

richly wooded, and many parts cleared, having plantations of bananas and sweet potatoes; but no dwellings were visible from the ship, nor did any natives visit us, as they so readily did at the south-west end on our first arrival.

I do not know any island I have seen over the world more favourably situated for trade, or more suitably adapted for cultivation. Rice, sugar, cocoa, coffee, maize, potatoes, and vegetables, would all grow if cultivated.* The soil is excellent, rich, of trap formation, with sufficient sand to make it loose and friable. Cattle of all sorts—horses, cows, sheep, pigs, and poultry—would fatten and thrive here. Enterprising men, with some Chinese labourers, would soon make it a valuable island, and not a disagreeable one, to live on.

February 11, 1871.

3. Route of IBRAHIM KHAN from Kashmir through Yassin to Yarkand in 1870.

The following is the itinerary of the native assistant-explorer who was engaged to co-operate with the expedition of Mr. T. D. Forsyth, in 1870, by taking a westerly route from Kashmir to Yarkand, whilst the leader, accompanied by Mr. R. B. Shaw, proceeded from Leh *via* Chang-chenmo and Shadula. It is here printed from the Report received from the India Office.†

“The distance from Srinagar to Bhindpoora is 12 kos. There are a few huts in the place, from which provisions can be obtained.

“The distance from Bhindpoora to Tragbal is 5 kos. The encamping-ground at this place is on an eminence, where there is a small tank, and a little house for a couple of dak runners. Beasts of burden stop here in the hot season. Nothing else can be obtained in the place excepting grass, fuel, and water. It has a jungly appearance about it.

“The distance from Tragbal to Zerkooza is 5 kos. The road for about a kos is up-hill, and then it is down-hill. There is snow on the hill in winter, when the road gets blocked up. By the month of April it gets cleared again. Zerkooza is also a jungly-looking place. The next halting-place is Kazalwan, at the distance of 5 kos from Zerkooza. The portion of the road through the pass and along the bank of rivulet is pretty good. Across the bridge, on the bank of the river ‡ flowing to Mozufferabad, there is a plain. Kazalwan itself is situate on an eminence. Grass, fuel, and water can be found in abundance at the place; milk, fowls, and goats can also be got, but no flour. It is a cold place.

“The distance from Kazalwan to Gorez is 6 kos. After crossing a bridge, the road all along keeps along the bank of a river. For about half a mile there is ascent and descent.

“From Gorez to Banglabal the distance is 5 kos, and from Banglabal to Bishbaru the distance is 3 kos. The horsemen have sometimes to go along one side of the river, and sometimes along the other side. At each of these places there is a house for the dak runners. Besides grass, fuel, and water, nothing else can be obtained in these jungly places. About the middle of July, when the snow melts down, a short straight road opens from Banglabal to Astór, and provisions are generally sent from Kashmere to Astór Fort by this road.

“From Bishbaree to Munabad 3 kos, and from Munabad to Burjpeer 6 kos.

* Cotton-tree and tobacco-leaf were already growing there.

† Both the translation and the transcription of Ibrahim Khan's Report have been so neglected that, even after no little trouble has been taken to correct these extracts, several passages remain almost unintelligible.

‡ The Kishengunga.

The road along the Mozufferabad River is pretty good. Both these places are jungly looking, and devoid of human habitation, and nothing besides grass, fuel, and water can be got in these places.

"Halt, on account of rain and snow.

"From Burj to Chul 6 kos; from Chul to Das 3 kos. The road over Burjpeer is up-hill and down-hill. The Burjpeer hill, though not very high, is covered all over with snow. Travelling across the hill immediately after sunrise one is sure to get sore eyes from the glare of the snow. The water from one side of the hill forms into a stream, about half the size of the Mozufferabad River, and the stream eventually joins the river; and the water from the other side of the hill flows into the stream coming down from the Nanga Mountains, which stream eventually flows into the Indus. Chul is a jungly-looking place, where the dak runners sometimes stop. The road over the hill gets clear of snow by the month of August, when it becomes passable for horsemen. At Das only grass, fuel, and water can be obtained, but no flour.

"From Das to Khurmand 3 kos; from Khurmand to Kodai 3 kos. The road all the way is very good. In each of these places there are a couple of houses, and grass, fuel, and water can be got in abundance. From each of these places there is a road to Askrood.

"From Kodai to Nagnoo 4 kos; from Nagnoo to Astór Fort 6 kos. The road is good. After ascending a hillock, you come to the village of Nagnoo, and then going up another hill, you come to the village of Phutnee; after which the descent is tiresome. The waters of Nanga Parbat and Burjpeer join and form a river, which is crossed by a bridge, on which there is a guard. Across the bridge on the opposite side is the Astór Fort, in which there is a detachment of men stationed. At Astór only the Government officials and European travellers can obtain supplies from the Government store through the Thanadar. In the month of September, a straight road opens from the Astór Fort to Gorez *viâ* Banglabal.

"Halt, to obtain a passport.

"From Astór to Parea 3 kos; from Parea to Archoo 3 kos. The road is good. There is ascent and descent only over two hillocks. Parea is situated on the river which comes down from Astór. It has the appearance of a jungle. There are six or seven houses at Archoo, and ghee fowls, grass, and fuel can be obtained at the place.

"From Archoo to Dakshan 3 kos; from Dakshan to Tirphalee 5 kos; and from Tirphalee to Dhoyan 3 kos. The road up to Dakshan lies over a hill. Milk, and other provisions, besides flour and rice, can be got at Dakshan. The road to Tirphalee is also over a hill. There is a house at the place, and excepting grass, fuel, and water, nothing else can be got at Tirphalee. The road to Dhoyan is of the same description. Some soldiers are stationed at Dhoyan. None excepting Government officials can get supplies at this place. Grass, fuel, and water, are to be found in abundance.

"From Dhoyan to Shatemarrah 9 kos. Atoo Peer, situated on the top of a hill, is at the distance of 2 kos from Dhoyan. From Atoo Peer the road for 7 kos is a very tiresome descent. Water is nowhere available on the road, and travellers have to carry water with them in dry pumpkin-shells. Those who are acquainted with all the localities can, however, procure ice and water from a spring on the west of the hill. The bridge on the river coming down from Istoor is called Shatemarrah, and there are guards on either side of the bridge, who require the travellers from either direction to show their purwanahs (passports). At the distance of a mile from the bridge the river joins the Indus. Nothing besides grass, fuel, and water can be obtained here.

"From Shatemarrah to Bonji 5 kos; from Bonji to Dhat Sahee 4 kos. At the distance of a mile from the last halting-place, there is a stream on the way. No one can cross this stream after nightfall, as from evening till morning the current is exceedingly strong. The rest of the road is through

pretty level ground. The Bonji Fort stands on the Indus, and Government officials and European travellers can get supplies from the Government store. We crossed the river in a boat, and had to show the passport which we obtained from the officer in charge of the Bonji Fort. Near the village of Sahee we crossed a large stream by a bridge. At Sahee supplies and fodder can be obtained in abundance. A few soldiers are stationed in a castle on the opposite bank of the river from Sahee.

"From Sahee to Chakerkot 4 kos; from Chakerkot to the summit of the Niladheeree hill 7 kos. The portion of the road along the river is pretty good. A few travellers can get supplies at Chakerkot. After crossing the river by a bridge, you have to ascend the Niladheeree hill, and the ascent is pretty hard. No water can be obtained for nearly 14 kos, and people have to carry water with them from Chakerkot and Manoor. The descent of the hill is most tiresome.

"From Niladheeree to Manoor 6 kos, from Manoor to Gilghit 6 kos. Going down a pretty steep descent, you meet with little villages here and there, and good road. Gilghit has about a hundred dwellings, and supplies can be obtained from the Gilghit Fort. The dwellings are apart from each other, on separate plots of ground. There are no shops at Gilghit. Mulik Aman of Maghrool, who has taken service with the Maharajah, stops here, and he has also sent a hostage to the Kashmere Court.

"Halt, to obtain a passport.

"From Gilghit to Sharoot 12 kos. A portion of the road lies along the stream coming down from Yassin. The road through the pass is partly over hills, and partly along the banks of the stream. The part of the road near the bank of the river is pretty good for horses in winter, but it gets bad in summer. Provisions can be obtained at Sharoot in exchange for cloths. Grass and fuel are to be had in abundance.

"From Sharoot to Seengal 11 kos. At the distance of 3 kos from Sharoot, on the opposite bank of the river, there is a castle called Sher Killa, occupied by Rajah Esa Bahader and a hundred soldiers. After crossing the bridge the travellers have to deliver their passports to the Rajah. The road to Seengal then lies over two steep hills. Provisions can be obtained at Seengal in exchange for clothes, tobacco, salt, and snuff. It is easy for horsemen to ford the river in winter, but it is difficult to do so in summer. A relative of Rajah Esa Bahader is a hostage in the Kashmere Court.

"From Seengal to Ghakooch 6 miles. You cross the stream which comes down from Darail by a bridge, and then the road, which leads over a hillock up to Ghakooch, is pretty good. Ghakooch is the last village on the confines of the territories of the Rajah of Kashmere. Afyat Khan, the Rajah of the place, and son-in-law of Rajah Esa Bahader, allows people to pass on to Yassin if they can show a passport from Rajah Esa Bahader. The inhabitants of the village remain inside the fort for fear of the people of Yassin.

"From Ghakooch to Rahooshan 15 kos. In summer, in consequence of the enlargement of the bed of the river, travellers on foot are obliged to travel through stony hills. In winter, when the river becomes narrow, horsemen can go along its banks sometimes on one side and sometimes on another. The zemindars come and stop in the fort to guard the frontier. Only a few men can obtain supplies here in exchange for cloths, as the people do not value money. Grass, fuel, and water, can be got in abundance. The proper road from Rahooshan to Yassin is across the bridge, but we had by mistake gone to Khaleetan. This village, like Ghakooch, is watched by a guard.

"From Rahooshan to Khaleetan 8 kos. The road is pretty good. There are a number of small streams on the way. At the middle of the road the river from Yassin joins the river from Gazur. The road to Khaleetan is across the bridge, over the river coming down from Gazur. Provisions can be got here in exchange for cloths. Grass, fuel, and fruits are plentiful. In the course of

ten or eleven days one can visit Gazur, Thungur, Roshoo, Kalum and Khoozee, from Rahooshan.

"From Khaleetan to Yassin 8 kos. There is a way for horses, but the road lies over steep hills. Meer Walee Khan [the murderer of Hayward] resides here. He has a house inside the Yassin Fort. The fort is built of stones and mud. To the east of the fort there are four houses of peasants.

"Halt.

"The Rajah has about 20 or 25 men with him, but they are not all supplied with arms.

"From Yassin to Oomast the road is pretty good. We had to cross the two streams, formed out of the water of the Yassin River, which issues from the two passes on the west. There are little villages here and there, and provisions can be got in exchange for clothes. Yassin River becomes frozen in winter. In winter there is an easy road from Yassin to Gilghit, and horses which are shod can go this road with loads.

"From Oomast to the summit of the Darkôt hill 8 kos. There is a village also by the name of Darkôt on the way. The Yassin River issues from this hill. After wading through water in many places we crossed a bridge, and then went up the ascent of the Darkôt hill, which was pretty steep. In summer the slave merchants go to Yassin this way. From Darkôt to Kotal (the pass) it is 3 kos. On the Kotal Mountains nothing can be seen besides snow and stones; on the skirts of the mountains, however, grass and fuel are plentiful. Kotal is situate on the northern confines of the Yassin territory.

"From Kotal Darkôt to Banda Baroghal, belonging to Wakhan, under the Punjab-chief, 8 kos. For 4 kos the road lies over snow. This snow never melts, and there are fissures in the snow 180 feet deep, and horsemen travelling without a guide run the risk of falling into them.* The road remains open from June to September. The waters from the south side of Kotal flow towards Yassin, and the waters from the north side flow into the Chitral River. After crossing a stream coming down from the eastern mountains, and flowing towards Chitral, by a bridge, you come to Banda Baroghal. Provisions can be got here in exchange for cloths. A wuzeer of Meer Fattah Ali Shah, Punjab-wala, resides in this place; and there is another man who acts both as a lumberdar and choukidar. These men are stationed here to guard the frontier, and to execute the orders of Meer Fattah Ali Shah. They have no soldiers with them. In summer a hundred and fifty men can at any time be assembled here from localities within 7 kos from the place. The people here reside in their villages in the winter, and in summer they go out into the mountains and pastures, where they put up temporary houses. Their winter homes they call Kishlaks, and their summer homes they call Eelaks. The travellers to Yarkand go straight to the Kishlaks (villages), at the Sarhad-Wakhan, at the distance of 6 kos from this place, and then crossing the river Pamir † they go to Lungur. The travellers to Badakshan do not cross this river, but go straight to Punjab along the bank of the river. Grass, fuel, and water, are plentiful in this place.

"From Baroghal to the 'Kishlaks of peasants' [Kishlak-i-Dihkânân] 11 kos. The road through the pass, along the bank of the river coming down from Pamir, is pretty good. The villages consist of five or six scattered houses. In summer the peasants leave behind one of their number to watch their crops, and the rest go to the Eelak. In some villages scanty supplies and conveyances can be obtained in exchange for cloth.

"From the Kishlaks to Baba Tungee 10 kos. The road lies over hills, and

* A glacier is evidently crossed here.

† What is here called the Pamir River is the southern of the two streams forming the Upper Oxus, or Panja, and is that called by Wood the Sarhad or Mastâch River.—[NOTE BY COL. H. YULE.]

through valleys along the bank of the river. In winter, when the water of the river becomes less, the road widens. Provisions and conveyances can be obtained here in exchange for kirpás, cloth, vessels, and clothes. The current coins here are the Mohummad Shahee. Grass and fuel are plentiful.

"From Baba Tungee to Punjab—the residence of Meer Fattah Ali Shah, ruler of Wakhan—14 kos. The road is over a few hillocks and across some streams, and leads between Yarkand and Badakshan. It remains open in all seasons. The climate of this place is as cold as that of Yassin and Gorez. The river which comes down from Pamir flows under the fort where Meer Fattah Ali Shah resides. No highway robbery or theft is committed in the Wakhan territory. Supplies can be easily obtained. Meer Fattah Ali Shah has ten or twelve horsemen with him in the fort. There are no shops in the place. Merchants have to pay a tax of 2 rupees per each horse load.

"We went back to Baba Tungee.

"We came to the desert in front of the villages of peasants (Deh Dihkanan).

"We came back 3 kos from Deh Dihkanan, and stopped in the *Kishlak* (Kishlak-Sarhad-Wakhan) on the confines of Wakhan, where we bought some flour. Provisions and carriage can be obtained in this place in exchange for cloth and vessels. We arrived at this village by crossing a river. A road opens from this place in winter, along the bank of the river, and as the river gets frozen it can be crossed by shod horses. One travelling from Yassin to Yarkand has to come straight to this place from Baroghal.

"From the Kishlak-Sarhad-Wakhan to the middle of the desert,* 8 kos. In summer the road lies over the hill of Sarhad-Wakhan, and over some hillocks on the side of the river. The travellers have to stop somewhere near the river. There is a little bridge on the way about 6 kos from Sarhad-Wakhan, which is kept in repair by the people of Wakhan. It seems they cannot get timber sufficiently long to lay across the bridge. About a hundred horsemen can be supplied with grass and fuel at this place. The travellers to Sarikul take provisions for six or seven days along with them from this place, as they can get them nowhere in Pamir.

"To a stream about a kos from Langar 7 kos. The road along the side of the river is pretty good. In one place only the road for about 25 yards, between the river and the hill-side, is so narrow that the merchants are obliged to take the loads off their horses and have them carried by men. Langar is now a desert. The Khirghiz used to live here formerly and rob the travellers. Grass and fuel are plentiful on the steppe here.

"To the lake called Kalsar Bam-i-Dunya (Roof of the World) 11 kos.† On the way there is a tomb of a caravan traveller, and a few deserted houses of the Khirghiz. Further on there is a good road to Sarikul. There is also another road to Sarikul along the river, which is a long one, and over a hill covered with snow. There is also a road from Wakhan to Kanjoot. The river, which issues from the Kanjoot hills, keeps along the road to Sarikul. The pass through Pamir is half-a-mile wide. Kalsar Lake is a mile wide and three miles long. The waters from the hills on both sides flow into it. In summer the place is colder than Wakhan on account of the wind blowing. A small stream issues from the lake towards the north, and flows towards Shaghnan. The place is a desert. In April and June the wild ducks lay their eggs on the banks of the lake. Snow begins to fall in Mágha (January-February), when some travellers prefer going over the Jamistan Mountains on the west of the lake.

"To the banks of the stream issuing from the Kalsar Lake 12 kos. The road is through level ground, sometimes over marshy land. The place is a

* No doubt a *quasi* proper name, "Miyán-i-Biyábán," or the like.—[H. Y.]

† This lake is the Pamir Kul, or Barkal Yasin of Major Montgomerie's Mirza.—[H. Y.]

desert. The horns of wild goats are seen scattered over the place by hundreds, which is owing to the murrain which breaks out among them, and kills them by hundreds. Since the accession of Meer Atalik Ghazi, ruler of Yarkand, no highway robbery is committed in the desert. The Khirghiz have scattered, and Pamir lies uninhabited.

"To the banks of the stream in the pass 6 kos. The travellers cross the river coming down from Shaunan [?], near a deserted house of the Khirghiz, where the river is fordable. The road is pretty good, through marshy land. Grass and water are plentiful, but it is difficult collecting fuel.

"To Sarikul Fort, on the borders of Yarkand Territory, otherwise called Tash Kurgan, 14 kos. The road through the pass is pretty good, and lies over a ridge. For about 4 kos up to Sarikul the road is tiresome, as it lies sometimes on one side and sometimes on the other side of the stream, and the horses stumble on the stones. This pass, also, is deserted by the Khirghiz. The entrance to the pass is guarded by sawars. The Sarikul Fort was built in the days of King Sipras [? Afrasiab]; it is now in the possession of the ruler of Yarkand. An officer with a force of some men is stationed here, to whom we reported our arrival.

"Stopped here by order of the officer.

"This district is called Tash Kurgan; there are about 300 men in the fort. The bastions of the fort are high, but it is built of stones and mud, and could easily be breached.

"To the middle of the pass in the desert 7 kos. The road is pretty good. The sawars guarding the pass require the travellers to show their passports before they allow them to go.

"To Dera-Khirghiz 9 kos. The road is pretty good, and lies over two ridges. The Khirghiz have half-a-dozen houses here. They keep cattle, and subsist on the cheese they make out of the milk of their sheep and goats. They do not use any grain. Grass and fuel are plentiful. Provisions other than grain, and carriage, can be obtained in exchange for kirpas, vessels and false pearls.

"To the banks of a stream in the desert 4 kos. There is a road for travellers on foot along the banks of the river through the pass, but it is not a convenient road for beasts of burden, and merchants therefore go across a little hill on the side of another stream. Nothing besides grass and fuel can be got in this place.

"To the dwellings of the Khirghiz 13 kos. The road lies over two hills, and is on the whole pretty good. Grass and conveyances can be obtained here. After descending the first hill you meet another direct road to Yarkand through the pass, which is called the Tanges road.

"To the desert where the Khirghiz* raise grain 14 kos. The road is pretty good. Besides the dwellings of the Khirghiz there is a house of the Lumberdar of the Khirghiz in the place. The Khirghiz, through fear of the King, do not molest the traveller.

"To the Kishlak, near Yangi Hissar, 14 kos. The road is pretty good, and is through little hamlets. At one place the road is through a fort called Kurawal. Here at the time of the Chinese a pass was cut out to serve as an entrance.

"To Yangi Hissar 4 kos. Here we reported our arrival in writing to Mohammad Akal Khan Sahib Turra, officer in charge of the castle.

"We had to halt here for three days, i. e., up to 1st August, 1870, by order of the officer, and received our travelling expenses and means of carriage from Government.

"We arrived at Yarkand along with a sawar sent with us from Yangi Hissar.

* This expression and that in the preceding paragraph, "dwellings of the Kirghiz," are again evidently *quasi* proper names of halting-stations.—[H. Y.]