}{2}$  m. a plain  $1\frac{1}{2}$  m. long. Between  $5\frac{3}{4}$  m. and  $6\frac{3}{4}$  m. the road is over rough ground and crosses 2 small *nalas*. At  $6\frac{3}{4}$  m. zigzag down to a plain at 7 m., over which the road is easy for 2 m. ; then go up the hillside for  $\frac{1}{2}$  m., and after  $\frac{1}{2}$  m. of *pari* reach at 10 m. the Drang bridge (300' span), which crosses the Indus about 200' above highest flood level, and connects with Route No. 8, stage 5.

Just above that bridge cross the (fordable) Shingan *nala*, and after a short narrow *pari* reach a plain 200 yards from the bridge. The road now runs over a succession of *maidans* to  $12\frac{1}{4}$  m., when it takes to the hillside, passing Jallipur resthouse and *nala* mouth on the opposite side of the river at  $12\frac{1}{2}$  m. At  $13\frac{1}{4}$  m. reach Danachal *nala* where there is a small plain with water and jungle and, in summer, grass. At 14 m. pass Puruchi where several springs emerge from the rocky hill. At  $14\frac{1}{4}$  m. reach a plain  $\frac{1}{2}$  m. long. Then take to a *pari* which zigzags up to 15 m. and continues to 16 m. Another  $\frac{1}{4}$  m. along the hill brings the road to the cultivation of Drang village (9 houses). Turn along the hillside and camp under trees (very restricted, for 2 or 3 tents only) at  $16\frac{3}{4}$  m. Troops must descend, and cross Drang *nala* which is always fordable, pass a little cultivation, and camp on a wide sand plain at  $17\frac{1}{4}$  m.

*Camping ground.*—Extensive.

*Water.*—Scarce (especially in summer) from *nala* ; but plentiful in Indus, about  $\frac{3}{4}$  m. distant and 500' below camp.

*Fuel.*—Very scarce but procurable from a distance.

*Fodder.*—Very scarce.

*Supplies.*—Procurable in small quantities ; also with notice Gor  $5\frac{1}{2}$  m. distant.



ROUTE No. 90—*concl'd.*

NOTE.—At Drang, whence Route No. 91, takes off, there is a *jala* ferry across the Indus below the village.

3 TALICHI .. 14½ m. Coolie road to 6¾ m.  
then camel road.

45¼ m. Leaving the camping ground on the left bank of the Drang *nala* proceed over an easy plain to 1 m., then by an easy descent to another plain. At 1½ m. ascend easily to a third plain, which stretches to 2¼ m., where there is a drop of 250' to the Dirkhil *nala*\* : cross this (it is always fordable) and after a zigzag ascent, curve round the mouth of the *nala* and continue along the hillside above the Indus. Cross a small *nala* and ascend to a small plain at 3¼ m. ; then go along the hillside and over a plain to 4 m. Leave the plain and go over soft hillside to 4¾ m., and after ¾ m. of *pari* cross a fordable *nala* at 5½ m., and zigzag up some 200' to avoid a *pari* at 5¾ m. Descend and cross ¼ m. *pari* and ¼ m. plain, reaching Rakhlot bridge at 6¾ m., whence follow the main Chilas-Gilgit route (see Routes Nos. XI and XIII).

For camping ground, etc.—See Route No. XI.

## ROUTE No. 91.

DRANG TO TALICHI *viâ* GOR.

18¾ m.

2 stages.

*Authority* :—Turner, 1915.

*Epitome.*

This route is an alternative to stage 3 of Route No. 90 but much longer. It is practicable for laden mules in stage 1, and for coolies only in stage 2.

1 GOR .. 5¾ m. Difficult mule road.  
(8,000').

5¾ m. Leaving Drang (Route No. 90 stage 2) an easy track about 3' wide ascends the right bank of the Gor *nala* which runs through Drang.

\*The Dirkhil *nala* is impassable for horses.

ROUTE No. 91—*contd.*

At 1 m. cross to the left bank, and traverse an easy sloping plain at right angles to the *nala*, which  $\frac{1}{2}$  m. further up becomes a gorge, down which the stream comes in a succession of waterfalls. The gradient is easy to  $1\frac{1}{2}$  m., when the road zigzags up the hillside, doubles back, and reaching the top of the gorge at 3 m., runs along the precipice for 1 m. to the *nala* bed above the waterfalls. Cross the main *nala*, and enter the first bit of cultivated land of Gor. From here the road (elevation at 4 m. about 6,500') is rougher and steeper, and zigzags are frequent; with an ascent of 1,500' in  $1\frac{1}{2}$  m. it leads through cultivation to the fort of Sobot, one of the fort villages of Gor, 300 yards W. of the village of Lasnot on another spur. The various villages of Gor (some 200 houses) lie on very broken ground within a horse shoe of hills.

*Camping ground.*—(8,000'). Restricted, except on fields where ample for a large force.

*Water.*—Moderately plentiful, scarce in summer.

*Fuel.*—Ample.

*Fodder.*—Scarce, procurable in summer.

*Supplies.*—Procurable in moderate quantities.

2 TALICHI .. 13 m. Coolie road.

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$18\frac{3}{4}$  m. From camp near Dobot village proceed E. past Lasnot through cultivation for 1 m.; then along hillsides covered with dwarf olive and ilex, descending and ascending to cross several *nalas*, to 4 m.; then climb steeply and steadily for about  $\frac{3}{4}$  m. to the ridge between the basins of the Gor and Tatto *nalas*, reaching the summit (9,000') at 5 m. Descend steeply, general direction N.E., to the Tatto *nala*, and follow it for 6 m., when the main Chilas-Gilgit camel road is reached at the bridge over the Tatto *nala* 1 m. from Talichi.

For *camping ground, etc.*—See Route No. XI, stage 6.

## ROUTE No. 92.

GOR TO DAMOT *viâ* LUTHU PASS (12,113').

20 m.

2 stages.

*Authority* :—Turner, 1915 (part native).*Epitome.*

A cattle track only, through a rough *nala* and across the Luthu pass, open only in summer.

*Camping ground.*—At stage 2 only.

Water.—	} At both stages.
Fuel.—	
Fodder.—	

*Supplies.*—At stage 2.

1 DOBAI HARAI 8 m. Cattle track only.  
 ————— (11,400').

8 m. From Lasnot fort the road goes to Kartalot by a gradual ascent of about 1 m. through cultivation. Thence it follows up the right bank of the Lasnot stream : the ascent is fairly gradual to 2 m., thence to the top of the pass the path goes straight up a very steep hillside. It is very rough and rocky in places, and passes through pine forests within 1,000' of the top. The total distance from Lasnot to the top of the pass is probably not more than 5 m., but there is a severe ascent of nearly 5,000'. From the top tracks lead over downs to Malpat, Garshu and Kineghar.

The descent on the N. is gradual for about 1 m., when the stream which here flows W., is crossed. A little further on the path descends to the bed of a stream which turning N. flows through a deep rocky ravine. The road goes down the left bank and is bad. At 8 m. reach Dobai Harai.

*Camping ground.*—No level ground, not even for 1 tent but there is a goatherd's hut.

ROUTE No. 92—*concl'd.*

Water.— }  
 Fuel.— } Plentiful.

Fodder.—Grass procurable.

Supplies.—None.

2 DAMOT .. 12 m. Cattle track only.

20 m. From Dobai the road keeps down the bed of the stream on the left bank. At 8 m. reach the mouth of the Buin *nala*. There is a fair sized stream flowing down this from the W., and a cattle track running up it, and a pass at the head of the northerly branch leading into the Garshu *nala*. Up the Hosharai, a branch of the Buin, are footpaths to the Dana-chal *nala* and also into Gor, crossing by a path about 2 m. to the W. to the Luthu pass.

*Camping ground.*—Good, in pine forest at mouth of Buin stream.

At 5 m. the Kashiro Shing *nala* comes in from the E., and at 6½ m. reach the mouth of the Sulat *nala*. At Sulat, below which the road is much better, there is a small patch of cultivation and a footpath up the *nala*. At a little over 8 m. the Shutiachik *nala* comes in from the W. At 9½ m. reach the hamlet of Bargin on the right bank of the Darang *nala*, which is crossed (no bridge) just above the hamlet. At 11 m. reach Manot, and after 1 m. of continuous cultivation Damot at 12 m.; here join Route No. 93.

*Camping ground.*—On polo ground for 1 bn: on fields for 2 bdes.

Water.—Procurable.

Fuel.— }  
 Fodder.— } Plentiful.

Supplies.—Procurable in moderate quantities

NOTE.—The Damot *nala* is unfordable for 3 months in the year but at important points there are rough bridges fit for men ~~or~~ ~~and~~ ~~some~~

**ROUTE No. 93.**BUNJI TO PARRI *viâ* THE SAI NALA.

17½ m.

1 stage.

*Authority* :—Turner, 1915.*Epitome.*

A second alternative to stage 10 of Route XIII 4' wide and practicable for mules.

1 PARRI .. 17½ m. Mule track.

17½ m. Leaving Bunji cross the Indus to the junction of XI, 93 and 107, routes. At 2½ m. pass Sai *nala* bridge on Route XI and at 3 m. Darot village (5 houses). At 3¾ m. cross Sai *nala* by a light bridge (stream unfordable for 9 months at this point), and reach Damot village at 4 m. Just below the bridge the Sai *nala* is joined by the Damot *nala*, up which a difficult track leads to Gor (*see* Route 92). Proceed up the right bank of the Sai *nala* along the edge of the stream to Chakerkot village (40 houses) at 8 m. cross by a light cantilever bridge to the left bank, and zigzag up to some cultivation known as Chakerkot *maidan*: cross this, rising slightly, to the edge of the hill over-looking the Gilgit river at 9½ m. Descend in zigzags for 2 m., then easily for 1 m. to the main road (Route XIII) 5¼ m. from Parri.

For *camping ground, etc.*—*See* Route XIII, stage 10.

**ROUTE No. 94.**

GILGIT TO GHULMAT *viâ* THE THAKWAI  
TAPPI (14,050') AND SHALTAR PASSES  
(12,130').

53¼ m.

5 stages.

*Authority* —Cockerill, 1893; Turner, 1915 (part self, part native).

*Epitome.*

This route was much used before the road from Chalt to Nomal was improved. There is another route which

ROUTE No. 94—*contd.*

crosses the two spurs from Rakapushi at lower level, but it is very difficult and impracticable for men with loads. A third route crosses higher than this one, over only one ridge, but it is a mere "shikar" track. The route given here is very trying in summer, there being no water between Harraj and Biachin except at one point midway between the Shaltar and Thakwai Tappi passes. In winter it is closed by snow from December to April.

It is practicable for animals of the country as far as Barit in stage 3. It is practicable but difficult in summer for men on foot.

*Camping ground.*—Stages 1, 2, and 5.

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful in stages 1, 2, and 4 : procurable in stage 3.

*Fodder.*—Grass in stage 2 : plentiful in stage 4.

*Supplies.*—A little procurable in stages 1 and 2.

1 JUTAL .. 15 m. Fit for laden animals  
 ————— (5,200'). of the country.

15 m. Follow Route XIV to the confluence of the Gilgit and Hunza rivers, and at 4½ m. cross the Hunza by the Boat Ferry, which will take 3 horses and 6 men at one trip, to Dainzur, a fort village of about 150 houses. The road then lies up the left bank of the Hunza to Jutal, a village of about 20 houses, at 15 m.

*Camping ground.*—For a large force.

*Water.*—  
*Fuel.*—  
*Fodder.*— } Plentiful.

*Supplies.*—Procurable.

2 JAGLOT .. 12 m. Fit for laden animals  
 ————— (6,200'). of the country.

27 m. Continue up the left bank of the Hunza river, and at 2½ m. pass opposite Nomal, where there is a *jala* ferry. At 4 m. pass the Hunza colony of Matundas, and at 5 m. its offshoot Garesh. Then pass in front of the mouth of the Garesh *nala* on the main

ROUTE No. 94—*contd.*

river bed, after which the road is easy to a halting place at Safed Pani at 10½ m.

*Halting place.*—On a little cultivation in the river bed.

*Water.*—From a good spring.

*Fuel.*—Firewood plentiful.

Ascend steeply for 600' or 800', and then gradually for 1 m. to Jaglot, a fort village of 33 houses.

*Camping ground.*—For ½ bn.

*Water.*—Good and plentiful.

*Fuel.*—Plentiful.

*Fodder.*—Good grass.

*Supplies.*—A small quantity.

3	HARRAJ	..	6 m.	For 3½ m. fit for
33 m.	(10,080').			laden animals of
				the country : thence
				fit, but difficult,
				for coolies.

Leave the Hunza river, and go up the Jaglot stream, which is only 10' wide, and is twice crossed by plank bridges. At 3 m. enter an old lake basin, now cultivated, called Barit.

*Camping ground.*—Ample.

*Fuel.*—Wood plentiful.

The path keeps along the flat for ¼ m., when it ascends steeply to the left, becoming thereafter impracticable for animals, and in several places difficult even for coolies. At 6 m. cross a small stream and bivouac just beyond.

Coolies take 5 hours from Jaglot.

*Camping ground.*—None : only room to pitch a tent.

*Water.*—From a spring.

*Fuel.*—Procurable.

*Fodder.*—Scarce.

*Supplies.*—None, except a few goats in spring.

ROUTE No. 94—*concl'd.*

4 BIACHIN .. 10 m. Coolie road.  
 (10,710').

43 m. Ascend steeply, generally over grass, to the Thakwai Tappi pass (14,050') across a spur from Rakat-Pushi. There is no track and coolies take 5 hours to this point. Then comes a steep descent of 2,000' across several small *nala* beds, in one of which there is a spring. About 2 m. beyond Thakwai Tappi pass another spur is crossed by the Shaltar pass (12,130'), there being one or two difficult places between the two passes while the thickness of the underwood makes progress slow. From the Shaltar pass there is a well defined path, which descends steeply through pine forest to Biachin, a clearing in the forest, where there are goat pens, etc.

Coolies take 10 hours from Harraj.

*Camping ground.*—None.

*Water.*—Plentiful,  $\frac{3}{4}$  m. from camp.

*Fuel.*—  
*Fodder.*— } Plentiful.

*Supplies.*—None.

5 GHULMAT .. 10 $\frac{1}{2}$  m. Coolie road.

53 $\frac{1}{2}$  m. Descend steeply and continuously to Penariken, a Gujars' camp 1 m. up a small *nala* above Tungdas. At Tungdas join Route XIV, stage 4. and camp either at Thol, or better at Ghulmat, 5 $\frac{1}{2}$  m. from Tungdas.

*For Camping ground, etc.*—See Route XIV, stage 5.

NOTE.—It was reported in 1926 that this route between Nomal and Thol, *via* the Shaltar Pass, no longer exists. South of the Shaltar Pass the old route is overgrown with jungle, and not only is there no trace of the track but in places it is difficult to force a way through the undergrowth. North of the Pass it is a possible route but very steep and only passable for coolies. It is advisable therefore to keep to the river route (Route No. XIV).



## ROUTE No. 95.

GILGIT TO TAISOT (BAGROT) *viâ* THE SHARDI PASS.

35 m.

2 stages.

*Authority* :—White 1927.*Epitome.*

The track up the Main (Sinakkar) branch of the Bagrot Nullah is fit for lightly laden animals throughout. The Taisot Branch is fit for coolies only. The Bagrot River runs in a narrow bed 100 to 1,000 feet below the track. The sides of the nullah are very steep and it is only possible to cross from the right to the left bank at two places below Sinakkar. Above this village there are several crossing places.

*Camping grounds.*—On the village fields only.

*Water.*—Several good springs. The river water is very thick with glacier mud.

*Fuel.*—Both sides of the valley have trees on the mountain sides. Thicker towards the head of the valley.

*Fodder.*—Scarce. No grazing.

*Supplies.*—Fair quantity of very small sheep and goats.

1	SINAKKAR ..	20 m.	Road practicable but difficult for laden animals.
<hr/>		20 m.	

Follow Route 94 as far as Dainyur Village. Approaches to the ferry over the Hunza River are steep and difficult for laden animals. Follow path through the Dainyur fields for  $1\frac{1}{2}$  m. 6 foot track then crosses bare stony waste parallel to the Gilgit River, between miles  $8\frac{1}{2}$  and  $9\frac{1}{2}$  track crosses 3 nullahs with steep sides difficult for laden animals. Mile 11 pass Ushkan now a ruin in deserted fields which will again be cultivated as soon as the new water channel from the Bagrot river now under construction is completed. Turn NNE. up Bagrot Nullah, track becomes narrower and in places steep. Track runs along bare hill side 3 to 500' above river. At  $11\frac{1}{2}$  m. a track leads down to the river bed which it crosses at 13 m. by a rope bridge. Thence one track fit for animals runs down stream to Chamngarh, a

ROUTE No. 95—*contd.*

second track leads through Kote, a hamlet of 6 houses, and then up the E. branch of the Nullah to Taisot. This track is unfit for animals. At 18 m. Girik 6 houses and a few fields, at 19½ m. cross a deep nullah with steep sides, animals have to be unloaded to cross, on far side Sinakkar, 80 houses including a few up a side nullah on the West. Village and fields 400' above the river bed which is reached by a very narrow and steep path.

*Camping ground.*—On fields.

*Water.*—Two springs.

*Fuel.*—From forests on hill sides 1,000' above.

*Fodder.*—Scarce.

*Supplies.*—A few sheep and goats.

2	TAISOT	..	15 m.	Road just fit for animals as far as Hupar thence for coolies only.
35 m.				

Leave Sinakkar and climb steeply for 1 m. until 1,000' above river, track very narrow but fit for animals, descend for 1½ m. At 2½ m. Das 8 houses and many apricot trees on opposite bank of river Hupar. At 4 m. reach Datuchi 35 houses and much cultivation. From here one track leads up the Nullah past Bulche and several small hamlets to the head of the Nullah which is blocked by two glaciers.

Turn E. over fields to river and cross by single tree trunk bridge. Track here divides, one branch runs N. to Chirah 2 m., the other runs South through groves of apricot and walnut trees to Hupar, 30 houses. Thence track runs straight up to the Shardi Pass (11,000'). Track very steep and only fit for coolies. (3' snow 22nd March 1927). Last 1,000' well wooded. From top descend 1 m. steeply to Taisot Village 60 houses.

*Camping ground.*—On fields.

*Water.*—Plentiful.

*Fuel.*—Plentiful.

*Fodder.*—Scarce, no grazing.

*Supplies.*—Scarce.

## ROUTE No. 96.

NOMAL TO BARGU *viâ* THE SHARDAI (OR JANDURA) PASS (11,270').

15 m.

2 stages.

*Authority* :—Cockerill, 1893 ; Turner (part native), 1915.

### *Epitome.*

This route, which connects Route XIV stage 2 with Route IX stage 2, is practicable for unladen animals, but they would find the Shardai or Jandura pass difficult.

*Camping ground.*—Ample.

*Water.*—Procurable at Hachina ; thence none to Bargu.

*Fuel.*—Plentiful.

*Fodder.*—Scarce at Hachina.

*Supplies.*—Procurable at Bargu only.

1 HACHINA .. 5 m. Difficult pony road.  
 ————— (8,730').

5 m.

The path lies entirely up the bed of a dry gully behind Nomal : the gradients is fairly easy, and, though difficult in places, it is practicable for laden animals. Hachina is a shepherd camp with a little cultivation.

Time for coolies, 3 hours.

*Camping ground.*—Ample for a large force.

*Water.*—Procurable from a spring.

*Fuel.*—Juniper plentiful.

*Fodder.*—Grass procurable but scarce.

*Supplies.*—None.

2 BARGU *viâ* THE 10 m. Coolie road.

————— SHARDAI PASS.

15 m. (11,270').

Cross a broad plain intersected by gullies, and ascend steeply to the Shardai or Jandura pass (11,270'). The ascent and descent are not stony, and if a road were cut in zigzags, it would be easily practicable for laden ponies. At present, however, the

ROUTE No. 96—*contd.*

steepness of the approach on both sides makes it very difficult even for unladen ponies.

From the pass there are 2 tracks to Bargu. The shorter keeps high to the right; it is steep and in places difficult and is only practicable for men on foot. It leads, *viâ* Taskis, straight down the Upper Bargu *nala* to Upper Bargu where it joins Route IX, stage 2.

The other route rounds a hill, and drops into the head of Hareli *nala* at 2½ m. (From here a path, practicable for laden animals, leads down the Hareli *nala* to its mouth 7 m. away and thence down the Gilgit stream, left bank, and over the bridge of Gilgit about 2 m. further on.) It then zigzags back, and descends steeply to lower Bargu: this portion is easy for unladen ponies.

From Hachina to the Shardaï pass coolies take 2½ hours, and thence to Bargu 5 or 6 hours. From Bargu to Hachina coolies would take 9 or 10 hours, horses 8 or 9 hours, and men without loads 6 hours. There is no water between Hachina and Bargu.

*Camping ground.*—On fields, ample for a large force.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Scarce, *bhusa* procurable.

*Supplies.*—Procurable in moderate quantities.

## ROUTE No. 97.

## CHALT TO CHAPROT.

3 m.

1 stage.

*Authority.*—Cockerill, 1893; Turner and Marshall, 1915.

1 CHAPROT ... 3 m. Mule road.

(7,050').

3 m.

The path lies up the left bank of the Chaprot stream over open plain for 2 m.,

ROUTE No. 97—*concl'd.*

when it descends to cross a small stream. There is then a steep ascent up a grassy hillside and a gradual descent to the Chaprot torrent, which is crossed by a substantial wooden bridge, 24' by 4½'. Beyond this there is a short ascent of 200 yards to the fort village of Chaprot (30 houses). From here a path leads to Daintar, *see* Route 98 note at end of stage 1.

*Camping ground.*—For 1 bn.

*Water.*—  
*Fuel.*— } Plentiful.

*Fodder.*—Grass procurable.

*Supplies.*—Scarce.

## ROUTE No. 98.

## CHALT TO SHANI.

25 m. 6 f.

2 stages.

*Authority.*—Turner and Marshall 1915.

*Epitome.*

A coolie road throughout, impracticable for animals, connecting Route XIV at Chalt with Route 78 at Shani.

*Camping ground.*—For 1 bn. stage 1, for 1 bn. stage 2 (depending on state of snow).

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*— } Procurable.

*Supplies.*—Procurable, but very scarce.

1 DAINSTAR .. 13¼ m. Coolie road.

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13¼ m. (9,400').

Cross Chaprot *nala* bridge, and proceed over level ground for 1 m. The road then divides : the lower or winter route follows the old P. W. D. road to opposite Buladas village at 3 m., and then the Buladas river bed : the upper or summer

ROUTE No. 98—*contd.*

route, which, though still more difficult, has to be used between 15th June and 1st September, keeps up the hill, crosses a *pari* at 6 m., and then descends to the river bed, where it rejoins the lower route. At 7 m. cross a deep *nala*, and ascend steeply to an open plain, after which descend again to cross the Daintar stream at 7½ m. A short ascent then leads to Torbutuodass, where the route to Bar takes off (for details see below).

*Camping ground.*—On open plain.

From Torbutuodass ascend Daintar *nala* steeply to an open plain. From 2 m. the road follows the left bank of the Daintar *nala*, and is fairly level. Reach the outskirts of Daintar at 13¼ m. and the centre of the village (12 houses) marked by a *nala* containing a stream of spring water 13½ m.

At Daintar route from Bar comes in.

*Camping ground.*—On open grassy plain.

*Water.*— } Obtainable.  
*Fuel.*— }

NOTE.—From Daintar a steep but easy footpath leads over the hills to Chaprot, where it joins Route 97. Another path leads down the Daintar *nala* and thence *viâ* the Buladas to Chalt.

From Torbutuodass there is an alternative, and longer route to Daintar *viâ* Bar (13¼ miles) passable for coolies only.

Leaving Torbutuodass follow the left bank of the Bola Das *nala* Northwards.

At 10½ m. a country plank bridge connects with the left bank near some houses and cultivation, and a few hundred yards up stream there is a jhula bridge. Reach the first cultivation of Bar at 11¼ m., and the main village (40 houses) at 12½ m. from Chalt.

*Camping ground.*—For ½ bn.

*Water.*— } Plentiful.  
*Fuel.*— }

*Fodder.*—Procurable.

ROUTE No. 98—*contd.*

*Supplies.*—A small quantity procurable.

NOTE.—There are no habitations beyond Bar. The *nala* is said to lead to the Karumbar river, but none of the local people appear to have done the journey.

For the first  $1\frac{1}{2}$  m. after leaving Bar the route is easy. From that point it commences to ascend steeply to the Talmutz Pass (10,550'), the crest of which is reached at 5 m. from Bar. From the Talmutz Pass, the descent is gradual for the first 3 m., after which the route descends steeply for 500' to the village Daintar.

2 SHANI ..  $12\frac{1}{2}$  m.

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25 $\frac{3}{4}$ .

Proceed up the left bank of the stream to its junction at  $2\frac{1}{2}$  m. with another larger branch of the Daintar river, called the Kookoo *nala* (Down the Kookoo *nala* there is a road, practicable for laden yaks or unladen ponies which comes in from Imit on the Ishkuman *viâ* the Munjawir Gol and a pass, height 15,000').

At the junction cross to the right bank by a frail bridge of branches ; proceed up right bank to the Talaibar stream. At this point there is a

*Camping ground.*—On open grassy plain.

*Water.*— } Obtainable.  
*Fuel.*— }

Ford the Talaibar stream and ascend the bed of a glacier stream for 1 m.

Pass under the terminal cliff of a another glacier beneath which is a roomy camping ground on an open grass plain.

*Water.*— } Obtainable.  
*Fuel.*— }

Descend steeply for a short distance and then cross a glacier for  $\frac{1}{2}$  m. Ascend steeply for 1,500' to a pass (15,210') which is clear of snow in August and September. From the summit of the pass there is a steep trackless descent for 2,000' to 3,000' leading to an open plateau covered with dwarf jungle.

ROUTE No. 98—*concl'd.*

*Camping ground.*—Roomy.

*Fuel.*—Abundant.

Continue descent to another glacier which cross of  $1\frac{1}{2}$  m. Pass through thick coppices of birch for  $\frac{1}{2}$  m. and reach Shani.

For *camping ground*, see route 78.

## ROUTE No. 99.

FROM IMIT (KARUMBAR VALLEY) TO DAIN-TAR, *viâ* THE MUNJAWIR GOL.

31 m.

3 stages.

*Date of Authority.*—1926.

*Epitome.*

A route connecting Routes 74 (3rd stage) and 77 with Route 98.

This route is difficult and at times dangerous. Supplies are very scarce. For the first two marches yaks are possible, after that only coolies.

The glaciers over the pass are treacherous owing to deep crevasses lightly covered with snow ; the hill sides are liable to fall and wipe out what track there is.

*Camping grounds.*—No details as to space.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass procurable.

*Supplies.*—Scarce.

1 KAKINIKAI .. 9 m. Track passable for yaks.

9 m. (9,000').

The track leaves Imit and follows the left bank of the Munjawir Gol climbing very rapidly over a low pass, about 2,000' in 3 m. Then along a flat plateau for about  $3\frac{1}{2}$  m.



ROUTE No. 99—*contd.*

passing several small stone encampments where the inhabitants of the valley graze their cattle in the hot weather. At all these encampments grass can be obtained, and milk, when occupied. Leaving the plateau the route winds along the hillside for about  $1\frac{1}{2}$  m., then descends very steeply to the river bed, some 1,200' below. After that it runs along the left bank of the river for about 1 m. crossing the Yaz Nullah which is fordable. Then cross the Munjawir Gol by a wooden bridge and into Kakinikai.

A track from Bilhanj (Route 74) comes in here along the right bank of the Munjawir Gol.

The camping ground is about  $\frac{1}{2}$  m. short of Kakinikai.

*Camping ground.*—No details.

*Water.*—Plentiful.

*Fuel.*—Procurable.

*Fodder.*—Grass procurable.

*Supplies.*—Milk procurable, otherwise *Nil*.

2	CAMPING	..	8 m.	Very difficult track,
17 m.	GROUND			passable for Yaks.

Follow the right bank of the Munjawir Gol for about 1 m. The track then crosses to the left bank by a wooden bridge at Kuchkandak. The foot of the pass is reached shortly, and the track winds up alongside the river bed, rising steadily past several summer grazing encampments. In places it is very hard going with steep climbs through patches of jungle. After 3 m. of this the glacier begins, and, from here on, there is no track, and the route follows the edge of the glacier over rough rocks for 4 m. to the foot of the pass.

The camping ground (12,500'), is now reached, in a hollow below a bare slope of rock and the walls bordering the glacier. There is a small lake of fresh water here.

*Camping ground.*—No details.

*Water.*—Plentiful.

ROUTE No. 99—*concl'd.*

*Fuel.*— } Wood and grass can be collected about  
*Fodder.*— } 2 m. below the camp.

*Supplies.*—*Nil.*

3 DAIN TAR ... 14 m. Very difficult track,  
 not passable for  
 animals.

31 m.

Crossing the glacier just above the camp, where it is flat and unbroken, the route climbs almost sheer up the bare face of rocks, by taking a zig-zag course. Then bearing to the right along a very "kacha" rock face the route emerges about 100' above a smooth plateau of snow. The climb to here takes four hours and is about 1 m. Just below the top is a cairn built by Younghusband when he crossed the pass.

Descending to the snow plateau, the route crosses it and then ascends easily for about  $1\frac{1}{2}$  m. to the summit of the pass (17,000'). The going is very treacherous here and tying with rope is recommended.

The descent from the top is difficult for about 3 m., first a very steep shale slope, then very broken glacier with deep crevasses and extremely slippery. Leaving the glacier the route descends very rapidly over alternate grass and rock for about 2 m. From here onwards there are two routes; the best is considered to be by the right bank of the river. Cross the river by fording and then over very rocky undulating ground for about 4 m., after which the ground becomes boggy and wooded. After this there is difficult going for about 2 m. through thick grass and birch woods; then a steep rocky descent to a camping ground on the right bank opposite Gashi (10,000').

The route below Gashi is quite distinguishable. It crosses the river just below the village and then follows the left bank.

After  $1\frac{1}{2}$  m. Daintar village is reached, a long straggling village with plenty of crops.

For details of *camping ground, etc.*—See Route 98, Stage 1.

## ROUTE No. 100.

CHALT TO ALIABAD HUNZA *viâ* MAIUN AND HINI.

28½ m.

2 stages.

*Authority.*—Gurdon, 1906 ; Turner and Marshall, 1914.

*Epitome.*

An alternative to Route XIV, following the right instead of the left bank of the Hunza river. It is ¼ m. longer than Route XIV, and is practicable for mule transport throughout.

*Camping grounds.*—Ample.

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*— } Scarce.

*Supplies.*—*Procurable.*

1 HINI .. 17 m. Mule road.

(7,000').

17 m.

Follow Route XIV, stage 4 for 5½ m., then turn N., and zigzag down a cliff to the Hunza river at 5½ m. Cross the river by a 300' suspension bridge practicable for animals, and climb up a shale hillside on the right bank. At 6½ m. turn up a small side *nala*, on both sides of which lies the cultivation of Spiko (5 houses), cross ¼ m. further on, and climb to the summit of a small spur at 7¼ m. Descend for ½ m., and at 7 m. 7 f. enter the cultivation of Maiun, and crossing one or two small *paris*, reach the Maiun *nala* and suspension bridge (140' span) at 9½ m.

Continue over a *pari* to the Khanabad plain at 10¼ m., and thence through the straggling village of Khanabad (33 houses) to 12 m., when the road ascends to cross a difficult slip at 12½ m. Descend steeply for ¾ m. over *paris*, and at 14 m. gain the corner opposite Yal *pari*, where the river makes a big bend, and the road runs along a hard rock *pari* to the extensive plateau of Hini at 15 m. The main village (130 houses) is 2 m. further on.

ROUTE No. 100.—*contd.*

*Camping ground.*—For a large force.

*Water.*—Fairly plentiful.

*Fuel.*—Scarce.

*Fodder.*—Scarce except in summer : no grass, only *bhusa* and lucerne.

*Supplies.*—Procurable.

2 ALIABAD- .. 11½ m. Mule Road.

———— HUNZA.

28½ m.

The road runs through cultivation for ¾ m., then over *paris* and steep hillside to Murtazabad. At 3¼ m. join the main Chalt-Hunza road (Route XIV) above the Tashot bridge, and follow it to Aliabad.

For *camping ground, etc.*—See Route XIV, stage 6.

## ROUTE No. 101.

FROM TASHOT TO ARANDU *viâ* NAGIR AND THE NUSHIK PASS (16,800').

78 m.

7 stages.

*Authority.*—Money, 1909 ; Turner (first 3 stages only).

*Epitome.*

Mule road as far as Baltar glacier stage 2, thence practicable for unladen animals to Hispar, beyond which difficult and impracticable for military purposes.

*Camping ground.*—For 1 bn., stages 1 and 3.

*Fuel.*—Plentiful in 1, scarce 2 and 3, beyond *nil*.

*Fodder.*—Plentiful in 1, scarce 2 and 3, beyond *nil*.

*Supplies.*—Procurable in 1 and 7.

1 NAGIR .. 13 m. Mule road.

———— (7,550').

13 m.

Leaving Tashot bridge camp, the road ascends 200' to Tashot *maidan*, then passes

ROUTE No. 101—*contd.*

round a rock cliff, above which is the village of Phikr (160 houses). Emerging from the *pari* pass the village of Gamadas at  $1\frac{1}{2}$  m., then climb easily to Harkuchar at  $2\frac{1}{2}$  m. At  $3\frac{1}{2}$  m. pass a bad slip  $\frac{1}{2}$  m. long, dangerous in rainy weather. At  $4\frac{1}{2}$  m. pass Shaiar (50 houses), Askardus (140 houses) at  $5\frac{1}{2}$  m., Chatorkand at  $6\frac{1}{2}$  m., Rushkum at 7 m. and Sumayar at  $7\frac{1}{2}$  m., the last three being one group of villages with 220 houses. Sumayar is on the right bank of a deep ravine, unfordable for 4 months, bridged by a small 15' span bridge. The road at 8 m. turns up the Nagir or Miatriil river, and running at a high level, crosses a big slip at  $10\frac{1}{2}$  m., where, owing to the frequent collapse of the whole hillside, a new road is dug every few months. At 12 m. reach outskirts of Nagir (700 houses), and passing through polo ground, climb hill to a good bungalow at 13 m.

*Camping ground.*—For 1 bn. on polo ground and in fields.

*Water.*—Plentiful from a spring.

*Fuel.*—Procurable from a distance.

*Fodder.*—Fairly plentiful.

*Supplies.*—Procurable in moderate quantities.

2 HURU .. 13 m. 6 f. Coolie road fit  
 ——— HARAI. for unladen animals.  
 26 m. 6 f. (8,800'). The path for  $1\frac{1}{2}$  m.  
 lies E. up the trough between a low hill and the mountain side, then descends and passes between the summer villages of Tsaiyar (70 houses) and Thol (50 houses). From here a coolie footpath branches off and is the more direct route to Hispar, avoiding the Barpu glacier and the Rash Thani pass but is difficult. Turn S. and enter a narrow valley, 600 yards wide, cultivated by villagers of Tukarkot (60 houses) and watered by a stream called Daranj. At  $4\frac{1}{2}$  m. the valley contracts, the stream is forded, and the path ascends about 200' entering the Hopar basin. At  $5\frac{1}{2}$  m. pass Ratul (40 houses) and at  $6\frac{1}{2}$  Holshal (20 houses), both fort-villages of Hopar. At  $6\frac{3}{4}$  m., passing an old fort, the

ROUTE No. 101—*contd.*

path descends steeply about 200', and strikes the right bank of the Baltar glacier, which is here 1 m. wide and practicable for laden animals of the country. Crossing it the path keeps up the right bank for  $\frac{1}{4}$  m. to its junction with the Barpu glacier. Turning to the left there is a steep ascent of 300', then for a mile the path keeps round and over the terminal moraine of the Barpu glacier. This portion is always practicable for unladen animals, but might readily be improved. At 9 m., leaving the glacier, the track lies S. up the trough between it and the hillside, passing an old lake-bed, which is covered with coarse grass, and is called Tagha Phari. About  $10\frac{1}{4}$  m. is Barpu Harar, a grazing ground with sheep pens, etc. Here the path strikes NE. and crossing the Rash Thani pass into the Hispar valley descends to camp, the last mile being steep. At Huru Harai there are 2 or 3 acres of cultivation.

*Camping ground.*—For  $\frac{1}{2}$  bn.

*Water.*—Plentiful from a spring.

*Fuel.*—Plentiful.

*Fodder.*—Grass procurable in summer.

*Supplies.*—Nil.

3 HISPAR .. 13 m. Coolie road, fit for  
 ————— (10,100'). unladen animals.

39 m. 6 f.

Descend steeply 1,000'

to the bed of the Hispar, by a narrow path, just practicable for unladen animals. At  $1\frac{3}{4}$  m. cross on foot by a *jhula* bridge, while horses ford, except for  $4\frac{1}{2}$  months in summer. At  $7\frac{1}{2}$  m. reach Appia Harar, a settlement destroyed by a small glacier burst.

At  $10\frac{1}{2}$  m. cross a deep ravine, and 200 yards beyond cross to left bank of the river by a narrow plank bridge while horses ford about 70 yards below. Path then ascends 300' on to a large fan on which is the summer village of Darappu and a good deal of cultivation. At  $12\frac{3}{4}$  m. cross the Jhutabar glacier torrent a few hundred yards beyond which is the village of Hispar (30 houses).

*Camping ground.*—For 1 bn.

ROUTE No. 101—*contd.**Water.*—Plentiful.*Fuel.*—Scarce.*Fodder.*—Scarce.*Supplies.*—Scarce.

4 MAGERUM .. 8 m. Road impracticable  
for military pur-  
poses.

47 m. 6 f.

Up the Hispar glacier.  
Path stony and difficult.

*Camping ground.*— }  
*Water.*— }  
*Fuel.*— }  
*Fodder.*— }  
*Supplies.*— }

5 HAIGUTUM .. 8 m. Road impracticable  
for military pur-  
poses.

55 m. 6 f.

Path continues up the Hispar glacier and is stony and difficult. Haigutum is a small slip at the junction of a lateral glacier from the S. with the main Hispar glacier. Here route to Askorlé takes off, see Route No. 110.

*Camping ground.*— }  
*Water.*— }  
*Fuel.*— }  
*Fodder.*— }  
*Supplies.*— }

6 KACH .. 11 m. 2 f. Road impracticable  
BRANSA. for military pur-  
poses.

67 m.

Leaving the main glacier turn and cross to the right side of the Haigutum glacier. Hence there is a steep and difficult climb of about 4 hours to the Nushik La pass (16,800'). Descent easy down the Chogo Longma glacier.

*Camping ground.*— }  
*Water.*— }  
*Fuel.*— }  
*Fodder.*— }  
*Supplies.*— }

ROUTE No. 101—*concl'd.*

7	ARANDU (10,000').	.. 11 m.	Road impracticable for military pur- poses.
78 m.			
Path down the glacier ; fairly easy. in the Basha valley of Baltistan.			Arandu is a village
<i>Camping ground.</i> —			
<i>Water.</i> —			
<i>Fuel.</i> —			
<i>Fodder.</i> —			
<i>Supplies.</i> —Procurable.			

## ROUTE No. 102.

FROM PASU TO SOKH BULAK (CHINESE  
TERRITORY).

119 m.

11 stages.

*Authority.*—Cockerill, 1892 ; Turner (partly from  
native information), 1914.

*Epitome.*

The direct route *viâ* the Shingshal river to Sarikol where it connects with routes in Hsin Chiang, used by Kanjut raiders before the British occupation. It is the most difficult route in the Gilgit Agency and is impracticable for any large body of troops. The Shingshal river fordable from about October 15th till May 1st, has to be forded every few hundred yards in stage 1 so that in the summer the alternative route *viâ* Morkhun and the Karun Pir has to be used, see Route No. 103. In the summer there are 3 river crossings which cannot be avoided by climbing round cliffs, namely at Dikut, Shingshal and in Sarikol over the Mustagh river. Those at Dikut and Shingshal were bridged in 1934. Men cross at these places, when no bridges exist, by means of a rope made of yaks hair, a stick and a withy bent to form a circle. From 1st



ROUTE No. 102—*contd.*

November to 1st April the Morkhun Karum Pir route is closed by snow except at considerable risk for unladen men. The Pasu-Dikut route is impracticable for animals at all times so that April to October, June being better than April and May, are the only months animals can be taken through, and these must go unladen *via* the Morkhun Dikut route. It is impossible to ride this route, but yaks can be ridden up the passes after Shingshal village.

*Camping grounds.*—Nil.

*Water.*—Plentiful throughout.

*Fuel.*—Plentiful in stage 9, otherwise scarce.

*Fodder.*—A little grazing, which beyond Shingshal village depends entirely on whether shepherds have used the camp recently. Fodder is the great difficulty of this route.

*Supplies.*—Nil except at Shingshal.

1 DIKUT .. 14 m. Difficult coolie road.

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14 m. Leaving Pasu, Route No. XIV, stage 9, descend at once to the river bed and fording two or three channels of the main stream and two from Shingshal *nala* enter Shingshal gorge. The above streams are generally fordable between October 1st and May 1st, but once the snow has begun to melt the river is closed till the late autumn. After entering the gorge at 1½ m. the river bed is about 80 yards wide and the stream, when fordable, some 30 yards wide and 2' to 3' deep. Horses can be ridden to 3½ m., when the gorge closes in to a width of 40 yards with cliffs on each side running up some 1,500' to 4,000'. The river occupies two-thirds of the bed which is covered with large boulders that are at times difficult to surmount. From here to Zardiboi at 7½ m. are frequent fords 3' to 4' deep, while several boulders and stretches of slippery cliffs must be surmounted, though the actual route varies each year according to the summer flood.

Time to Zardiboi with coolies 6 hours.

ROUTE No. 102—*contd.*

*Camping ground.*—None, but 30 or 40 men could shelter on large overhanging rock. No room even for a small tent.

*Fuel.*—Wood can be obtained from the opposite bank by a short climb.

For 1 m. the route is equally difficult, but at 8½ m. the gorge opens somewhat, and some stretches along cliffs and staircases reduce the number of fords per mile.

At 13 m. the last ford is passed and the left bank gained. After a climb over a very slippery cliff the road rises some 300' to descend again to a terrace about 100' above the river bed, which cross and camp in bed of Lupghar-i-dur stream. Time with coolies 10 hours. Here route from Morkhun comes in, see Route No. 103.

*Camping ground.*—Ample space.

*Water.*—Plentiful, but dirty. Clear water from the Marum-i-Dur. See Route 103, stage 2.

*Fuel.*—Very scarce.

*Fodder.*—Very scarce (grass).

*Supplies.*—Nil.

2 LANGAR or .. 10 m. Coolie road.

ASTAN.

24 m. (9,274'). The Shingshal river above Dikut runs again in a gorge and is quite impassable. The route therefore leaves the Lupghar glacier stream and crossing some open level ground for ½ m. reaches the Dut-i-dur stream. A steep but short descent leads to a light wooden bridge some 50' above the stream which runs between two precipitous cliffs while animals have to go ¼ m. further up stream and cross near the terminal moraine of the glacier. The approaches to the bridge on both sides are steep and dangerous.

Then comes a difficult and very steep trying ascent to the Uwinusar pass (11,770') over slate slopes and awkward rocks. The descent for 300' is down steep rocks of a similar character, scantily covered with shifting *detritus*,

ROUTE No. 102—*contd.*

then for  $\frac{1}{2}$  m. along under the ridge, where there is another steep descent over equally difficult rocks, and a final descent of 1,200' over shingle slopes to the bed of the Shingshal river, here about 100 yards wide, and strewn with large boulders. Then along river-bed for  $1\frac{3}{4}$  m. during which horses have to ford twice, but men in the summer can keep along the left bank by a difficult path over steep shingle slopes to Langar, where is a hut 36' square with 2 rooms. Coolies have to climb up the hill-side as they cannot cross the slippery rocks by the river's edge. Later, in midsummer, these rocks, too, are covered. This climb adds about 30 minutes to the march; and should be avoided if the river is low enough, as it sometimes might be. The route could be shortened considerably if a little blasting was carried out 2 miles below Langar, so as to make footholds in the rock face for 200 yds. This would save laden coolies a steep and long detour.

*Time for coolies.*— $7\frac{1}{2}$  to 8 hours.

*Camping ground.*—Small. A large party must go 1 m. higher up the river-bed, where there is a good camping site with abundant water and fuel but no fodder.

*Water.*—Plentiful.

*Fuel.*—Plentiful.

*Fodder.*—Grass very scarce.

*Supplies.*—Nil.

NOTE.—This stage is sometimes known as Ziarat from the shrine here, on the opposite (right) side of the river.

3	SHINGSHAL	.. 14 m.	Coolie road (can be
38 m.	VILLAGE.	(10.280').	ridden in winter).

At 1 m. there is a good camping ground with abundant spring water and fuel (willow and thorn), but no grass. Around along the river-bed for  $3\frac{3}{4}$  m., by an easy, though stony, path, when ford river (40 yards broad and  $1\frac{1}{2}$ ' deep in November. bottom stony). Then along slopes and detritus for  $1\frac{3}{4}$  m., where the great Malungutti glacier comes down to the river's edge on the left bank, part of

ROUTE No. 102—*contd.*

which reaches over to the right bank. In the winter horses ford and can find a path round the mouth, which is 1 m. wide, but in summer only a difficult path, across the glacier, impracticable for laden animals and very hazardous for unladen ones. After leaving the glacier, ascend very steeply up a narrow 'chimney' to the plateau called Kutdur-i-dasht. The remainder of the stage is easy on the plateau and along river-bed. At 13 m. pass beneath a conglomerate cliff, and reach Shingshal village (30 houses) at 14 m.

*Camping ground.*—Ample.

*Water.*—Ample.

*Fuel.*—  
*Supplies.*— } Procurable in small quantities.

4 PHURZIN-I- 10 m. 4 f. Difficult coolie road.  
 ——— DASHT Winter route.  
 48 m. 4 f. (11,640'). Road for 4 m. is along river-bed and easy passing at 2 m. the Zardigarban *nala*, on right bank of which lies the path for unladen animals, which crossing the Zargaben Tokmur, Shashmarg, and Chukwin, passes over spurs from the Shingshal Pir, and finally rejoins the direct route 2 m., above Phurzin-i-Gasht, at Puriun. At 4 m. the Tang stream joins the Shingshal, which unfordable for 4 months, must be crossed just after the junction, by a hair rope (see Epitome) then ascend steeply over a spur from the Bharasar peak which separates the Shingshal and Tang valleys, by a route impracticable even for sheep.

Follow a very difficult path along the cliff's edge over staircases and cornices, difficult even for laden coolies to Gharasar pass (12,660'). At 7 m. descend abruptly to the bed of the Tang *nala*. 15 yards wide, and choked with boulders up which for 2 m. ford stream a dozen times (2½' deep and nearly frozen over, in November). At 9 m. gorge opens and remains about 60 yards wide for 1 m. At 9½ m. cross the Thin Kuik, a warm sulphur stream, at mouth of which is a good deal of coarse grass and some jungle, and camp in stony bed of the river.

ROUTE No. 102—*contd.*

*Camping ground.*—Restricted for small party only.

*Water.*—Plentiful.

*Fuel.*—  
*Fodder.*— } Procurable.

*Supplies.*—*Nil.*

In summer the Pamir-i-Tang is unfordable and the route is as follows:—

4 ZARD-I-GAR-BEN .. 7 m. Difficult coolie

45 m.

road.

Cross Shingshal river by plank or rope bridge (June 1934 plank bridge) but later in the year it has to be removed.

The river has to be crossed by a single rope to which men are attached by a wooden loop and pulled across. A wire cable 50 yds. with a pulley would be safer and more expeditious. The river course is continually changing and no permanent form of bridge is possible.

Easy to 2 m., when turn left, and proceed up right side of the narrow boulder filled Zard-i-Gar valley.  $3\frac{1}{2}$  m. cross to left bank, 600 yds. on cross to right and shortly recross to left. At  $4\frac{1}{2}$  m. cross to right bank, a steep ascent. At  $5\frac{1}{4}$  m. recross finally to left bank and climb for about 500 yds. up very steep rise, known as the Tung-i-Sar. At 6 m. the going is easier, cross depression to  $6\frac{1}{2}$  m. and enter a wide open plain. At 7 m. reach Zard-i-Gar-Ben. This is the usual halting place.

*Camping ground.*—Ample.

*Water.*—Ample.

*Fuel.*—Brushwood and a few droppings.

*Fodder.*—Grass very scarce.

*Supplies.*—Sometimes a few flocks grazing here and milk obtainable.

ROUTE No. 102—*contd.*

5 PURIEN .. 11 m. Difficult coolie road.

56 m.

Track rises over open slopes by wide zigzags to 1 m. when the top of the Zard-i-Gar-Ben pass is reached. Time  $1\frac{1}{2}$  hours. The ascent is steep in places, but not difficult. Descend easily to  $2\frac{1}{2}$  m. Wark, where there is a small camping ground. Fuel is scanty and there is no water. Passing Wark there is a very steep descent to *nala* on the left, then steady rise up shale hillside followed by a precipitous descent to  $3\frac{3}{4}$  m. Yarzin Dur. Here there is another small camping ground. Water and brushwood are obtainable. Track now crosses the Yarzin Dur stream and begins to ascend to the Shachmirk pass 14,455 feet. Track is fair at first with an easy gradient, then very steep to 6 m. top of Shachmirk pass. Easy descent to  $6\frac{1}{2}$  m. along side of hill, then easier but still steep in soft shale to  $7\frac{1}{4}$  m. (Below on right of path in the Pamir-i-Tang is Phurziu-i-Band. Precipitous descent to  $7\frac{3}{4}$  m. Targhin Zor, where there is a small camping ground with water and brushwood. Cross stream, descend a few yards then up a ladder, track comes out at  $8\frac{1}{2}$  m. above the Pamir-i-Tang. It is now easy along earth and shale slopes to  $10\frac{1}{4}$  m. then descend very steeply into *nala* and camp at Purien 11 m.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fodder.*—  
*Fuel.*— } Very scarce.

*Supplies.*—Nil.

NOTE.—Time for this stage is 10 hours, the mileage gives no idea at all of difficulties of the route. The journey should be broken somewhere either at  $3\frac{3}{4}$  m. or, at  $7\frac{3}{4}$  m.

6 PHURZIN-I- .. 10 m. 2 f. Difficult coolie  
BAND. road.  
66 m., 2 f.

Leave camp, cross stream, rise up left side of *nala*. Steep ascent. Pass under a door or gate, just beyond this

ROUTE No. 102—*contd.*

the track for animals turns to the right. Men turn to left up an easy winding short stairway, beyond which, at end of a narrow bridge, animals track comes in on right, continue rising to  $1\frac{1}{2}$  m. reach Purien-i-Sar height 12,370 feet. On edge of an open arid plain. Track easy, rising slightly over the edge of the plain, passing a two roomed hut at  $3\frac{1}{2}$  m. No water, but ample fuel. Descend gently over a sloping plain and at 5 m. an easy crossing over a *nala*. Continue over plain to  $6\frac{3}{4}$  m. when descend steeply into the Arbab-i-Purien *nala*. Just before descent the two cairns erected by Younghusband and Cockbill are seen on left. Cross *nala*, often dry when there is an easy rise up the left side to  $7\frac{1}{4}$  m. Thence by a good track along the side of a hill and over an open plain to  $8\frac{3}{4}$  m. where the track crosses a *nala*. At  $9\frac{1}{4}$  m. pass abandoned cultivation on right of Mehtar-i-Kisht. Rise over spur, then easy going over plain to  $10\frac{1}{4}$  m. Phurzin-i-Band.

*Camp ground*.—Cramped and stony, under cliffs on right of Tang stream.

*Water*.—Plentiful.

*Fuel*.—Ample (Boortsa).

*Fodder*.—Nil

*Supplies*.—Nil.

7 SHUIJERAB .. 7 m. Coolie road.

————— (13,440').

73 m. 2 f.

Track continues along the right stony bank of the Tang stream, passing several camping grounds as good as at the proper stage. At  $\frac{3}{4}$  m. bridge on right of track to grazing grounds. Continue along stream to  $1\frac{1}{4}$  m. when cross Ganj-i-Daur *nala* by bridge. Continue over stony ground with Tang stream on right to 2 m. Uliar Dasht. Continue to 7 m. Shuijerab.

*Camping ground*.—For  $\frac{1}{2}$  hu.

*Water*.—Plentiful.

*Fuel*.—Only Yakdung.

ROUTE No. 102—*contd.*

*Fodder.*—Grass procurable.

*Supplies.*—Milk and sheep in summer.

8 CHIKAR .. 13 m. Coolie road.

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86 m., 2 f.

Leave village and cross stream by bridge, ascend steeply to 1½ m., then very easy up wide open valley to 4½ m., a false crest. Pass lake on right and at 5½ m. reach top of Shingshal pass. Height 15,090 feet. Easy descent through broad valley on left. Pass opposite Shurvert at 6 m. a grazing village of 42 huts used by the inhabitants of Shuijerab. Continue down, very easy going, to 9 m. when slight descent leads to Aktash or Wuliar at 9½ m. Continue over dry but rough torrent bed to 10¾ m. Shor Aghil or Chashma Aghil. Here there is good water, but no fuel. Track continues level to 12¼ m. where there is a steep descent to 13 m. Chikar.

*Camping ground.*—Ample, opposite wide Bralder *nala*.

*Water.*—Good.

*Fuel.*—Abundant.

*Fodder.*—Some grazing.

*Supplies.*—Nil.

9 SER-I-LAKHSH .. 9 m., 4 f. Coolie road.

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95 m., 6 f.

Track continues down left of valley with Bralder stream on right; passing first over a plain and then below cliffs. The country here is covered with scattered Tamarisk and scrub. The track is stony but otherwise easy. Forging the Bralder stream twice saves about a mile. At 3½ m. Ghos Khum which consists of two huts and some sheep pens. Here there is good water and grazing. Fuel, milk, butter and sheep in season can be obtained. The camping ground is large but rather exposed. Continue down to level of river bed and at 4½ m. pass Shaokun, a grassy plain with one hut. At 5½ m. ford Bralder (water 15 inches deep 9 A.M., June 1934). Continue down right



ROUTE No. 102—*contd.*

bank and cross stony mouth of Shillin-i-dur, on right of which at  $5\frac{1}{2}$  m. is Kuz which consists of two huts. The water here is good. Track continues down right of stream passing several grassy patches. Pass cliffs at 7 m. there is a small camping ground. The track is now rough for half a mile. Pass Kamush a grassy stretch on both sides of the river ; continue over grass to  $8\frac{1}{2}$  m. where there is a hut and a sheep pen. The track is now stony and rough to  $9\frac{1}{2}$  m. Ser-i-Lakhsh.

*Camping ground.*—Large.

*Water.*—Good.

*Fuel.*—Procurable.

*Fodder.*—Procurable

*Supplies.*—Nil.

10 PHURZIN-I-DASHT . . . 8 m., 6 f. Coolie road.  
 ——— or SHINGSHAL AGHZI  
 104 m., 4 f. (10,530').

Track rises over spur to  $1\frac{1}{2}$  m. Barband which consists of a wall with a gate and two towers. Track now descends steeply crossing the Darband-i-Dur. Now cross two spurs then the Jang-i-Dur to 3 m. when Ferok-i-Deor which consists of a small plain with ruined huts is reached. Continue over spur with Bralder river below on left. Cross boulder filled *nala*, then a water course to Ghamerz-i-Kisht.  $5\frac{1}{2}$  m. where there is a willow jungle. Track now crosses three stony water courses and at  $6\frac{1}{4}$  m. the cliffs above the river are reached. Continue on level to  $6\frac{3}{4}$  m. where steep ascent to top of spur at  $7\frac{1}{4}$  m. (Ford Bralder at  $6\frac{3}{4}$  m. if possible and avoid climb). Descend and in 600 yards cross tamarisk filled *nala*, continue over stony plateau to river's edge, then follow stream for 250 yards and at  $8\frac{1}{2}$  m. ford it. (Water 18 inches deep midday June 1934). Continue up left bank to  $8\frac{3}{4}$  m. Phurzin-i-Dasht, which consists of a sheep pen and a poor hut.

*Camping ground.*—Ample on open sandy plain.

*Water.*—Plentiful.

*Fuel.*—A little brushwood and dung.

ROUTE No. 102—*contd.*

*Fodder.*—Coarse grazing procurable.

*Supplies.*—Usually none unless Shepherd is present.

11 SHUR (SOKH) .. 14 m., 4 f. Coolie road.  
 ——— BULAK.

119 m.

Track turns left down the left side of the Mustagh valley to  $1\frac{1}{2}$  m. where it passes under a projecting black cliff and continues over a plain to 3 m. when Karchin is reached. Here there are some salt mines, and the place is more sheltered than the last stage. Rise steeply to top of the cliff above Karchin where the road is troublesome. If the river is fordable much of this can be avoided, but coolies sometimes prefer the hill side to crossing the stream. At  $4\frac{1}{2}$  m. descend to river bed, and skirt edge of river under cliffs. (At height of summer often not possible.) At  $5\frac{1}{2}$  m. river bed narrows and then widens. Continue over open plain, then descend to the level of the river, where the track is very stony but becomes easier. At  $7\frac{1}{2}$  m. a mass of cliffs are reached. Cross mouth of small *nala* and at 8 m. reach Mustagh river. At  $8\frac{1}{2}$  m. ford Mustagh river and pass opposite the mouth of the Ghorjerab valley. At 9 m. re-ford river and continue down its left bank, where the track is often very awkward to 12 m. where a plain is reached. At 14 m. ford Oprang river. If track difficult, then ford river when possible but this may only be the case in winter.

NOTE.—If river impassable at 8 m. continue down left bank to mouth of Ghor Jerab. Turn up this valley on left bank to waterfall. Then leave valley level and proceed up hill by zigzags, path generally easy to spur. A large solitary juniper near highest point to be reached, which point is not top of the spur. Height of point 12,540'. Descend steadily and usually easily, and rejoin track on left of Mustagh close to 9 m. where river normally would be forded. Time for this detour for laden coolies  $5\frac{1}{2}$  hours. From this point it is a difficult coolie road over the hillside for two miles until the plain is reached, where it is easy. The Oprang river was easily forded (at 1 P.M. in mid June 1934). On the far side just beyond the junction of the Oprang with the Mustagh is Shur (Sokh) Bulak 14 $\frac{1}{2}$  m.

*Camping ground.*—Sokh Bulak (1934) a small patch of brushwood on side of low clip, and camping ground

ROUTE No. 102—*concl'd.*

restricted. Large camping ground on right of Oprang river wherer it joins Mustagh.

Water.— }  
Fuel.— } Plentiful.

Fodder.—Very scanty indeed.

Suplies.—None.

The Oprang is a clear glacier stream filled with Tamarisk and scrub.

NOTE.—From Sokh Bulak a route leads to Ak Jilga in Route No. 104, Stage 5, for which see routes in Hsin Chiang for routes, via Varhank river to Varhank and Hafajara.

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 ROUTE No. 103.

FROM MORKHUN TO DIKUT *viâ* THE KARUN PIR  
PASS (16,050').

18 m. 4 f.

2 stages.

*Authority.*—Manners Smith, 1901 ; Turner (partly from native information), 1915.

*Epitome.*

This is an alternative to stage 1 of Route 102, used by coolies in summer (who first go along Route XIV to Morkhun from Pasu), when the Shingshal is unfordable. For horses it is the only route up the Shingshal, but only possible for them in October when the Shinghsal is fordable, and sometimes in April if the snow on the Karun permits.

Great care is needed in taking them from the top of the Karun Pir down to Dikut, and two men are required to lead each horse which should not be saddled.

The difficulties of the Karun Pir are much exaggerated. On the Morkhun side, it is a steady ascent to the top of the pass, only the last 400 yards being at all troublesome.

On the Dikut side, the fall of nearly 7,000' is tiring, awkward, but not really difficult. In the reverse direction the climb from Dikut is a serious matter. It is essential

ROUTE No. 103—*contd.*

to stop at Chukurt unless the weather be very cool and the coolies very lightly laden. There is no water anywhere after leaving Dikut and even at Chukurt it would take half an hour at least to go to the Karun-i-Dur stream and another hour to bring the water up. In warm weather, it would even be necessary to carry water for the coolies for the first half of the ascent.

*Camping ground.*—For a small force only.

*Water.*—Plentiful throughout.

*Fuel.*—  
*Fodder.*— } Procurable, very scarce, stage 2.

*Supplies.*—Nil.

1	PARIAR	..	8 m. 4 f.	Road fit for laden
———— (12,174').				animals of the
8 m. 4 f.				country.

From Morkhun in stage 5, Route No. XIV, the route lies up the left bank of the Abgarch-i-Tang stream which here flows between perpendicular cliffs. At about 4 m. cross the stream by a bridge fit for laden animals of the country. At 4½ m. ascend by a steepish zigzag to the Abgarch plateau (4 houses) where is a fort-village (only occupied in summer) and some cultivation. Descending from the plateau, ford the stream above its junction with that from the Boibar glacier and keep up the latter, gradually ascending the cliff. About 6½ m. recross to right bank, cross back again to left at 7½ m., then up rather a steep slope to 8 m. Above this the valley is open and the path lies along a narrow plateau between the river cliff and the foot of gentle well-wooded slopes. At 8 m. pass a small glacier and camp at Pariar, a summer grazing ground with 12 stone huts one or two of these are fair and possible to use.

*Camping ground.*—For at least 2 bns.

*Water.*—Procurable.

*Fuel.*—Plentiful.

*Fodder.*—Very scanty.

*Supplies.*—None.

ROUTE No. 103—*concl'd.*

2 DIKUT . 10 m. Coolie road.  
 (9,100').

18 m. 4 f. Gradual ascent up the valley (over deep snow in November) for nearly 4 m., then a stiff climb to the Karun Pir pass (16,050') free from snow for 2 months in the year but difficult even for unladen horses. For  $\frac{1}{4}$  m. very gentle descent over snow and then over slate rocks, very steep in places, along a spur. At  $6\frac{3}{4}$  m. Chukurt.

*Camping ground.*—On bare spot, chiefly used by those ascending pass from S.

*Water.*—Obtained with difficulty from the Karun-i-dur stream.

*Fuel.*—Only roots of scrub, but enough.

*Fodder.*—No grass.

Descend steeply over slipping ground, difficult even for unladen ponies to  $9\frac{3}{4}$  m., when descend into bed of Karun-i-dur, always fordable, along which proceed downstream for 200 yards to its junction with the Shingshal. Keep along the latter river for a few yards, when ford (30 yards wide,  $2\frac{1}{2}'$  deep in middle of November). The Shingshal is here fordable from beginning of October to end of April, and, when unfordable, is closed to animals, while men can only cross by a yak rope (see Epitome to Route 102). There is a stiff ascent up the opposite bank, and the track then lies up the Lupghair-i-dur stream for  $\frac{1}{2}$  m. to Dikut where join Route No. 102.

For *camping ground, etc.*—See stage 1, Route No. 102.

NOTE.—The 'stiff climb' to the Karun pass is probably for not more than 500 yards, and often less, as a slight detour eases the gradient. The pass has a false crest on the Morkhun side. On 1st June, 1934, it took fully laden coolies 4 hours to the crest and 4 to  $4\frac{1}{2}$  to the camp at Dikut. There is a fair wire suspension bridge, country made, over the Shingshal stream, and a small one over the Lupghur. The shale slopes are very trying".

**ROUTE No. 104.**

FROM GIRCHA TO AK-JILOA (CHINESE TERRITORY)  
via THE TITIRIP (12,360') AND KHUN JERAB  
(15,420') PASSES.

62 m.            Map. 42-L, P. 1" to 4 m.            5 stages.

*Authority.*—Sweet, 1905 ; Turner, 1915, Intelligence Reports, 1938.

*Epitome.*

The route is practicable for coolie transport throughout the year and for unladen animals from 1st October to 1st May. The track over the Titirip Pass has been improved since the last report in 1915 (Turner) and is now passable though difficult for unladen animals in winter. The Khunjerab Pass is easier than the Mintaka in the winter and animals can cross but the route is seldom used beyond Dih Stage 2, the route is practicable at all times for laden animals except for a few places where fresh stones have fallen. During winter the Khunjerab is liable to be closed from 10-15 days at a time by fresh snow.

*Warning.*—During the avalanche season (April) the river bed should be avoided beyond Stage 1 owing to the likelihood of spates caused by avalanche dams bursting.

*Camping ground.*—Ample throughout for 1 Coy.

*Water.*—Ample throughout for 1 Coy.

*Fuel.*—At stages 1, 2, 3, then grass roots only.

*Fodder.*—Grazing plentiful in summer.

*Supplies.*—Dependent on number of flocks grazing otherwise *nil*.

*Detailed Report.*

1 SHACHKATA .. 12 m. Coolie road.

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12 m.

(a) 1st October to 1st May.

ROUTE No. 104—*contd.*

Follow Route No. XIV to gorge below junction of Kilak-Khunjerab streams at about mile 7. Ford here and follow track over left bank of Khunjerab stream (when combined streams are unfordable follow track over Sost-i-Sar Pass from Sost). Drop down into Khunjerab and follow river bed through gorges to M. 10 fording 8 times. At m. 10 leave river and ascend steeply up river bank for about 500' then drop steeply into the Gordur ravine in which Shachkata lies.

(b) *1st May to 1st October.*

Follow Route XIV to bridge over Kilik stream at about mile 8. A track following hillside on right bank of Khunjerab leads off from here to Shachkata it was made in 1936 and is only used during the flood season. It is not passable for animals at any time and in places is precarious even for laden coolies. When the Khunjerab is in flood this is the only practicable route for stage 1. When ever passable route 1 (a) is preferable.

*Camping ground.*—Ample for 1 coy.

*Water.*—Good and ample.

*Fuel.*—Plentiful.

*Fodder.*—Grass scarce.

*Supplies.*—*Nil.*

2 DIH ... .. 12 m. Coolie road practicable for unladen pones.

24 m.

After a steep climb for 15,500' track ascends gradually to Titirrip crossing Wad Khun *nala* at M. 3.

*C. G.*—ample 1 Coy.

*Water.*—fine, ample.

*Fodder.*—grass plentiful.

Opposite Wad Khun is the mouth of the Ghujerab coming in from S. E. An unexplored and very difficult route follows the Ghujerab to the Shingshal valley open only mid-July—Mid-October. From the Titirrip Pass (12,360') the track drops down to the Khunjerab river bed ;

ROUTE No. 104—*contd.*

the track has been improved (1936), and is passable for unladen animals. A good bridge crosses the stream at the foot of the Titirrip and from there the track follows the left bank to within two miles of Dih where the stream is forded and the track then follows the river bank to Dih.

*Camping ground.*—Unlimited.

*Water.*—

*Fuel.*—

*Fodder.*—

} Plentiful.

*Supplies.*—Milk only.

3 ARBAB BUL .. 12 m. Coolie road, laden animals only October-May.

36 m.

From Dih the valley opens out considerably. Fording the stream from Dih to the left bank the track keeps to the left bank for about 3 miles. At mile 2 the Kharchanai *nala* takes off to the north. A track reported to be very difficult follows the Kharchanai and joins the Mintaka route (see No. 107) above Mintaka Aksal. The track crosses to the right bank and follows the R. bank over many steep ascents and descents impassable for laden animals. When the stream is fordable the track follows the bed and is passable for laden animals to Barakhun at the junction of the Barakhun Khunjerab streams M. 12.

*C. G.*—1 Bn.

*Fodder.*—Grass plentiful.

*Water.*—

*Fuel.*—

} Plentiful.

*Supplies.*—Milk unreliable.

Crossing the Bara Khun stream by a bridge and fording the Khunjerab stream, the track follows the left bank of the Khunjerab stream for 2 miles passable for unladen animals only. At mile 12 the Khunjerab is forded and the track follows R. bank to Arbab-i-Kuk.

*Camping ground.*—Sufficient for 1 bn.

*Water.*—

*Fuel.*—

*Fodder.*—

} Plentiful.

*Supplies.*—Nil.



ROUTE No. 104—*contd.*

4 KARAJILGA .. . 12 m. Track fit for  
laden animals.

48 m.

The track follows the R. bank over gradual ascents and descents. When the stream is fordable it is preferable to follow the river bed. At m. 6 is a goat herd's hut on a plateau named Petikirkh beyond which no wood is available. At m. 8 the track turns due East up the Khunjerab *nala* bed which it follows for  $\frac{1}{2}$  mile then ascends steeply 500' up the R. bank on to the plateau at the head of which lies the Khunjerab Pass. Karajilga m. 12 lies in the middle of the lower stretch of the plateau.

*Camping ground.*—Unlimited.

*Water.*—Plentiful.

*Fuel.*—Grass roots.

*Fodder.*—Good grazing.

*Supplies.*—Nil.

5 AK-JILGA .. . 14 m. Practicable for  
(about 14,000'). laden animals.

62 m.

Ascend over easy grass to top of Khunjerab pass 15,420' at 3 m., where is the boundary between the Gilgit Agency and Chinese territory. Descend easily to Yutr at 7 m., where the valley contracts, and at 10 m. pass Tam-i-Tek *nala* coming from N. W., where the valley opens out into the Tagdumbash Pamir proper. Pass mouth of Oprang *nala*, coming in from S. E. at 13 m. where the route in Chinese territory from Sokh-Bulak, see Route No. 102 (note at end of stage 9), joins. At 14 m. reach Ak-Jilga, near which is always a Sarikol encampment, though its position is shifted as the available grass gets eaten off. Owing to the length of the march it is better to camp near the mouth of the Oprang *nala* on the Chinese side of the Khunjerab river and not at Ak-Jilga. If there is a

ROUTE No. 104—*concl'd.*

Sarikol encampment at Ak-Jilga there will certainly be tents at the mouth of the Oprang *nala*.

NOTE.—There are two Khunjerab rivers, one South of the Khunjerab pass in Hunza and the other North from the pass to the mouth of the Oprang *nala*.

*Camping ground.*—Ample.

*Water.*—Plentiful from a stream (Ak-Jilga).

*Fuel.*—Nil, except cowdung and *boortsa*.

*Fodder.*—Excellent in Summer (grazing).

*Supplies.*—Sheep and milk only procurable.

For routes *via* the Karachukar to Tashkurghan, see Routes in Sinkiang.

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 ROUTE No. 105.

FROM YARZ-YARZ TO LUPSUK (WAKHAN).  
*via* THE IRSHAD PASS (10,000').

21 m. 6 f.

2 stages.

*Authority.*—Cockerill, 1893 ; Leslie, 1901.

*Epitome.*

The Irshad route *via* the Chapursan valley is the most direct one between Hunza and Wakhan and nearly 18 miles shorter than that by the Kilik and Wakhujrui passes. It crosses only one watershed, and of the whole distance only about 13 miles lie at a greater elevation than 14,000' as against 37 miles by the alternative route. There is therefore less snow to be crossed on the Irshad route though, owing to the greater steepness of its approaches, the actual pass is undoubtedly more trying than the Kilik.

The Irshad pass is in reality two passes, the most E. of which is called the Kik-i-Uwin (16,020') and the other Kirghiz-Uwin, (16,050') less than a mile apart and alternative to one another for about 4 or 5 miles. The former, though higher, opens before the latter as less snow drifts upon it.

ROUTE No. 105—*contd.*

A few hundred yards below the *kotal* on the Wakhan side the path crosses a glacier difficult for laden animals, which is avoided by the Kirghiz-Uwin route, which is therefore when open, always used in preference to the other.

Practicable for laden ponies as far as Besk-i-Yenj (stage 1), thence difficult, but generally practicable after June or July until the end of October. Open to men on foot from May.

*Camping ground.*—Ample space in stages 1 and 4.

*Water.*—Plentiful throughout.

*Fuel.*—Scarce in stages 1, 2 and 3 ; in stage 4 sufficient for 1 Infantry brigade.

*Fodder.*—Grass procurable probably throughout.

*Supplies.*—Practically none.

1	Junction, Camp. . . 7 m. 6 f.	Road difficult but
—————	(14,800').	practicable for laden
7 m. 6 f.		animals of the country.

Follow Route XV, Stage 5 to 2½ m. then turn up right of the Irshad *nala* to 3¼ m. Zoiwert. Small lake and stream. Good camping ground with grass, but only yakdung for fuel. Then continue up right of the valley, crossing a spur which is steep in places to 4¾ m. when the level of the stream is reached. Continue over grassy slope to 5¾ m. Irshad. The camping ground here is bad. Cross to left of stream, and continue up valley near stream to 7¼ m. when cross again to right and camp 7¾ m. on small grassy patch at the junction of the *nalas* descending from the two passes.

*Camping ground.*—Stony and needs levelling.

*Water.*—Good.

*Fuel.*—Usually enough yakdung.

*Fodder.*—Grass in season.

NOTE.—The Irshad valley though grassy is exposed and little shelter is to be found.

ROUTE No. 105—*concl'd.*

2 LUPSUK .. 14 m. Road difficult but  
practicable for laden  
21 m. 6 f. animals of the  
country.

Leaving camp, ascend the left of the *nala* leading to the Kirghiz Uwin or Westerly Irshad pass. The path is over soft shale, but the gradient through is steep. 1½ m. reach the top of the Kirghiz Uwin pass. Snow found here in July but much of it melts later. Easy descent to 3 m. when path from Easterly (Kik-i-Uwin pass) comes in. 5 m. reach Sark-i-Yenj.

*Camping ground.*—Sometimes used.

*Fuel.*—No firewood.

*Fodder.*—Some grass.

Pass Adinaboi and reach 14 m. Lupsuk (Suk Suk).

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 ROUTE No. 106.

FROM MISGAR TO KERMIN *viâ* THE KERMIN PASS  
(13,050').

15 m.

1 stage.

*Authority.*—Schomberg, 1934.

*General Report.*

During the summer months the easiest approach to the Chapursan valley from Hunza is from Misgar. See Route XIV Stage 13 and Route XV. Stage 2.

*Camping grounds, etc.*—See Routes XIV and XV.

*Detailed Report.*

1 KERMIN .. 15 m. Road difficult but  
fit for laden animals  
15 m. of the country.

Leave Misgar, and follow stage 13 of route XIV as far as 4½ m. Topkhana, when cross the Kiklik river by a bridge,

ROUTE No. 106—*concl'd.*

over which animals can be taken, climb over a spur between the Kilik and Derdi streams, descend to 6½ m. Kalam Darchi (jungle and a little grass). Passing a grave on the left, continue easily up the left of the Derdi valley to 8 m. Rich. where there are some huts and cultivation. Cross a *nala* filled with jungle, and descend to the Derdi stream which is crossed by a ford (often difficult after midday but generally fordable) then climb steadily up an earth and shale slope to the top of the Kermin pass 10 m. Then descend passing at 10¾ m. Wakhi, a summer encampment, where there are a few huts. Water is obtained from a spring and wood is available for fuel, but owing to its exposed position it is a very bad place to camp. The track continues at first easily, then more steeply by sharp zigzags down a narrow spur to 13 m. where the left bank of the Chapursan river is reached. Here there is a possible camping ground and wood is obtainable. Turn right and continue up the left bank of the river to 15 m. which is opposite the village of Kermin. Ford river and camp.

NOTE.—It may be easier to ford at 13m. but the normal place is 15m.

*Camping ground.*—Ample.

*Water.*—Abundant.

*Fuel.*—Ample.

*Fodder.*—Scanty.

*Supplies.*—Available.

NOTE.—The Kermin pass is a grassy saddle in summer, with no traces of snow anywhere.

If a halt is not made at Kermin village, there is no need to ford the river, but continue up the left bank passing on the right the cottage of Kil, when the Chapursan river is crossed by a bridge. Reshit is 1½ m. beyond this bridge.

## ROUTE No. 107.

FROM MURKUSHI TO MINTAKA-AKSAL *viâ* THE  
MINTAKA OR KIRISHT PASS (15,430').

21 m. 4 f.

2 stages.

*Authority.*—Leslie, 1901 ; Turner (from native information only), 1914.

*Epitome.*

This route (*via* the Mintaka) is an alternative to last 2 stages of Route No. XIV and is preferred to the latter (*viâ* the Kilik) in winter, spring and autumn., as it is shorter and with less snow, while in summer the Kilik which has no steep gradients is more frequently used. Except during snow-storms the Mintaka is never closed for coolies and a regular dâk is carried fortnightly across this pass (from Gilgit to Kashgar). Horses can always be taken across, when the snow is hard, even in midwinter, especially if a path is beaten down by yaks sent ahead, but not after a fall of snow, or when the snow is melting. Normally laden horses cross about May 1st. It should be noted that in normal years very little snow falls in the Pamirs till February and all the passes are most difficult in the early spring. At Mintaka lateral roads connect with N. end of Kilik pass.

*Camping grounds.*—For 1 bn. ample.

*Water.*—Plentiful.

*Fuel.*—Scarce, *boortsa* or yak-dung.

*Fodder.*—Grass plentiful.

*Supplies.*—Some milk ; butter, sheep, at stage 2.

1 LUP GAZ .. 13 m. 4 f. Road practicable for  
laden animals of  
13½ m. the country.

From Murkushi, Route No. XIV, stage 13, cross the Kilik stream, always fordable, then by a steep ascent at 1½ m. up the right bank of the Kenisht stream. At 4 m. reach Boihil, a Gujar encampment with sheep pens, and pencil cedar on the hill-side. Path is then easy over the pebbly

ROUTE No. 107—*contd.*

bed of the river (hard snows and ice in May) or over thick turf that borders the stream. At 8½ m. Bul Khajrowin.

*Camping ground.*—Used, especially when traveling with horses, to spend the night in, preparatory to crossing the pass before sunrise, but liable to be covered with snow even in May, when camp must be pitched 1½ m. short of it.

*Fuel.*—None.

*Fodder.*—A little grass obtainable.

Here the old route, now disused, *via* the Bul Khajrowin pass, turns off NW. by a steep ascent, rejoining the Mintaka pass below Lup Gaz. Keep to the bed of the river to avoid boulders, then ascend steeply up the right bank of a glacier, under deep snow in May, along a path, difficult on account of boulders. At 8 m. leave the glacier and ascend steeply to the pass (15,430'), under deep snow in the middle of May, but less than on the Kilik. Pass a dâk hut and descend steeply for ¾ m., then down bed of the Mintaka 2¼ m., to Lup Gaz *nala* on banks of which are many possible camps.

*Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—*Boortsa* plentiful.

*Fodder.*—Grass plentiful.

*Supplies.*—*Nil.*

2 MINTAKA-AKHZI.. 8 m. Road practicable for  
 (13,200'). laden animals of  
 21 m. 4 f. the country.

The path, which is easy, lies down the valley of the Mintaka stream, past at 4 m. the Karchanai stream from the S., up which lies a route to Hunza joining Khunjerab Route No. 104, 3 m. above Dih. At 6½ m. reach Zantat and at 8 m. Mintaka on the boundary of Chinese territory, and for routes to Kashgar, etc., see Routes in Hsin Chiang.

The route from the Kilik pass, by a lateral path along the Karachukar river also joins here.

1 *Camping ground.*—Ample.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*—Grass plentiful.

*Supplies.*—Sheep and goats procurable, sometimes.

### ROUTE No. 108.

FROM KHAIBAR TO MISGAR (summer route).

22 $\frac{3}{4}$  m.

2 stages.

*Authority* :—Mackintosh, 1903 ; Turner, 1915.

#### *Epitome.*

This is the portion of the route between Hunza and the Kilik pass (Route No. XIV) and Hunza and the Mintaka pass (Route No. 107), which is used during the summer months, instead of the ordinary stages, when the river is in flood. It is the same number of marches as the above two routes and only some 2 miles longer. (1934). This route is now disused except as far as Khudabad, as Route No. XIV is a well maintained track on the left of the Hunza river to Misgar.

On this route horses can only be taken as far as 1 $\frac{1}{2}$  m. in stage 2. If horses are taken they must follow Route XV and 106 *via* Spandring and Kermin pass, whence they cross the Misgar river at Topkhana by a bridge.

*Camping grounds.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—

*Fodder.*—

*Supplies.*—

} Scarce at Khudabad.

1 KHUDABAD .. 12 m. Coolie road.

(9,450').

12 m.

From Khaibar, Route No. XIV, stage 10, follows a cantilever bridge at 3 $\frac{1}{2}$  m., over which the main route by Gircha goes (Route No. XIV). Road keeps to right bank of river ; and after passing



ROUTE No. 108—*contd.*

bridge goes for  $\frac{1}{2}$  m. over steep and stony slopes. Thence easy but stony path to  $6\frac{1}{2}$  m., opposite Morkhun, where there is a short *pari* and a built-up path over it, which is possible for led animals with great care. Thence easy to within about a mile of Khudabad where there is another *pari* to cross, which ponies can avoid by fording branches of the river. This *pari* is sometimes possible for animals if great care is exercised. Thence easy to camp at Khudabad (10 houses).

Time to walk, five hours.

*Camping ground.*—For 1 bn.

*Water.*—Plentiful.

*Fuel.*—Scarce.

*Fodder.*— } Available in moderate quantities.  
*Supplies.*— }

2 MISGAR .. 10 m. 6 f. Coolie road.

22 m. 6 f.

Descend steeply but shortly to river-bed, then turn up right bank of Chapursan river which at about  $1\frac{1}{2}$  m. crossed by a new cantilever bridge about 60' long. In 1934 the bridge consisted of two long poplars laid side by side, difficult for laden coolies. The river is unfordable in summer.

Follow left bank of Chapursan for  $\frac{1}{2}$  m., when ascend to plateau between Khunjerab and Chapursan rivers. Descend to right bank of Khunjerab, up which proceed over *paris* of Kurkumbir and Biliachur, from the latter of which (as the junction of the Khunjerab and Kilik opposite the Luwarchi Vech pass), descend to right bank of Kilik, where Route No. XIV is rejoined.

For *camping grounds, etc.*—See Route No. XIV, stage 12.

## ROUTE No. 109.

GUDHAI TO SKARDU *viâ* THE ALAMPI PASS  
(15,200').

72 m.

6 stages.

*Authority* :—Drew, Godwin, Austin.

*Epitome.*

A road quite impracticable for laden animals and very difficult for men on foot : open only in summer.

*Camping grounds.*—

*Water.*—Plentiful at all stages.

*Fuel.*—

*Fodder.*—

*Supplies.*—Procurable in Skardu stage 6.

1 BUBIND .. 10 m. Coolie road.

10 m.

Leaving E. branch of Astor river ascend valley leading to the Alampi pass to Bubind, 3 huts, the last habitation W. of the pass.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

2 RINGMO CHAMI 12 m. Difficult coolie road.

22 m.

Ascent of Alampi pass on W. is very steep. Elevation of crest 15,200'. The descent for the first 500' has to be clambered : thence descend at a steep gradient for 1,000' to a pool of deep clear water, about  $\frac{1}{2}$  way down to Ringmo Chami.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

3 SHIGARTHANG .. 13 m. Coolie road.

(10,200').

35 m.

Follow an open, grassy, fairly level valley down which flows a stream fringed with willows. At  $9\frac{1}{2}$  m. the stream is joined by another from the Banok La, some 6 m. distant, along which a road runs over a small crevassed glacier to Astor. At 13 m. reach Shigarthang on a plateau at the junction of the

ROUTE No. 109—*contd.*

streams from 4 separate valleys. Near the village are 2 substantial guard towers built by Rajas of Baltistan.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

*Supplies.*—Sheep numerous.

4 STAKCHAM .. 6 m. Coolie road.

41 m. Descend Shigar-  
thang valley to Stakeham at 6 m.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

5 KATSURA .. 13 m. Difficult coolie road.

54 m. Descend valley between fairly well-wooded hills. The stream rushes over large angular blocks of an ancient moraine, and then flows in 4 or 5 channels through the valley, which narrows to 200 to 300 yards near the little village of Tsok. The path is steep and rock strewn. Beyond Tsok enter a level valley about  $\frac{1}{2}$  m. broad between steep mountains, through which the stream flows in a succession of deep pools to 11 m. At 13 m. reach the little village of Katsura, which stands on a rocky mound in the Indus valley close to a small lake and mountain torrent.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

*Supplies.*—Fruit and walnut trees.

6 SKARDU .. 18 m. Good coolie road.

P. O. and T. O.

72 m. Follow a good road up the Indus valley, about 2 m. broad, over sand and shingle and amidst bare rocks. Population of Skardu about 900; small bazar, 3 parts, one in ruins, neither of the others modern.

*Camping ground, etc.*—No details.

*Water.*—Plentiful.

*Supplies.*—Procurable.

**ROUTE No. 110.**

**FROM HAIGUTUM TO ASKORLE *viâ* THE RZONG PASS.**

67½ m.

5 stages.

*Authority* :—Conway.

*Epitome.*

This route is practicable for coolies with loads but on account of the entire absence of all supplies between Hispar and Askolai, cannot be considered practicable in a military sense. The distances are approximate only.

*Camping ground.*— }  
*Water.*— }

*Fuel.*— }  
*Fodder.*— } Procurable in stages 3 and 4.

*Supplies.*—None.

1 CAMP . . . 18 m. 2 f. Coolie road.

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18 m. 2 f. From Haigutum (Route No. 101), stage 5, the path keeps E. up the Hispar glacier, then for 4 m. up a gently sloping snow field to the Rzung La pass. The descent is at first easy over gentle snowslope, then through a maze of crevasses. Camp where the Biafo glacier makes a bend to the SE.

*Camping ground.*— }  
*Water.*— }  
*Fuel.*— }

*Fodder.*— }  
*Supplies.*— } None.

2 CAMP . . . 12 m. Coolie road.

---

30 m. 2 f. Down the Biafo glacier. Easy. Camp in the bed of an old lake.

*Camping ground.*— }  
*Water.*— }  
*Fuel.*— }  
*Fodder.*— }  
*Supplies.*— }



ROUTE No. 111—*contd.*

1 PARRI .. 15 m. 5 f. Mule road.

15 m. 5 f.

Follow Route XIII, stage 10, past the battery lines, then turn towards the river, and at  $1\frac{1}{2}$  m. reach the ferry, which is kept permanently staffed by the revenue authorities. The crossing and re-crossing takes in winter 10 to 20 min., in summer 40 min.

Leaving the ferry on the right bank the road ascends to a sandy plateau, while another route branches off down stream to Chilas (see Route XI), and yet another up the Sai *nala*. Proceed over fairly level ground to  $4\frac{1}{2}$  m., cross a *pari* for  $1\frac{1}{2}$  m., then go over easy ground to  $6\frac{1}{2}$  m. ; here join the main road (Route XIII) 9 m. from Parri.

For *camping ground, etc.*—See Route XIII, stage 10.

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